LEWISHAM LOCAL PLAN

An Open Lewisham as part of an Open London

Regulation 18 stage "Preferred Approaches" document

DD/MM/2019

Lewisham

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

Preface

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

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

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

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

PART

Lewisham

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

2 Looking west, housing along Handen Road, Lee

3 Catford mural

4 Catford Foodmarket

5 Hazelhurst Court (Levitt Bernstein)

An Open Lewisham as part of an Open London

1.1 **Lewisham's Local Plan sets out a shared vision for the future of the Borough along with the planning and investment framework to deliver this vision through to 2040. The main objective of the plan is to achieve 'An Open Lewisham as part of an Open London'. This reflects our commitment to ensure that Lewisham is a welcoming place of safety for all, and where the diversity of the Borough is celebrated. The prosperity of our local neighbourhoods, and the communities of people within them, is essential to ensuring equality of opportunity and for everyone to enjoy a good quality of life.**

1.1 London has experienced a period of rapid growth and this is expected to continue. Lewisham will grow and evolve as London does. This Local Plan has been prepared to ensure there is a clear framework in place to positively manage growth in a way that respects the distinctive character and diversity of the Borough. The plan will help to ensure that investment decisions meet the aspirations of local communities and contribute to sustaining and creating inclusive, safe, healthy and liveable neighbourhoods.

1.2 The Mayor of London recently introduced the concept of 'Good Growth' underpinning the new draft London Plan. Good Growth is growth that is socially and economically inclusive and environmentally sustainable. Sitting alongside this is the Mayor of London's ambition for the Capital to be 'A City for all Londoners'. The objective of this Local Plan for 'An Open Lewisham as part of an Open London' responds to these aspirations at a local level, whist recognising the important role that Lewisham plays as an integral part of London.

1.3 The successful delivery of the Local Plan will require strong and effective partnership working between public and private sector stakeholders, as well as local communities. The council will continue to take a leadership role in planning positively for the Borough. Through our unique ways of working, known as the 'Lewisham Way', we will work alongside stakeholders, community groups and local residents to deliver the Local Plan objectives, guided by the aim of delivering prosperous communities and achieving better outcomes for all.

The planning framework

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

National planning policy and the London Plan

1.5 The Local Plan is required to be consistent with national policy, including the National Planning Policy Framework (NPPF) (2019) and planning Circulars. The NPPF sets out the Government's planning policies for England and how they should be applied. It includes parameters for the preparation of local plans and is also a material consideration in planning decisions. The NPPF is supported by Planning Practice Guidance (NPPG) covering a variety of topic areas.

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

Lewisham's development plan

1.7 Lewisham's statutory development plan consists of the Local Plan (previously known as the Local Development Framework) along with the London Plan and adopted neighbourhood plans. Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.[1]

1.8 The diagram below illustrates how the Local Plan and its supporting documents sit within the wider planning framework.

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

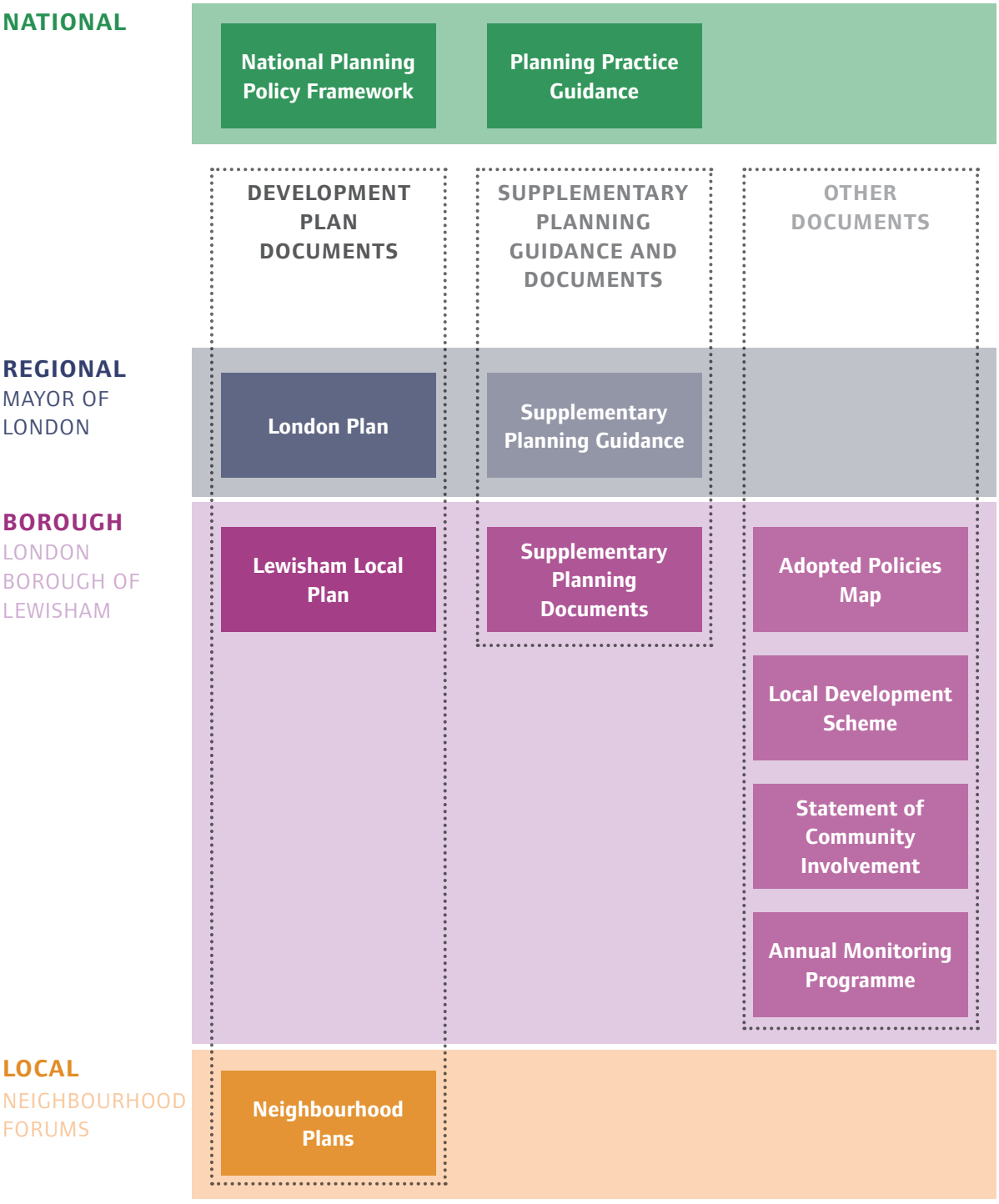

Figure 1.1: The relationship between planning policies at different scales

Lewisham's new Local Plan 2020-2040

1.9 Lewisham's new Local Plan will replace the council's current suite of development plan documents, bringing the updated policies together into a single plan.[2]

1.10 We are producing a new Local Plan to:

- Respond to significant **changes to the wider planning context** – since the Lewisham Core Strategy was adopted in 2011, new national policy has been introduced, i.e. the NPPF. This includes new requirements both for plan making and decision taking. The London Plan has also been substantially updated and a draft new (replacement) plan has been published with significant policy changes and a new spatial development strategy. In addition, the council has a new statutory duty to review its Local Plan every five years. We need to ensure there is an up-to-date plan that aligns with these new higher-level policies and requirements.
- Respond to the **climate emergency** – in February 2019 the council declared a climate emergency.[3] We recognise that a changing climate will have severe and enduring implications, and that tackling climate change is an issue of social justice as the greatest impacts will be on the most vulnerable. The new Local Plan is needed to respond to the climate emergency, with a clear framework for Lewisham to contribute to meeting the UK's new net zero carbon target.[4]
- Realise the **objective of an Open Lewisham** – a new plan is needed to address the emerging challenges and opportunities that our residents, businesses and visitors now face. The Local Plan will help to manage growth and coordinate investment locally, reflecting the aspirations and priorities of local communities and the council's new Corporate Strategy 2018-2022. The plan is also presented in a new format to help deliver this vision. It comprises a single document providing a clear planning and decision-making framework, with a renewed emphasis on Lewisham's distinctive neighbourhoods and places. This will be particularly useful to community groups preparing neighbourhood plans and others who are seeking to get involved with planning locally.
- Meet **local needs for genuinely affordable housing**, jobs and community facilities, including high quality green spaces - the Core Strategy and its supporting plans have helped the council and its partners to deliver a significant increase in homes along with investment in town centres, new workspace and infrastructure. Most of the key strategic development sites identified in the existing plan have now either gained planning consent, been built, or are under construction. With the London Plan and NPPF setting ambitious growth targets there is a pressing need to identify additional development sites and land to accommodate new homes along with workspace and jobs, town centre uses and community facilities.

[2] The Local Plan will update and consolidate the Core Strategy (2011), Site Allocations Local Plan (2013), Development Management Local Plan (2014), and Lewisham Town Centre Local Plan (2014), and replace these documents, once adopted.

[3] London Borough of Lewisham. Meeting of council on 27 February 2019. Motion 2 declared to be unanimously carried.

[4] In June 2019, the UK passed legislation to revise the Climate Change Act target to an emissions reduction of "at least 100%" by 2050 (net zero).

- Secure the delivery of the **Bakerloo Line extension** and other transport infrastructure – investment in transport infrastructure is needed to help tackle deprivation and improve health outcomes locally, as well as to ensure that growth is supported in a sustainable way. The draft London Plan now confirms a commitment to upgrade and extend the Bakerloo line (London Underground) to Lewisham. The new Local Plan is needed to help secure the delivery of the tube line extension and set a framework to maximise the local benefits it can bring.

How the plan is being prepared

Key stages

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

1.12 **Figure 1.2** sets out the key stages of the plan making process, highlighting the current stage of production.

May – June 2015

First engagement and consultation
First Lewisham call for sites

October – November 2015

Consultation on initial main issues (Regulation 18)

May – June 2015

GLA call for sites (SHLAA)

September – November 2018

Second engagement and consultation
Second Lewisham call for sites

Autumn 2018 – Spring 2020

Preparing the Draft Local Plan/ reviewing responses from call for sites and preparing technical evidence bases

Spring/Summer 2020

Draft Local Plan (Regulation 18 consultation)

Winter 2020/2021

Publication of the Local Plan for Submission (Regulation 19 consultation)

Spring/Summer 2021

Submission to the Secretary of State (Regulation 22 submission)

Autumn/Winter 2021

Examination by a Planning Inspector

2022

Adoption by Full council

Figure 1.2: Key stages of the Plan making process

Evidence base

1.13 We have compiled a number of studies and supporting documents to help inform the preparation of the new Local Plan. These have been prepared both by the council and other organisations, including government bodies. Collectively, these documents are known as the 'evidence base'. The evidence base helps to ensure that the approaches and policies in the Local Plan are appropriate and justified, taking into account the latest available information.

1.14 Our evidence base comprises technical studies, research reports, site and area masterplans, an Integrated Impact Assessment and other information covering a variety of topic areas and local issues, including: design, housing, economy, environment, transport and infrastructure. The evidence base documents have been made publicaly available on the council's website and form part of the Local Plan library.

Integrated Impact Assessment

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

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

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

1.17 A separate Habitats Regulations Assessment (HRA) is also carried out to assess whether protected habitats and species may be adversely impacted by the plan's implementation.[5]

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

Tests of soundness

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

Duty to Cooperate

1.19 The Localism Act (2011), subsequent regulations and the NPPF place a statutory duty on local planning authorities to cooperate with each other, and other bodies, when preparing, or supporting the preparation of policies which address strategic matters. This includes those policies contained in local plans. The council has and will continue to work positively with its neighbouring authorities and other relevant public bodies to identify and address issues of strategic importance during the preparation of Lewisham's new Local Plan. We are in the process of liaising with stakeholders as part of the Duty to Cooperate and to inform the preparation of Statements of Common Ground, which will be published in due course.

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

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

Getting involved in the new Local Plan

1.20 **The preparation of the Local Plan, and its successful implementation, will require Lewisham council to take a positive and proactive approach to working alongside a wide range of stakeholders. We recognise the importance of engaging with local residents, community groups, businesses, infrastructure providers, landowners, neighbouring local authorities and other stakeholders. Meaningful dialogue, including through formal public consultation, helps to ensure that the Local Plan reflects the aspirations of the wider community and that it is deliverable.**

1.21 This document has been prepared for a statutory public consultation (i.e. the Regulation 18 consultation stage). It outlines the key issues and options that have been considered in the preparation of the Local Plan to-date, along with the preferred approaches to address these issues. The draft Local Plan has been prepared taking into account earlier feedback from the public, as set out below.

Previous engagement and the journey so far

Starting the Local Plan review

1.22 We undertook a number of engagement exercises around the main challenges and opportunities for the Borough in preparation for a new local plan, beginning in late 2015. At this time we invited local residents, community groups, businesses, key stakeholders and others with an interest in the Borough to consider key planning issues and the options for addressing them. We also carried out several 'call for sites' exercises inviting the wider public, including landowners, to identify land that might be available for different types of development. We asked for information on the likely timescales for new development to come forward at these locations as well as any factors that could affect delivery.

What has changed since?

1.23 There have been significant changes in the planning context since we embarked on the local plan review in late 2015. At a national policy level the NPPF was revised in 2018, and updated again in 2019. In London, the Mayor of London published alterations to the London Plan (in 2015, and again in 2016). A completely new (replacement) London Plan was then drafted in 2017 and this was recently taken to independent examination. Both the NPPF and the draft London Plan propose fundamental changes to the planning context.

1.24 Alongside these changes to higher-level policies there have been important initiatives at the local level. The council adopted the Corporate Strategy 2018 – 2022 that sets out our new strategic priorities. Also, in 2019, we declared a climate emergency that requires an urgent and strategic response. Many other key initiatives have also been kick-started. They cut across the council's different service areas but invariably link to forward planning. They range from work on a democracy review to improve transparency in decision-making, public health initiatives that form part of the Healthy Neighbourhoods programme, a masterplan to guide regeneration of Catford town centre, and cultural projects centred on Lewisham's new Creative Enterprise Zone, to name a few.

1.25 Since 2015 Lewisham itself has also changed. The existing local plan has helped to facilitate substantial growth and investment in our neighbourhoods. Crucially, the council has consistently delivered on its housing targets, bringing more affordable housing to those in need. Furthermore, all of the strategic site allocations identified in the Core Strategy have now been committed – this means that the sites have gained planning consent, with construction having started or completed on some. Within key areas of the Borough significant plan-led regeneration has also been realised, and is continuing, with investment in high quality affordable housing, workspace, community facilities, public realm and supporting infrastructure.

Early engagement on the main planning issues

1.26 The public engagement in 2015 identified a number of strategic planning issues. As the starting point for preparing a new plan, we looked at the existing spatial strategy, its key development principles and what this strategy had delivered. We then identified a number of new challenges that needed to be addressed at the strategic level. These related mainly to the future levels of growth to be accommodated in the Borough, the competing pressures on different land uses, and above all the need to deliver new development in a socially, economically and environmentally sustainable way.

1.27 Our early engagement exercise also explored key issues and opportunities across specific topic areas. It identified the continuing need to meet different types of local housing needs, such as affordable housing and specialist accommodation for older people; the opportunities provided by the major centres of Lewisham and Catford to accommodate new homes, workspace, services and facilities; further significant opportunities for renewing and revitalising district and local hubs; a need for areas outside of these key locations to accommodate investment and change through infill and small scale development; and a renewed focus on Lewisham's places to reflect local identity and foster a real sense of place.

Re-visiting the main planning issues

1.28 Whilst many of these issues remain relevant today, the wider context for the new plan has changed. This includes the fundamental changes to national and regional planning policy, as well as the evolving role and character Lewisham in a rapidly growing London. Furthermore, there is greater urgency required to address specific issues such as the climate emergency and acute local needs for genuinely affordable housing. We are therefore revisiting the main issues and approaches outlined in 2015 through this consultation document. This will ensure that the new Local Plan responds to our corporate priorities and remains fit for Lewisham over the long-term.

1.29 Responses received on the 2015 main issues engagement have been considered in the development of this consultation draft of the new Local Plan. We have provided a summary of the responses received in 2015 as part of the Consultation Statement. In addition, all the sites identified through our numerous 'call for sites' exercises (2015, 2016 and 2018) have been taken into account. We have used feedback from previous engagement to help identify the main issues for the Local Plan and to inform the preparation of the preferred approaches outlined here, including the spatial strategy and detailed policies.

Have your say

1.1 **This consultation provides the opportunity to review and feedback on the main issues and options identified, including the preferred policy approaches and site allocations. We are also inviting views as to whether there are any new strategic issues or opportunities that may not yet have been identified, but which should be considered as the plan is progressed.**

1.30 We will consider all comments made during this Regulation 18 stage consultation. Responses will be used to inform the 'publication' version of the new Local Plan, which will be made available for a further statutory round of public consultation (i.e. Regulation 19 stage). Throughout the plan's production, we will publish consultation statements summarising all of the feedback received and how this has been taken into account.

How to use the plan

1.1 **The Local Plan sets out a vision, strategic objectives and planning policies that together provide the overarching framework for the delivery of sustainable development in the Borough. It covers the twenty-year period from 2020 to 2040.[6] The plan will help to support implementation of the draft London Plan and its aspirations for achieving 'Good Growth' locally, recognising that Lewisham is an integral part of London.**

1.31 The Local Plan will be used by the council, its partners, key stakeholders, community groups and others as a tool to help guide critical decisions on investment, including for strategic infrastructure. It establishes a spatial strategy that aims to direct growth and different kinds of development across the Borough in in a way that responds to the distinctive qualities of Lewisham's people and places. The Local Plan also provides a coordinated strategy for each of the character sub-areas of the Borough, addressing the neighbourhoods that residents, businesses, and visitors use every day.

1.32 For legibility the Local Plan is set out in main parts and sub-sections that cover a number of policy areas however it must be read as a whole, particularly for the purpose of planning and investment decisions.

1.33 The Local Plan is organised into five main parts:

- **Part One: Setting the scene and the spatial strategy** – provides background information on the Local Plan before setting out the Vision for Lewisham and the plan's strategic objectives. It also establishes the 'spatial strategy' for the Borough, the land-use priorities and overall pattern of development that the plan will seek to deliver.
- **Part Two: Managing development** – sets out the 'development management' policies that all planning applications will need to comply with. The policies, detailed requirements and guidance are organised across a number of topic areas. These policies will ensure that all proposals contribute to delivering sustainable development, consistent with the NPPF and the London Plan's 'Good Growth' objectives.
- **Part Three: Lewisham's neighbourhoods & places** – establishes character areas within the borough based around Lewisham's distinctive neighbourhoods and places. A vision and strategic priorities (referred to as 'place principles') are set out for each of Lewisham's character areas, along with site allocation policies for strategic development sites. These policies, which must be read alongside those in Part Two, are necessary to support delivery of the spatial strategy for the Borough, and to help manage change and investment in a coordinated way.
- **Part Four: Delivery and monitoring** – sets out the implementation framework for the Local Plan, as well as the arrangements for monitoring and outcomes over the plan period.
- **Part Five: Schedules and appendices** – includes additional technical information and guidance.

6 The plan period differs slightly from that initially proposed in the "Main Issues" consultation in 2015 to comply with the new requirements of the NPPF (2019).

Strategic and non-strategic policies

1.34 The council is legally required to identify the strategic priorities for the development and use of land in the Borough, and to set out policies to address these in the local plan.[7] The NPPF also makes clear that local plans should identify and clearly distinguish strategic policies from other non-strategic policies.[8] A list of the Local Plan's strategic policies is included in Appendix X.

Neighbourhood planning

1.35 We will continue to work with local communities and community groups to improve transparency and openness in decision-making, and to foster greater public understanding of and involvement in the planning process.

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

1.37 Neighbourhood plans are required to be consistent with the strategic policies in Lewisham's development plan (including London Plan and Local Plan policies), and should only include non-strategic policies, as required by the NPPF.

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

8 NPPF (2019), paragraph 21.

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Deptford Market

Introduction

2.1 This section provides a brief overview of Lewisham in the context of London and the wider region. It draws on the latest available information to provide a snapshot of the Borough across a range of topic areas, highlighting key findings and recent trends. It also identifies some of the main opportunities and challenges facing Lewisham's residents, businesses and visitors, including considerations for the built and natural environment.

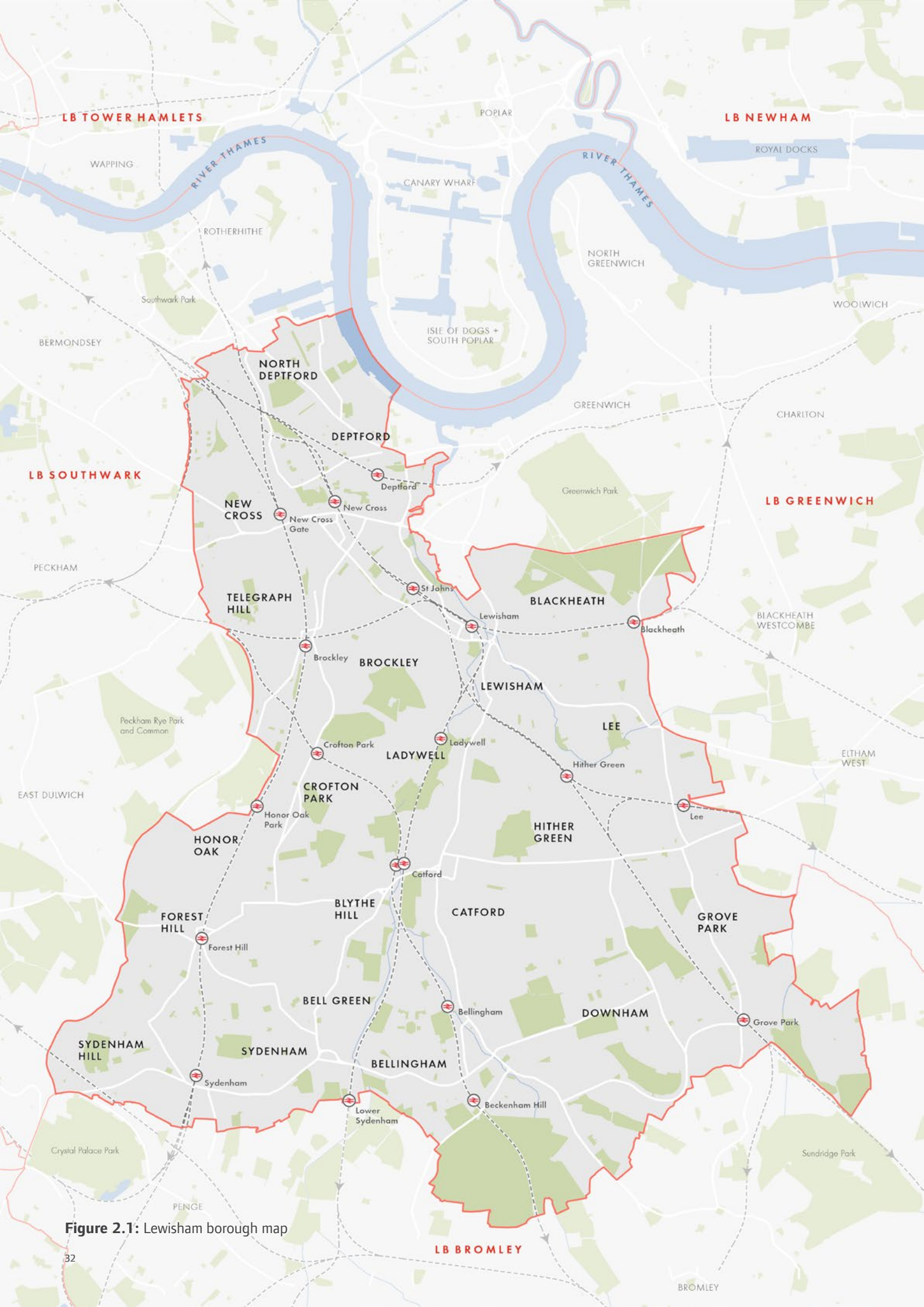


Figure 2.1: Lewisham borough map

Lewisham in context

2.2 Lewisham is an inner-London borough strategically located in the Thames Gateway, with connections to Canary Wharf and the Central Activities Zone. It has major centres at Lewisham and Catford, and two London Plan Opportunity Areas with strategic potential (New Cross / Lewisham / Catford corridor and Deptford Creek / Greenwich Riverside). Lewisham has experienced rapid growth in both population and households over the last ten years, and has a relatively young and very ethnically diverse population.

2.3 There has been significant investment in recent years in many parts of Lewisham. This has largely been concentrated in the north of the Borough and in Lewisham major town centre and its surrounds, coinciding with the significant amount of new housing and transport infrastructure in these areas. Whilst levels of deprivation have improved recently Lewisham remains within the 20% most deprived local authorities in England, and is the tenth most deprived London Borough. It has the highest proportion of children and young people, and older people in economic deprivation in the country.

2.4 There are also pronounced concentrations of deprivation in many local areas. Life expectancy across Lewisham is comparable to the London average, however in the most deprived areas life expectancy is 6.1 years lower for males and 5.1 years lower for females. Future investment will need to consider these inequalities and varied geographies of deprivation.

2.5 Physical activity is a key determinant of public health and wellbeing, with obesity linked to many serious risks in children and adults. Whilst over half of Lewisham adults are physically active, adult and childhood obesity is an issue. Children living in the Borough's most deprived areas twice as likely to be obese or overweight as other children.

2.6 Lewisham's diverse history has led to a range of distinct places and neighbourhoods, each with its own unique character and identity. This is reflected in the historic environment that features over 600 statutory listed buildings, 29 conservation areas, as well as Lewisham's varied and vibrant cultural scene. Lewisham has a mix of housing stock, size and tenure, with a rapidly growing private rented sector. Median house prices in Lewisham have risen over 310% from £99,995 in 2000 to £412,000 in 2017. Whilst monthly private rental prices have remained relatively low, median rental prices increased 35% from 2010 to 2017 (London average 14%). In 2017 average private rents were 43% of average household incomes.

2.7 Despite Lewisham's strategic inner-London location, its local economy is generally small and inward looking. Local jobs are concentrated in the public sector and consumer services, with high levels of small business activity including self-employment, micro businesses, and sole proprietors. Whilst a relatively limited proportion of residents are employed in the Borough, a relatively high proportion are economically active. Many residents lack workplace skills and qualifications, and GCSE results are below the London average. The Creative and Digital Industries (CDI) is an emerging growth sector, and north Lewisham is home to one of London's first Creative Enterprise Zones.

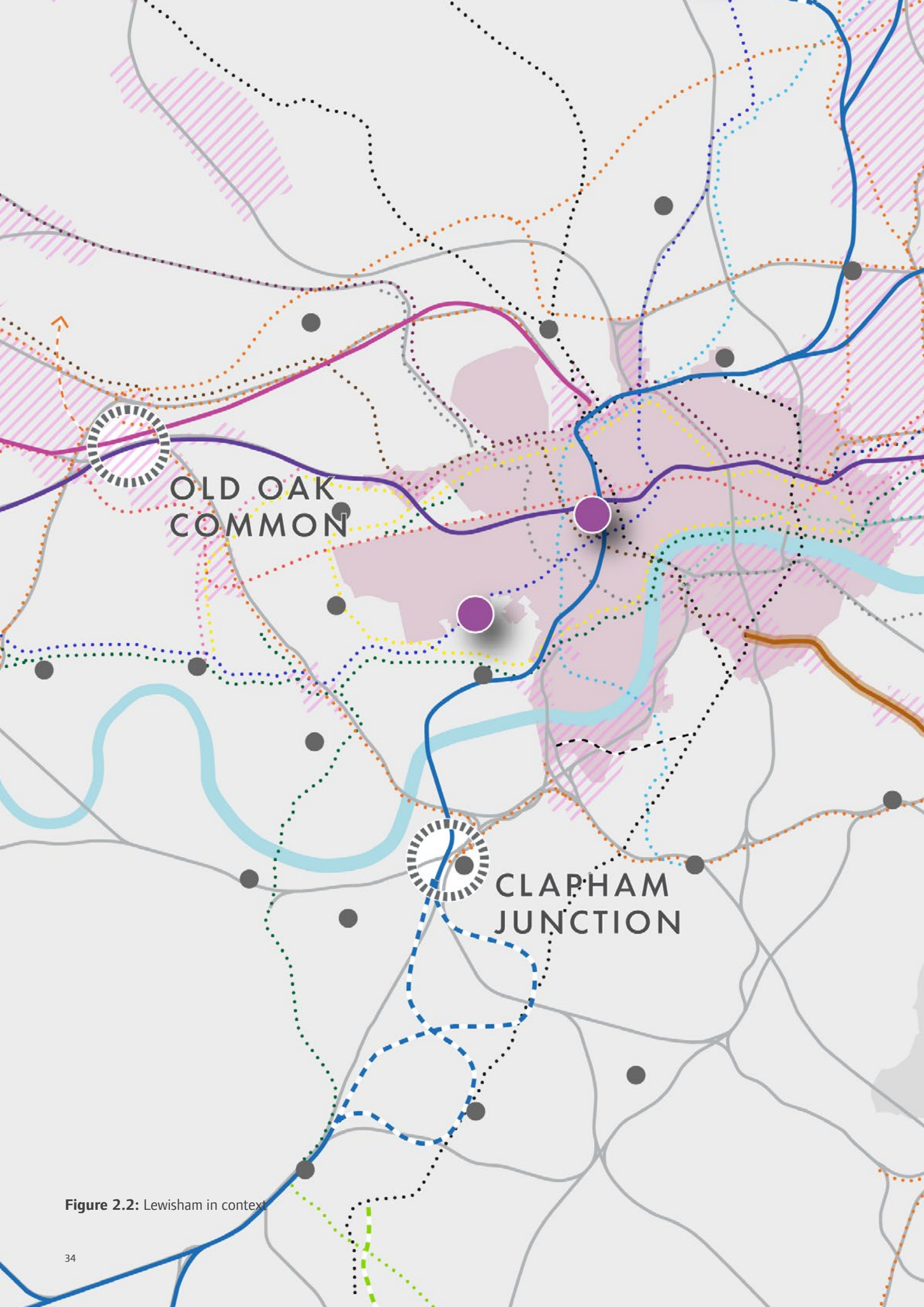
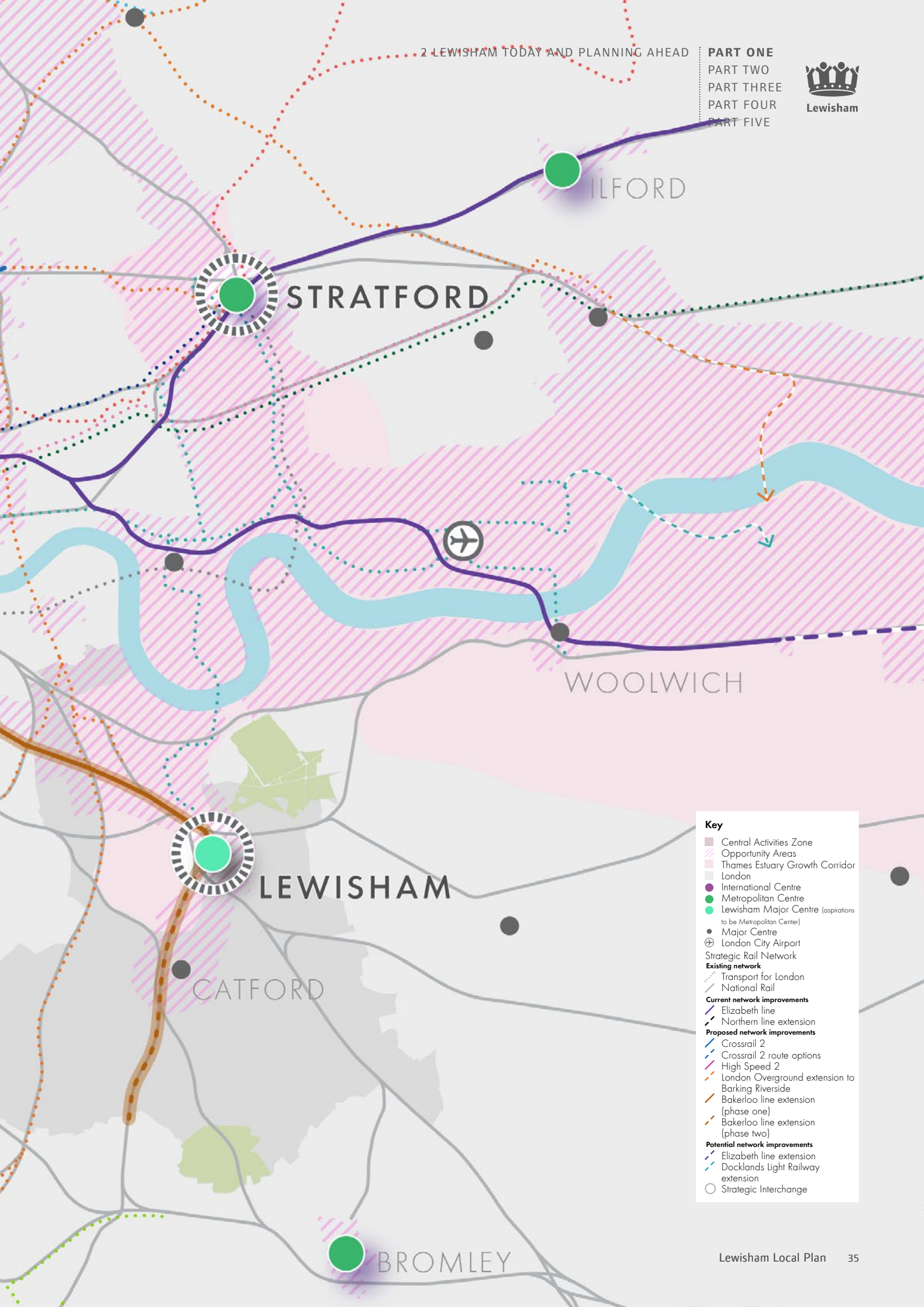


Figure 2.2: Lewisham in context


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

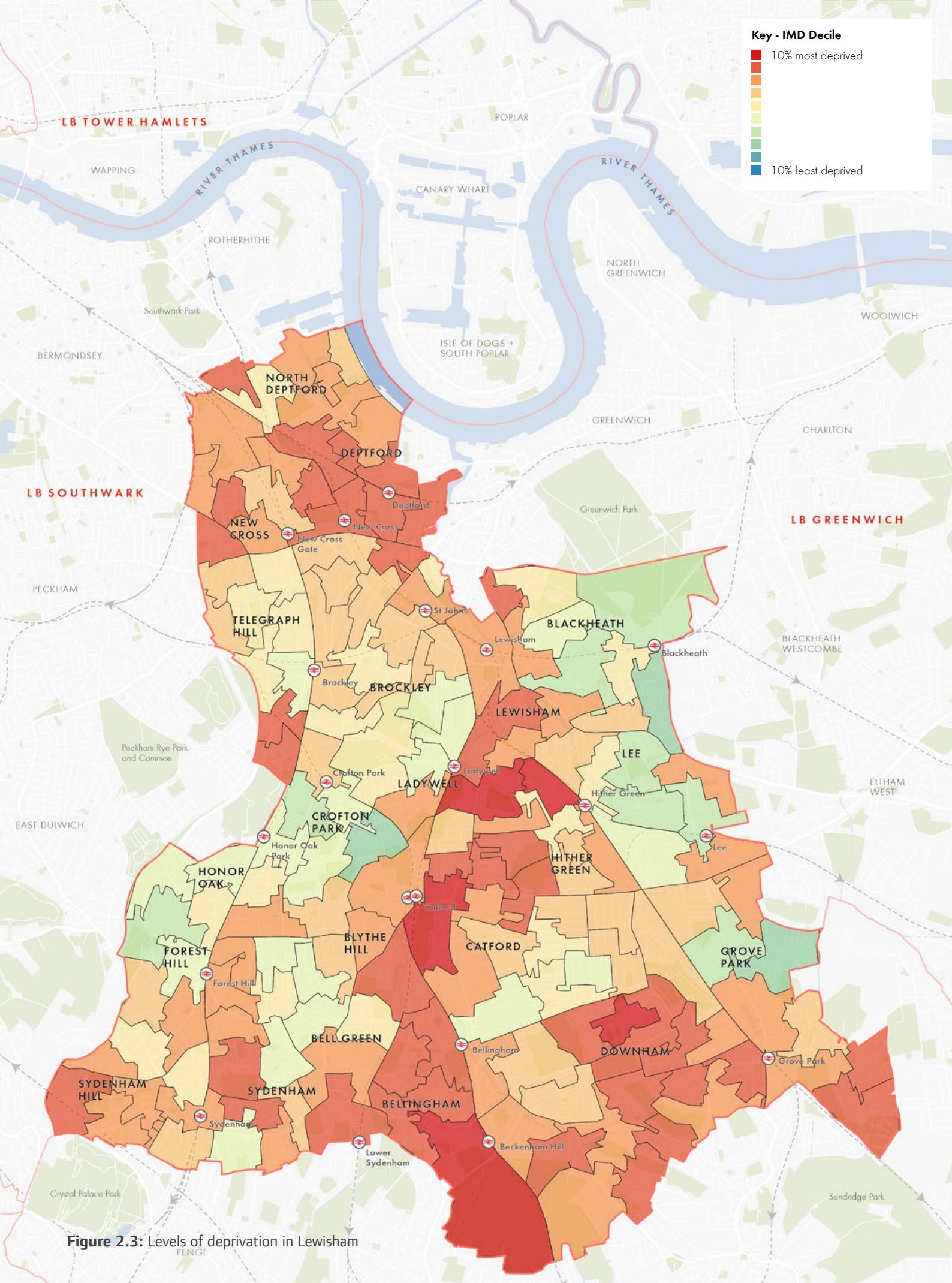


Figure 2.3: Levels of deprivation in Lewisham

2.8 Industrial and commercial activity is largely focussed towards the Borough's designated employment locations and town centres, including two London Plan Strategic Industrial Locations (SIL). A process of plan-led industrial land consolidation has occurred in recent years to help facilitate regeneration in the north of the Borough. However the rate of employment land release (on both designated and non-designated sites) has been significant in recent years. Whilst local employment sites are under increasing pressure for change of use, there is a tight supply of industrial land and relatively healthy industrial market, with a strong demand for workspace, low vacancy rates, and limited availability at key locations. The Borough has a well-functioning network of town centres, although vacancy rates are an increasing concern. The use of multi-channel (on-line) shopping is changing the way in which people use centres. There is projected to be less demand for retail floorspace over the future, with greater demand to accommodate leisure and other complementary town centre uses.

2.9 Lewisham is one of the greenest Boroughs in London with around one-quarter of its area being green/open space. Despite this there are parts of the Borough that are deficient in public access to open space. This is often a result of natural and constructed features (river valleys, railway lines, major arterial roads), which can act as a barrier to pedestrian movements. Overall more than 95% of the publically accessible spaces in Lewisham are considered to be of good or fair quality. Whilst carbon dioxide emissions and total energy consumption have steadily fallen in Lewisham, emissions remain an issue and the council has declared a climate emergency in February 2019. The South East London Combined Heat and Power (SELCHP) plant offers potential to support a district heat network to supply energy to homes and businesses in the north of the Borough.

2.10 Lewisham has varied transport connectivity, with the northern and central areas generally well served by public transport, whilst the far north and south east of the Borough have poorer infrastructure and lower public transport coverage. This contributes to a relatively high proportion of daily trips being made by car and motorcycle. Daily cycle trips are at a comparable level to inner-London. Large parts of the Borough are covered by Air Quality Management Areas, including along main and arterial roads.

2.11 The draft London Plan identifies the proposed Bakerloo Line Extension (BLE) as a key strategic transport infrastructure. The preferred route of the BLE proposes phase 1 extending from Elephant & Castle via Old Kent Road with stations at New Cross Gate and Lewisham. A potential phase 2 extension of the Bakerloo Line is being discussed that would run further south into the Borough. The BLE presents a key opportunity to reinforce Lewisham's strategic role as a transport hub servicing the sub-region, and to deliver substantial investment in the Borough.

View towards central London from Horniman Gardens

Planning ahead for an Open Lewisham

2.12 This section sets out the key issues and opportunities that the Local Plan will look to address. This is informed by the analysis of the existing characteristics of Lewisham today, and also considering likely future trends. The main issues have also been identified through ongoing public engagement, including with local communities, residents, businesses and visitors. The section considers the key drivers for change and investment in Lewisham up to 2040, and reflects on some of the main outcomes sought through a new Local Plan.

Accommodating growth

2.13 The rapid population growth experienced in Lewisham in recent years is expected to continue, with projections estimating a **19% population growth between 2017 and 2040**.[9] This will likely put further pressure on local services and infrastructure, and may exacerbate issues around access to high quality housing and affordability. At the same time, there are likely to be new opportunities and local benefits arising from growth, for example, through the revitalisation and regeneration of town centres, renewal of employment land and greater investment in services and strategic infrastructure, particularly transport infrastructure.

2.14 Since the Core Strategy was adopted in 2011 Lewisham has delivered a consistent supply of new homes, regularly exceeding its housing targets. The council recognises the issues around access to high quality and genuinely affordable housing. The scale of the need is reflected in both the draft new London Plan and the NPPF housing targets, and the expectation is that the Borough will continue to play a key role in accommodating housing growth.

2.15 The draft London Plan sets out the challenge facing all London boroughs to deliver a significant increase in housing to meet current and future needs across the region. In order to address the identified needs, it sets out 10-year housing targets for all boroughs. **Lewisham's target is 16,670 net housing completions (or 1,667 net new homes per year)**. Alternatively, a Local Housing Need (LHN) figure for the Borough is calculated using the method set out in national policy. This method suggests that the minimum housing need in the Borough is up to 2,964 net units per year.

2.16 Evidence shows that there is a need to secure additional retail and employment floorspace in Lewisham. **Over the next 15 years, there is an estimated demand for approximately 14,500 net additional square metres of retail floorspace and 15,000 net additional square metres of employment floorspace**. By planning to meet this need, we can help to address the economic issues facing our high streets and support the evolving role of town centres as leisure and entertainment destinations. It should also support an improved local economy and an increase in local jobs, and assist in growing the creative and digital industry clusters.

2.17 A plan-led process of industrial land consolidation has been facilitated by the council over recent years, particularly to support strategic regeneration projects. However, a significant amount of employment land and floorspace has also been lost through piecemeal development, aided by the introduction of new permitted development rights

[9] Greater London Authority, Housing-led population projections (2017)

allowing for the conversion of workspace to non-employment uses. Evidence suggests that there no further scope for the loss of industrial land in Lewisham, and that the protection and intensification of existing sites should be pursued in order to meet future demand for workspace, particularly for smaller and medium sized businesses.

Tackling deprivation and ensuring equality of opportunity

2.18 There is a pressing need to reduce inequality and the negative consequences of deprivation in the Borough, and to positively seek to ensure equality of opportunity, especially for those living in the Borough's most deprived areas.

2.19 There has been significant investment in recent years in many parts of Lewisham. In order to tackle deprivation and ensure equality of opportunity for all, it will be necessary to ensure all Lewisham residents benefit from future investment in new homes, jobs, town centre uses, and supporting infrastructure.

2.20 Lewisham is a very attractive place to live, however local households are increasingly spending a larger proportion of their incomes on housing costs. Furthermore, there are groups with specific requirements, including families and older people, whose choices are limited in the current market. To address inequalities and improve the quality of life of residents, it is vital that new housing development provides for different types and sizes of accommodation, whilst maximising the delivery of genuinely affordable housing.

2.21 For people to participate meaningfully in their communities, and to fully benefit from London's economic advantages, it is important that they are able to take up employment. Access to training and job opportunities is vital to addressing inequality and achieving social equity. Despite being strategically situated, Lewisham has a smaller and inward looking economy. It is necessary to grow and diversify the local economy, creating more and a wider range of businesses and job opportunities for residents to access.

Achieving healthier, more liveable and resilient communities

2.22 To improve the wellbeing of the Borough's population, it will be necessary to address the wider determinants of health and deprivation in a more integrated way. This is especially to ensure that Lewisham's children and young people are given the best start in life and allowed to fulfil their potential. Good access to high quality education and health care is critical. It is also important that people are able to pursue active and healthy lifestyles with relative ease.

2.23 The built environment is critical to achieving these ambitions. The layout and design of places and spaces can enable and encourage active travel choices, such as walking and cycling. Additionally, it can assist in reducing people's exposure to harmful pollutants or other disturbances, and increase the ability of people to access high quality open space and natural features. Such spaces can impact positively on physical and mental health by allowing opportunities for leisure, recreation, and dwelling. The local plan will need to ensure that all new development addresses public health and wellbeing in a more integrated and systematic manner.

2.24 Levels of public transport accessibility differ across neighbourhoods, and some areas suffer from very poor levels of service. This contributes to a reliance on private car use and causes traffic congestion, along with environmental issues such as pollution and carbon emissions. The local plan will need to ensure improvements to public transport services are provided, that accessibility is increased, and that there is a reduced need for people to travel long distances. This will require a coordinated approach to investment in transport infrastructure and the public realm, alongside the provision of a better connected network of high quality town centres and local destinations to reduce the need to travel by car, and the creation of compact neighbourhoods.

2.25 Lewisham has many diverse places, neighbourhoods, and communities shaped by the Borough's varied history and cultural development. To accommodate growth and investment in a coordinated manner the local plan will need to carefully consider the existing character of local places and neighbourhoods, and the mixed and diverse communities that make Lewisham so unique. The local plan will set a spatial strategy that will coordinate growth and investment across the different places and neighbourhoods of Lewisham, informed by an analysis of character in the different parts of the Borough.

2.26 Global climate change poses a significant threat to the natural environment and the human population, and is the most important challenge we currently face. Lewisham is committed to tackling climate change and declared a 'climate emergency' in February 2019. The local plan will assist in mitigating climate change by continuing to realise long-term reductions in energy use and carbon emissions. Lewisham will play its part in realising the draft London Plan objective for London to become a zero carbon city by 2050. The impacts of climate change will be felt differently across areas, and it poses a very real risks to human safety. Given the characteristics and patterns of development in Lewisham it will be necessary for the Borough's localities to become more resilient and better placed to adapt to its impacts. The Local Plan will consider the local implications of the climate emergency in Lewisham.

3 VISION, STRATEGIC OBJECTIVES AND THE SPATIAL STRATEGY

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Vision for Lewisham

3.1 The Local Plan is focussed on the aspiration to realise the 'Vision for Lewisham':

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

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

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

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

Strategic objectives

3.2 The following sub-section sets out the strategic objectives for the Local Plan. The objectives help to form a link between the Vision for Lewisham and the spatial strategy. They are set in the context of the key challenges facing the Borough now and over the long-term, and represent the main delivery outcomes sought through the implementation of Lewisham's Local Plan.

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

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

Towards a new spatial strategy

3.5 The following section will provide a summary of the 'reasonable' spatial alternatives that we have considered in the preparation of the local plan. This will be important to meeting the tests of soundness through the plan preparation process.

3.6 The section will include an overview of the current spatial strategy and what it has delivered, and the need to review this in the context of the new higher challenging growth targets and meeting local needs for housing, workspace, town centre uses.

3.7 We will also be testing these main spatial alternatives through the Integrated Impact Assessment.

Table 3.1: Lewisham Local Plan - Strategic objectives

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

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

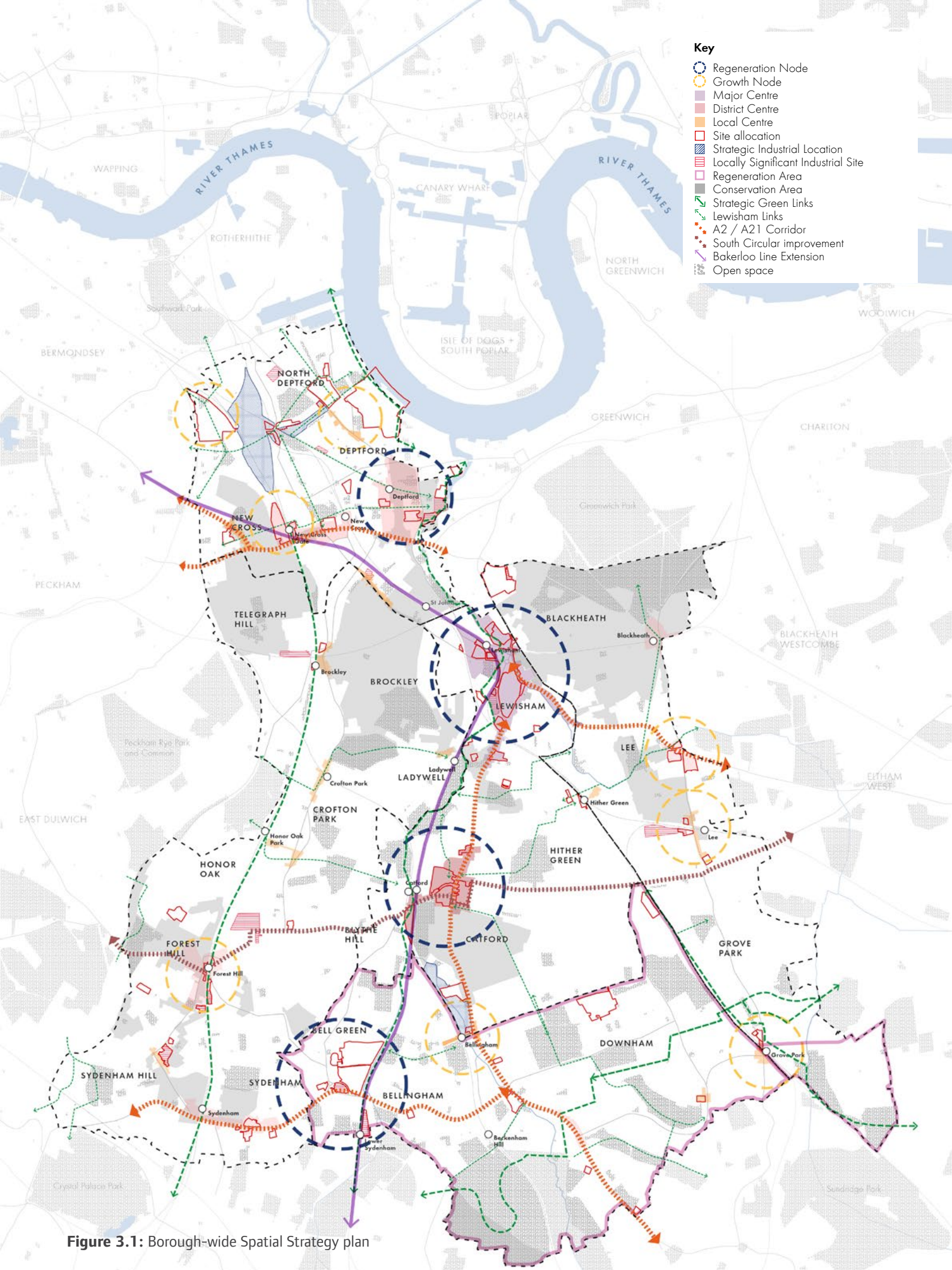

Figure 3.1: Borough-wide Spatial Strategy plan

OL1 Delivering an Open Lewisham (spatial strategy)

A The council will work positively and alongside local communities and community groups, public and private sector stakeholders, development industry partners and the wider public to realise the Vision for Lewisham, and to deliver the strategic objective for 'An Open Lewisham as part of an Open London' by:

a. Ensuring that the growth and regeneration potential of Lewisham's London Plan Opportunity Areas are fully realised, specifically at New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside, including by preparing and implementing local area frameworks, such as the New Cross Area Framework and the Catford Town Centre Master Plan;

b. Directing new investment to the Borough's strategic Area for Regeneration, and other local areas for regeneration, and coordinating the delivery of this investment to help tackle deprivation and ensure equality of opportunity;

c. Promoting a vibrant and diverse multi-centred Borough by directing new residential, commercial, community, leisure and cultural development to Lewisham's town and local centres in order to support their vitality and long-term resilience, and through this process:

i. Enable Lewisham town centre to cement its position as a centre of sub-regional significance and achieve metropolitan centre status;

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

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

d. Facilitating new development along the north-south A21 corridor (Lewisham High Street, Rushey Green and Bromley Road) and other strategic corridors (such as the east-west New Cross Road / A2 corridor) as well as around principal transport routes, nodes and interchanges, to support growth and integrated place making. This includes improvements to better link Lewisham's town centres and neighbourhoods with each other and those in adjoining Boroughs, using the Healthy Streets approach;

e. Working with partners to deliver new and improved community and strategic transport infrastructure, including the Bakerloo Line extension, as a catalyst for investment and to unlock the development potential of the Borough. This is particularly in the London Plan Opportunity Areas and Lewisham's southern areas, where interventions and transformational change can positively address inequalities and local deprivation. Over the long-term, the delivery of infrastructure will support the designation of a new Opportunity Area at Bell Green and Lower Sydenham in the London Plan.

f. Proactively seeking to make the best use of land and space, and prioritising the redevelopment of brownfield land for new housing and workspace, along with optimising the development of strategic sites and other smaller sites across the Borough, including through their sensitive intensification;

g. Requiring all new development to be delivered through the design-led process and informed by an understanding of local area character (including the historic, cultural, natural and built environment), to enhance local distinctiveness, and to help secure liveable, healthy and safe communities that are inclusive to all;

h. Protecting, enhancing and connecting Lewisham's network of green infrastructure (including trees, parks and open spaces, water spaces and biodiversity), as well as improving the population's access to it, as an integral component of Good Growth along with ensuring that all new development responds to the climate emergency, with measures for climate change adaptation and mitigation.

Explanation

3.8 This policy is the overarching strategic policy for the Local Plan and is the starting point for achieving the Vision for Lewisham. It sets out the spatial strategy for the Borough, which is the land use and planning framework for the council and its partners to manage growth and guide investment over the next 20 years. The spatial strategy directly addresses the Local Plan objectives, including the overall objective of 'An Open Lewisham as part of an Open London'.

3.9 This policy is also the platform for the remainder of the Local Plan. All of the other plan policies emanate from this principal policy and provide further details and guidance to assist with its implementation. It is an important reference point for all future planning proposals and establishes the strategic land use priorities that new developments will be expected to engage with.

3.10 Finally, the policy helps to address the 'Good Growth' objectives set out in the draft London Plan. Lewisham has an important role to play in helping to deliver the London Mayor's vision for the Capital. London's future prosperity is very much dependent on coordinated planning. This requires Lewisham council and other local authorities, along with key stakeholders, to work together to realise sustainable and equitable growth both within and across their administrative boundaries. The policy establishes a critical link between the Local Plan and the London Plan. It helps to ensure that Lewisham's growth is managed in line with the spatial development strategy for the region.

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

Lewisham DLR Station

Realising Opportunity Area objectives

3.11 The London Plan identifies two Opportunity Areas within Lewisham that have significant potential to accommodate new investment along with growth in homes and jobs. These are also areas where neighbourhoods, businesses and local residents stand to benefit from focussed regeneration and urban renewal, particularly where deprivation is experienced. These benefits will be realised through the delivery of more healthy and liveable neighbourhoods. This includes more genuinely affordable homes, new workspace, high quality community facilities and transport infrastructure, along with public realm and environmental improvements. The Opportunity Areas comprise the New Cross / Lewisham / Catford corridor and the area at Deptford Creek / Greenwich Riverside. In recent years there has been a significant amount of investment in these areas, which has been steered by the local planning framework. A number of strategic development sites have now been delivered or are expected to come forward soon, with planning consent granted or construction started. The areas have also benefited from the delivery of new or improved transport infrastructure, public realm and community facilities.

3.12 We will continue to seek to deliver the objectives for the Opportunity Areas through the Local Plan, working with the Greater London Authority and other key stakeholders alongside development industry partners and local communities. Additional guidance has been prepared to identify future priorities and opportunities for development and area improvements, including the New Cross Area Framework and the Catford Town Centre Masterplan. The Local Plan reflects this guidance through the spatial strategy and other policies. All future development proposals will be expected to positively engage with the Local Plan and its associated guidance to ensure the Opportunity Areas fully realise their potential, whilst taking account of local area requirements.

The Green Man community building

Tackling deprivation and ensuring equality of opportunity

3.13 It is vitally important that everyone is able to enjoy a good quality of life in Lewisham irrespective of their background, age or ability. We are committed to ensuring that local residents and others are able to benefit from excellent access to high quality and genuinely affordable housing, education and training, and job opportunities, as well as a wide range of community facilities such as parks and health services. Whilst there are many prosperous neighbourhoods in Lewisham there are some

localities where access to social and economic opportunities is more limited, and where the impacts of inequality and causes of deprivation are concentrated. Some of these localities are within the 20 per cent most deprived in the country, including in Lewisham's southern neighbourhoods. The Local Plan sets a proactive strategy to coordinate and direct new investment to these areas. It also highlights for our stakeholders and delivery partners the need for targeted interventions to tackle the specific causes of deprivation and to ensure equality of opportunity. This includes investment and supporting programmes in Opportunity Areas as well as the Strategic Area for Regeneration, whether linked to capital or revenue funding. Further details on the strategic approaches to tackle deprivation through the Local Plan are set out in Part Three.

A vibrant and diverse, multi-centred borough

3.14 The Local Plan seeks to promote Lewisham as a multi-centred, or polycentric, Borough. This is one that is defined by a well-connected network of complementary, thriving and resilient town centres which act as hubs both serving and linking local communities. This pattern of development is advocated to facilitate and better balance growth as well as to redress the distribution of investment locally, ultimately, to promote and improve equality of opportunity across Lewisham.

3.15 This policy seeks to direct new development to the Borough's town and local centres and their immediate surroundings, especially the major and district centres. These are locations that already benefit from higher levels of public transport accessibility and transport interchanges, along with a core of services and community facilities. Furthermore, there are opportunities to secure the long-term viability of these centres through the introduction of a wider range of uses, including housing, workspace, cultural and community facilities. The Local Plan seeks to optimise the use of land available in and around town centres. This includes diversifying and intensifying uses within them whilst ensuring that the scale of development is commensurate with, and helps to reinforce, a centre's role and function.

Catford town centre

Catford Green, Catford

Cornmill Gardens, Lewisham

Forest Hill Library and Pools, Forest Hill

3.16 For this approach to be successful it is imperative that town centres complement and support but do not compete with one another. Therefore, the Local Plan seeks to build on the unique attributes, character and function of each of the Borough's town and local centres. As these centres will be key focal points for development and investment they are expected to evolve over time, responding to the challenges facing our high streets and becoming even more liveable, vibrant and resilient places.

3.17 There are key opportunities at the major town centres of Lewisham and Catford, both of which are located within the Opportunity Area. The London Plan indicates that Lewisham major centre has the potential to be designated as a metropolitan centre in the future. This is owing to its growing influence in the wider sub-region as a transport interchange as well as a significant hub of commercial and community activities. We will seek to facilitate development in such a way as to position the centre to secure this metropolitan centre status within the plan period.

3.18 We will also seek to deliver the comprehensive regeneration of Catford major centre as a strategic priority. Catford will continue to play an important complementary role to Lewisham as the principal civic centre in the Borough, supported by its unique cultural offer along with opportunities to deliver additional housing, commercial floorspace and transformational public realm improvements. We have prepared the Catford Town Centre Masterplan to set a future framework and implementation programme for the centre, which should be considered alongside the Local Plan.

3.19 Elsewhere, the Borough's district centres will be the focus for growth, renewal and sensitively managed change, aided by investment in strategic infrastructure and other area improvements. This includes the district town centres of New Cross, Deptford, Downham, Lee Green, Forest Hill and Sydenham. Local Centres will also be required to play an integral role in supporting Lewisham's linked network of centres.

Connecting communities: corridors for movement and improvement

3.20 To achieve a successful multi-centred Borough it is vital that there are legible, high quality, safe and efficient routes both to and between town centres and neighbourhoods. Crucially, such routes must support sustainable modes of movement by giving priority to walking, cycling and the use of public transport. The future prospects and viability of Lewisham's town centres will rely heavily on their capability to be accessed safely and easily by all residents, workers and visitors. Also, with a well-connected town centre network, individual centres will be better placed to sustain or evolve their specific roles as the population is enabled to use them with more regularity.

3.21 The London Plan Opportunity Areas define a central growth corridor in Lewisham, which covers a large area to the north of the Borough and extends southward taking in the town centres at New Cross, Lewisham and Catford. This corridor features a principal road network, centred on the A21 corridor (Lewisham High Street, Rushey Green and Bromley Road). Elsewhere there are several strategic roads linking town centres and neighbourhoods both within and beyond the Borough boundary. These roads

include: the A20 (an historic east-west route from central London to Kent and the south east); the A205 South Circular (an orbital route from Woolwich to Chiswick, traversing Lee, Catford and Forest Hill); and the A212 (which links the South Circular to Croydon).

3.22 At present these strategic roads prioritise vehicular flows, or their 'link' function, above any 'place' function and potential contribution they may make to the quality of the neighbourhoods and centres they connect with and move through. In addition, the particular qualities of the strategic roads (such as their width and environmental quality) means that they possess their own spatial character as 'corridors' and can therefore appear incongruous with the areas they traverse. There is an opportunity for greater intensification along strategic routes, where development responds to the status of the road and its greater degree of connectivity. Furthermore, the quality and functionality of these corridors can be improved through development delivering on the Healthy Streets principles, giving priority to pedestrians and cyclists. These principles are covered elsewhere in the plan, including Policy TR3 (Healthy streets as part of healthy neighbourhoods).

Strategic infrastructure: the catalyst for growth and investment

3.23 In order to achieve the objective of an Open Lewisham it is imperative that all residents are able to share in the opportunities and benefits that growth and regeneration bring. We will therefore continue to work with key stakeholders and partners to deliver the essential infrastructure needed to support and enhance our neighbourhoods. In addition, we will lobby for and seek to secure strategic infrastructure of the type that can act as a catalyst for growth and investment, and which can help the Borough to fully realise its development potential.

3.24 There are localities in the Borough, particularly where deprivation is experienced, which could benefit from the investment associated with new development. However opportunities are constrained owing to the lack of infrastructure provision, particularly transport infrastructure. We have prepared "A Vision for Rail"[10] that sets out our priorities to address identified gaps in

Deptford Carriage Ramp and Tinderbox House

10 Lewisham Council - A Vision for Rail (2017)

such provision, and to ensure Lewisham is able to appropriately support London's growth. Of key significance is the Bakerloo Line upgrade and extension, which is supported by the draft London Plan. It is proposed that this Underground line is extended from Elephant and Castle to Lewisham via Old Kent Road and New Cross Gate. This would enable a further extension beyond Lewisham town centre, potentially bringing the Bakerloo Line to Hayes over the long-term, with stations at Ladywell, Catford and Lower Sydenham.

3.25 The Bakerloo line extension is essential to supporting Opportunity Area objectives and providing the necessary transport infrastructure to facilitate a significant uplift in homes and jobs in the New Cross / Lewisham / Catford corridor. Furthermore, the later phased extension of the Bakerloo line to the southern part of the Borough is imperative to enable transformative investment and managed change. In particular, the Bell Green and Lower Sydenham area is poised to benefit from such focused investment. This area currently exhibits some of the highest levels of deprivation locally and suffers from low levels of public transport accessibility. However, it also features a number of large sites offering significant development potential if brought forward in a strategically coordinated way. A future Opportunity Area is envisaged for this part of the Borough. The spatial strategy is set with the intent of facilitating investment as a catalyst for growth, to help realise long-term objectives for a more equitable distribution of development and opportunities across the Borough.

Making the best the use of land and space

3.26 Lewisham will continue to play a role in accommodating London's future growth. Whilst growth will bring many opportunities and new investment it will also lead to increasing and competing pressure on the use of land. In response to this situation, the Local Plan sets a framework to help ensure that the best use is made of the Borough's limited supply of land and space.

3.27 Making the best use of land will mean that land is used more efficiently and flexibly. This includes well-integrated, higher density and mixed-use development in appropriate locations. These locations are principally Lewisham's Opportunity Areas and town centres along with the strategic corridors for movement that connect these places. As well, a more intensive use of employment land and sites will be necessary to meet future needs for workspace and job opportunities.

3.28 Making the best use of land will also mean that land and space is used more effectively. This can be achieved through the shared use or co-location of facilities to better meet the needs of the people and groups who use them. A more effective use of land can also occur where buildings and spaces are designed to be adaptable to different users and offer opportunities for use at different times of the daytime, evening and week.

3.29 Where appropriately located, higher density and mixed-use developments that positively respond to and enhance the character of the Borough's town centres and neighbourhoods will be supported. This is to help secure their long-term

vitality and viability by enabling a complementary cluster, or agglomeration, of uses to develop. A critical mass of people and activities is needed to both generate and support investment, such as for community facilities, public realm enhancements and other area improvements.

3.30 This policy seeks the redevelopment of brownfield land, or previously developed land, as a priority. This will ensure that Lewisham's green and open spaces are protected. The Local Plan includes a number of strategic site allocations where requirements have been set to ensure the optimal use of land. These allocations are largely set within the Opportunity Areas, town centres and strategic movement corridors where we will seek to focus development. Further details are set out in Part Three of this document dealing with Lewisham's character areas.

3.31 Elsewhere, the Local Plan will support the sensitive intensification of smaller sites throughout the Borough. The development of smaller sites (including on backland and infill sites, as well as residential extensions) will be important to meeting future needs, particularly for housing. We will prepare guidance documents to support the plan policies and to help ensure that development of this kind is appropriate to its location and wider setting.

Celebrating and enhancing Lewisham's distinctiveness

3.32 Lewisham comprises many neighbourhoods and places, all of which have distinctive features. The historic, cultural, natural and built environment contributes significantly to shaping local character. It also influences how people experience the Borough and informs their sense of place and identity.

3.33 We recognise that good design is integral to good planning. The Local Plan therefore sets a clear framework for integrated place making, and requires all proposals for new development to be delivered through a design-led process. This means that new development must be based on an understanding of the site context and positively respond to the Borough's local distinctiveness. The use of the design-led process will help to ensure that those unique and valued features of our communities remain at the heart of the spatial strategy, and are fully considered in planning decisions.

3.34 Lewisham has been shaped by its historical development. It will continue to evolve in the context of London's growth and new technological advances. However, respecting local character and accommodating change should not be seen as mutually exclusive. New development must help to reinforce the special characteristics of the Borough. At the same time, it should assist in repairing and re-shaping those elements of the built environment that could make a more positive contribution to the visual quality and liveability of our neighbourhoods. The Lewisham Characterisation Study (2019) has

11 The Bruntland Report - Resolution 42/187 of the General Assembly of the United Nations

been prepared by the council in collaboration with the local community, and assists in setting out some of the defining features of the Borough. The study has been used to inform the Local Plan approach for integrated place making, including the planning priorities for Lewisham's neighbourhoods and areas. Part Three of the Local Plan sets out further details in this respect.

A greener, more resilient borough

3.35 The council takes seriously its responsibility to promote and secure sustainable development, as evidenced by our declaration of a climate emergency and commitment to prepare an action plan. Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.[11] Environmental stewardship is an integral part of this. London's natural assets are an irreplaceable resource and need to be preserved and protected. However, they are coming under increasing pressure from human activity, including that which is contributing to global climate change.

3.36 The Local Plan sets a framework for managing growth and change with environmental considerations fully integrated into the planning and development process. It sets out our approach to protecting and enhancing the local network of green infrastructure, open spaces, the water environment and biodiversity. As well, it provides the local land-use strategy for mitigating the Borough's impact on global climate change, whilst ensuring it is placed to adapt to the consequences of it.

3.37 The spatial strategy responds to the climate emergency by seeking a more compact and efficient urban structure, one with a well-linked network of places and finer integration of land uses and activities. It does not necessitate that development is directed to greenfield sites, ensuring that our green spaces along with the biodiversity and habitats within them are protected. It also enables opportunities to decrease carbon emissions, such as by reducing reliance on automobiles and the need to travel long distances, as well as enabling the conglomeration of uses to support district heating and other sustainable energy options. These are just a few of the benefits offered by the approach.

3.38 Furthermore, as detailed elsewhere in the plan, all development proposals will be expected to demonstrate through the design-led process how they will contribute to protecting and enhancing the environment, delivering net gains in biodiversity and green infrastructure wherever possible, whilst also providing for safe, healthy and resilient communities.

PART

Lewisham

TWO

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4 MANAGING DEVELOPMENT

Anthology Deptford Foundry

4.1 Part Two of the Local Plan forms a key part our approach to positively managing new development across the Borough. It includes policies that will help to facilitate the delivery of Good Growth and sustainable development locally, whilst ensuring Lewisham's distinctiveness is recognised, celebrated and enhanced. The following section sets out strategic planning policies that establish priorities across a range of number of topic areas. These are supplemented with additional policies that include detailed standards and requirements that all new development proposals will be required to comply with.

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

5 HIGH QUALITY DESIGN

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Heathside and Leathbridge (Photo credit: BPTW)

QD1 Delivering high quality design in Lewisham

Using the design-led approach

A All new development must contribute to delivering high quality, inclusive, safe, healthy, liveable and sustainable neighbourhoods in Lewisham by following a design-led approach. This requires the consideration of design options at the early stage of the development process informed by an understanding of the local context, including through effective engagement with the local community. These design options should then be used to determine the most appropriate form of development that responds to the local context, along with the optimal use of land to support the delivery of the spatial strategy for the Borough, also taking into account existing and planned infrastructure capacity.

Distinctive and valued places

B Lewisham is a diverse Borough comprising many neighbourhoods with distinctive identities and characteristics. All development proposals must demonstrate an understanding of the site context and positively respond to local distinctiveness by delivering buildings, spaces and places that enhance local character as well as promote inclusive communities.

C Development proposals will be supported where they reinforce and enhance the special and distinctive visual, historical, environmental, social and functional qualities of buildings, spaces and places that positively contribute towards local identity, character and sense of community.

D To successfully respond to local distinctiveness development proposals should be designed to address:

a. Natural features including trees, landscape, topography, open spaces and waterways;
b. The prevailing or emerging form of development (including urban grain, building typology, morphology and the hierarchy of streets, routes and other spaces);
c. The proportion of development (including height, scale, mass and bulk) both in the immediate vicinity of the site and the surrounding area;
d. Building lines along with the orientation of and spacing between buildings;
e. Strategic and local views, vistas and landmarks;
f. Townscape features;
g. The significance of heritage assets and their setting; and
h. Architectural styles, detailing and materials that contribute to local character.

Places for people

E All new development should put people at the centre of the design-led process, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to all. Proposals should demonstrate an understanding of how people engage with and experience their surroundings, and positively respond to this by delivering healthy and liveable neighbourhoods.

F Development proposals will be supported where they help to facilitate good physical and mental health and positively contribute to the wellbeing of the population.

G To support health and wellbeing of the population, new development must be designed to ensure:

a. Buildings and spaces are inclusive, intuitive to use, safe and secure;
b. Delivery of a high quality and effectively managed public realm that both encourages and enables convenient movement by active travel modes, including by responding to people's movement patterns and desire lines in an area;
c. Positive and active frontages that generate visual interest and interface well with the public realm, particularly at the street-level;
d. Provision of well-integrated, dedicated space and equipment for relaxation, social interaction and physical activity, including space for play and informal recreation; and
e. A high standard of amenity is provided, including by preventing and/or mitigating impacts of noise and poor air quality.

Well-functioning and resilient places

H The form and layout of development should be designed to secure a coherent and appropriate functional relationship with all land uses and spaces within the site and its surroundings, also taking into account the needs of the users of the development. Proposals should have particular regard to:

a. The integration of the development within the site and the wider locality, particularly to secure a positive relationship with neighbouring properties and land uses;
b. The need to ensure that sites and neighbourhoods are legible and well-connected, and for development to facilitate active modes of travel and the use of public transport; and
c. The efficient servicing and effective management of buildings and the public realm.

I In order to contribute to well-functioning neighbourhoods and places, new development must be appropriately supported by infrastructure (including transport, community and green infrastructure). Proposals will be expected to consider, and be linked to, the provision of future planned levels of infrastructure along with the timing of the delivery of this infrastructure. Where there is insufficient capacity of existing infrastructure to support a development proposal, applicants will be required to work with infrastructure providers to ensure sufficient capacity will exist at the appropriate time, including through the phasing of development.

J Development must be designed to assist in mitigating climate change and also make neighbourhoods and properties more resilient to its impacts through adaption measures. Proposals should be designed and constructed to achieve high sustainability standards, including by seeking to maximise opportunities for urban greening, having regard to the Local Plan Sections 10 (Green infrastructure) and 11 (Sustainable design and infrastructure).

Delivering high quality development

K Development proposals must submit a Design and Access Statement to demonstrate how they have followed the design-led approach to deliver high quality development in accordance with (A-J) above.

L Development proposals will be expected to have regard to and positively address:

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

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

Faircharm Creative Quarter, Deptford Creekside

Catford Broadway

Laban Dance Centre

Explanation

5.1 The Local Plan sets out an ambitious framework to facilitate and coordinate significant new investment in the Borough, as well as to deliver Good Growth that benefits our neighbourhoods and communities of people. To realise the Vision for Lewisham and achieve the plan's strategic objectives, it is imperative that all new development delivered is high quality development. This policy advocates that a design-led approach is used to in order to ensure that development successfully responds to its local context. The need for this approach is a common thread that runs throughout the remainder of the Local Plan policies.

5.2 All proposals must clearly demonstrate that the design-led approach has been used to inform the development. This requires that, from the very start of the planning and design process, careful consideration is given to the distinctive features of Lewisham's neighbourhoods, buildings and other spaces that shape local character and positively contribute to people's sense of place. It also requires new development to respond to the ways in which people use and experience buildings and spaces, along with the impacts the built environment has on the health and wellbeing of the population. Finally, the design-led approach requires that proposals address the need for development to function effectively, both on its own and in relation to the buildings and spaces around it. Regardless of the nature or scale of development, all proposals must use this approach to ensure beneficial outcomes for Lewisham's people and places, as well as the natural environment and wider global climate.

5.3 The design-led approach must begin with an understanding of the site context. This context includes the distinctive character of the site along with its wider setting, including the neighbourhood within which it is situated. The Lewisham Characterisation Study (2019) has been prepared to help inform the preparation of the Local Plan and to support its implementation. It should be referred to as a useful starting point for considering development proposals, and will assist in providing insight into the key features of the Borough's historical, built and natural environment. This is only one point of reference, however, and proposals will be expected to demonstrate a comprehensive understanding of the site context and clearly articulate how the development has been designed to respond to this in a positive way. Part 3 of the Local Plan sets out strategic priorities and policies for the Lewisham's character areas. It has been prepared to help guide development and ensure it is fundamentally place-responsive, by being designed to address and enhance the distinctive qualities of Lewisham's neighbourhoods and the diversity of local communities.

5.4 The successful delivery of the spatial strategy for will require that proposals optimise the capacity of sites. There is a need to accommodate a significant amount of growth within the Borough over the plan period. This growth needs to be carefully managed in order to ensure the delivery of inclusive, healthy and liveable neighbourhoods that are well supported by infrastructure. The design-led approach is

integral to ensuring that sites are developed to an optimum capacity that is responsive to the site's context and the supporting infrastructure available or planned to be delivered. Further details are set out in Policy QD6 (Optimising site capacity).

Delivering high quality development

5.5 We will publish a package of supplementary planning documents and other guidance to support implementation of the Local Plan, and to ensure clarity in our expectations for new development. This includes planning guidance for key areas and strategic sites, management of the historic environment, specific design matters and planning obligations. Key guidance documents are signposted throughout the Local Plan. This local guidance should be read in conjunction with the London Plan supplementary planning guidance and other sources of good practice guidance, where appropriate, including that published by Historic England. Applicants are strongly advised to refer to the council's planning website for the latest available information on Lewisham's adopted and emerging guidance. Proposals will be expected to have regard to and positively engage with these documents, which will be a material consideration in planning decisions.

5.6 We will work positively and proactively with development industry partners and other key stakeholder to secure the delivery of high quality design in Lewisham. Applicants are encouraged to engage with the council at the early stages in the planning and design process. This will help to ensure that development proposals are appropriate for their location, positively respond to the local context and contribute to the delivery of the spatial strategy for the Borough. Through early engagement we will also endeavour to assist applicants with identifying potential funding opportunities available to boost the delivery of genuinely affordable housing on new development schemes, as set out in Policy HO3 (Genuinely affordable housing).

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

5.8 We are proud to support an independent Design Review Panel (DRP) in Lewisham as part of our positive approach to working with delivery partners. The DRP is formed of professional design experts who meet regularly to review schemes and provide feedback to applicants. While the panel does not have decision-making powers, it serves as an advisory body helping to achieve positive outcomes for the built environment and Lewisham's communities. Comments from the panel are fed into the assessment of pre-application schemes, planning applications and appeals.

5.9 Development proposals should be brought to the panel as early as possible within the design process in order to ensure a productive and beneficial outcome for all parties. By bringing a development to the panel early, design teams have an appropriate time to respond to panel advice and have a better chance to address design concerns prior to application – thus providing more assurances for the developer and helping to de-risk the planning application. The panel assists and encourages developers and their design teams to deliver high quality design in their proposals. It is expected that all major and significant development will be brought to the panel during the planning process, ideally at pre-application stage.

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

Consultation undertaken for the Lewisham Characterisation Study

Cannon Wharf, North Deptford

QD2 Inclusive and safe design

A It is imperative that people of all backgrounds, ages and abilities are able to move with ease throughout Borough, and within buildings and spaces, and to feel safe in their surroundings wherever they are. All new development will be required to contribute to delivering inclusive, accessible, safe and secure environments in Lewisham.

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

a. Ensuring buildings and spaces are designed to be entered, used and exited safely, easily and with dignity for all;
b. Ensuring buildings and spaces are designed to be inclusive to all and do not unnecessarily restrict or prevent access and use, including by occupants of different tenure types;
c. Incorporating measures that allow for easy adaptation of buildings and spaces to help meet the different and changing needs of users over the lifetime of the development;
d. Delivering a high quality public realm, in line with QD 3 (Public realm and connecting places); and
e. Having regard to 'Secured by Design' principles.

C Gated forms of development, particularly for new housing development, are not considered to support inclusive and safe design principles and will be strongly resisted. The use of gates must be justified for reasons of public health and safety. Where gates are considered by the council to be acceptable in principle, it will require these to be of a high quality design and sensitively integrated into the development. Planning contributions and/or legal agreements may be used to secure the appropriate management of gates, and to help ensure they do not unnecessarily restrict public access to buildings and spaces, including the public realm.

Accessible and inclusive housing

D To help ensure that housing is designed to meet the different requirements of Lewisham's resident population development proposals will be expected to ensure that:

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

E Where housing development includes provision of communal private amenity space or facilities this should be made available for access by all residents occupying the development, regardless of tenure.

Adapting historic buildings and other heritage assets

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

Explanation

5.11 The built environment influences the quality of life of everyone in Lewisham whether they are living, working or visiting the Borough. The layout and design of buildings and spaces, including the public realm, can significantly impact on people's ability to move with ease around the Borough and to live independent and dignified lives. Inclusive and safe design principles should therefore be considered at the early stage in the design-led process, ensuring that people of all ages and abilities are able to benefit from high quality, accessible, safe and secure environments.

5.12 Whilst inclusive design includes consideration of wheelchair users it is important to emphasise that it extends beyond this particular group. Inclusive design must consider the needs of the wider population and the different groups of people that are likely to access and use buildings and spaces, and move through the public realm. We will expect proposals to demonstrate how they have considered and addressed inclusive design principles, taking into account the nature and location of development.

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

Margaret McMillan Park

5.14 We will strongly encourage the use of 'Secured by Design' principles to help reduce crime and improve perceptions of safety. This includes measures to encourage passive surveillance, including through the integration of active frontages and other interventions to promote street level activity. Provision of easily accessible, legible and appropriately illuminated access and entrance points is also important consideration for all types of development. Development proposals will be expected to demonstrate that they have engaged with the latest standing guidance on 'Secure by Design', or equivalent guidance.

Accessible and inclusive housing

5.15 In line with the draft London Plan we will expect that all new development meets the strategic target for provision of wheelchair user dwellings and ensuring accessible and adaptable dwellings, in accordance with Building Regulations M4(3) and M4(2) respectively. For the avoidance of doubt, this policy applies to dwellings that are created via works to which Part M volume 1 of the Building Regulations applies. To comply with the Building Regulation requirements appropriate step-free access into the dwelling will need to be provided. This policy helps to support our strategic approach to meeting housing needs for older people through adaptable housing, as set out in Policy HO5 (Accommodation for older people)

5.16 In considering the suitability of a site for wheelchair accessible or user dwellings we will have regard to individual site circumstances. This is because flexibility may need to be applied to meet policy objectives (e.g. to enable the requirement to apply to 10% of habitable rooms where a better outcome is provided in terms of provision of larger units). Discretion may also be needed in exceptional circumstances when provision of a lift to dwelling entrances is not technically feasible, such as with some constrained infill sites or flats above shops. We will seek to secure appropriate provision for individual developments, including through the use of planning conditions.

5.17 To support our objectives for delivering inclusive communities, all development should be designed to promote social interaction and equality of access to facilities and services. This includes inclusive and welcoming access to buildings, particularly front entrances. Proposals should avoid the unnecessary use of separate main entrances. Where private communal amenity space is provided in new housing development, this must be made accessible to all residents occupying the building. We will strongly resist proposals that unnecessarily restrict or prevent access to buildings or communal amenity space, including for reasons of housing tenure.

Adapting historic buildings and other heritage assets

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

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

QD3 Public realm and connecting places

A Public realm must be designed and maintained to a high quality standard. It should help to ensure inclusive, safe, accessible, attractive and well-connected places and spaces that make a positive contribution to the neighbourhoods in which they are located. Development proposals are encouraged to create new public realm, or enhance existing public realm, wherever opportunities arise.

B Public realm should be delivered through the design-led process, having regard to the principles in Policy QD1 (High quality design). In responding to these principles, development proposals must demonstrate an understanding of how the public realm functions both in its immediate and wider local context, and how this contributes to local distinctiveness and creating a sense of place. Consideration should be given to the ways in which people use the public realm and how its design will influence their experiences within it.

C The movement and connective function of the public realm must be addressed to ensure that development provides for coherent relationships and good connections within and between sites and neighbourhoods, and maximises opportunities for creating new connections. Public realm should be commensurate with the role and function of places and the highway network, and reflect the priority given to movement by walking, cycling and the use of public transport, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).

D The movement and connective function of the public realm must be addressed, including legibility and permeability within the site as well as its immediate and wider surroundings. This requires particular attention to the movement patterns and desire lines of pedestrians and cyclists, as well as the accessibility needs of other users. Consideration should be given to the location of street crossings and other safe access routes such as dedicated cycle lanes, underpasses and, where appropriate, railway arches.

E Development proposals will be expected to enhance the movement and connective function of the public realm by maximising opportunities to:

a. Improve connections to existing or planned strategic transport and community infrastructure, including open space;
b. Enhance and where appropriate help to reinstate connections that make a positive contribution to the locality, including those that are of local importance and historic significance; and
c. Avoid or remove barriers that unnecessarily impede or restrict movement and accessibility, and adversely impact on public safety.

F Development proposals must demonstrate how the public realm will be well integrated with and positively relate to the spaces, buildings and land uses within the site and its surrounds. Development should be designed to establish or reinforce a clearly defined public realm that helps to support the function of different uses within an area and protects local amenity.

G Development proposals should deliver a vibrant public realm that promotes opportunities for relaxation, social interaction and physical activity. Proposals should seek to create welcoming environments that attract people into public spaces and encourage their enjoyment within them during different times of the day and night, and throughout the year. This includes consideration of how the local microclimatic impacts on people's health and comfort. Where appropriate, proposals should make provision for:

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

H Public realm should be sustainability designed and constructed, including by maximising opportunities for urban greening and mitigating the impacts of climate change, having regard to Local Plan Sections 10 (Green infrastructure) and 11 (Sustainable design and infrastructure). Priority should be given to the use of high quality and durable materials, with permeable or semi-permeable surfaces integrated wherever possible.

Public art

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

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

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

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

Effectively managing the public realm

L Development proposals will be expected to ensure that appropriate management and maintenance arrangements are in place for the public realm. Where provision is made for privately owned public space this should be operated in the same manner as public space, ensuring equality of access for all. Management Plans will be required for Major development and other proposals with significant elements of public realm. Planning contributions and/or legal agreements may be used to secure the appropriate management of the public realm.

Explanation

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

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

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

5.22 Public realm must be considered at the early stage of the design-led process. This will help to ensure that all people are able to move easily and conveniently without impediments, and that they benefit from access to safe and secure, attractive and healthy environments. The design of development should be informed by an understanding of how people currently use, or will be expected to use, the public realm. Placing people at the heart of the design process is more likely to result in positive outcomes, particularly in terms achieving inclusive and well-functioning spaces and places.

5.23 In addressing the public realm, development proposals should prioritise the movement of people by active travel modes (such as walking and cycling) and the use of public transport, in line with the Healthy Streets approach. This policy should therefore be read in conjunction with Policy TR3 (Healthy streets as part of healthy neighbourhoods), which sets out further details in this respect. New and enhanced public realm will help to support Local Plan objectives to facilitate a significant shift in travel away from cars to more sustainable transport modes. Opportunities should be explored to improve connections to existing and planned strategic infrastructure, particularly cycle routes and stations, as well as community facilities.

5.24 Public realm should be designed to reflect, reinforce and enhance the distinctive features of Lewisham's neighbourhoods that contribute to shaping local character and identity. Development should help to create welcoming, attractive, vibrant and healthy places where people have ample opportunity to relax, socialise and enjoy leisure pursuits at different times of

the day, evening and night time and throughout the year. This is especially important within and around Lewisham's town centres, which are key focal points for civic and public life. There are wide range of facilities that can be integrated into development to make the public realm more inclusive, inviting and comfortable. This includes free-to-use public conveniences, seating and play space.

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

5.26 All public realm should be designed to achieve high sustainability standards. The Local Plan sets out policies and guidance to help ensure that proposals address environmental considerations through the design, construction and operation stages of development. This includes policies in Section 10 (Green infrastructure) and Section 11 (Sustainable design and infrastructure). In particular, development proposals should maximise opportunities to incorporate urban greening and sustainable drainage measures within the public realm. This will help to ensure a positive response to climate change resilience, and also enhance the amenity value of the public realm.

5.27 Without proper management the public realm can deteriorate over time, compromising its functional and amenity value and diminishing the important contribution it makes to sustainable neighbourhoods. In delivering high quality public realm, proposals should be designed to prevent against the need for excessive site management requirements, where appropriate. For example, opportunities should be taken to use durable materials, select drought tolerant, perennial species for tree planting and other greening measures, and create naturalised landscaping. These interventions may also provide a cost-efficient way to maintain a high quality public realm over the lifetime of the development.

5.28 It is imperative that the public realm supports inclusive communities. Private ownership and management of the public realm is not in itself a cause of poor mobility, exclusion and segregation. We will seek to avoid inappropriate controls on public realm to ensure it is genuinely and publicly accessible for all local residents and visitors to the Borough, whilst recognising the need for reasonable measures to address liability and health and safety. The council will work with developers to ensure that public realm is positively managed so that the standards of public access and use are maintained over the lifetime of the development, including through the use of planning conditions and obligations.

Lewisham Renaissance

QD4 **Building heights**

A The building height of development must positively respond to the distinctive character of Lewisham's neighbourhoods. Building heights should be appropriate in scale, taking account of the character of a site's immediate and wider context and the requirement to deliver high quality design in line with Policy QD1 (High quality design).

B Proposals for taller buildings that project above the height of adjoining properties and/or the prevailing height of buildings and structures in the immediate and surrounding area will only be supported where they:

a. Are of an exceptional design and architectural quality;
b. Are sensitive to the site's context, ensuring that development does not excessively project above the streetscape and townscape or adversely impact on the visual amenity of it;
c. Protect strategic and local views, vistas and landmarks, including strategic background views, having regard to Policy QD5 (View management);
d. Preserve or enhance the significance of heritage assets and their setting; and
e. Will not result in adverse impacts on local character and the amenity of neighbouring properties, whether individually or cumulatively.

C Where the prevailing height of buildings and structures adjoining a site, as well as its immediate and surrounding area, is expected to evolve in accordance with the spatial strategy for the Borough and/or consented development(s), proposals for taller buildings will be considered having regard to the emerging context and criteria QD4.B(e)-QD4.B(f) above.

Tall buildings

D Within Lewisham tall buildings are defined as buildings that cause a significant change to the skyline and which:

a. Are 30 metres or more in height, except in the designated Thames Policy Area where they are buildings 25 metres or more in height; or
b. Are significantly taller than the prevailing height of buildings in the immediate and surrounding area.

E Tall buildings will only be considered acceptable in-principle in the locations identified in Figure X as being appropriate for tall buildings.

F Where appropriately located in line with (D) above, proposals for tall buildings will be required to demonstrate that the development:

a. Positively contributes to delivery of the spatial strategy for the Borough;
b. Is of an exceptional design and architectural quality;
c. Is designed with building heights that are sensitive to the site's immediate and wider context, including the distinctiveness of Thames Policy Area, in line with Policy LNA4 (Thames Policy Area and Deptford Creekside);
d. Will not result in any adverse visual, functional, environmental and cumulative impacts, having regard to and complying with the requirements of draft London Plan Policy D8 (Tall Buildings);
e. Makes a positive contribution to the townscape and skyline;
f. Protects strategic and local views, vistas and landmarks, including strategic background views, having regard to Policy QD5 (View management); and
g. Provides a high quality public realm in line with Policy QD3 (Public realm and connecting places). Where appropriate, development will be required to make provision for free to enter, publicly-accessible areas that are incorporated into the building.

G Tall buildings must be delivered through a masterplan process in order to ensure that they are appropriately located both within a site and wider locality, designed to a high quality standard and effectively managed.

Explanation

5.29 This policy sets out our approach to positively managing the development of tall and taller buildings in the Borough. Taller buildings are those that project above the prevailing heights of buildings and structures within a site's immediate and surrounding area (normally, but not exclusively, 2 to 3 storeys above). Tall buildings are defined as buildings that are 30 metres or more in height in Lewisham, except in the designated Thames Policy Area where they are defined as buildings 25 metres or more in height. Tall buildings also cause a significant change to the skyline. By definition, and for policy implementation, taller buildings are not tall buildings.

5.30 In order to facilitate the delivery of the spatial strategy for the Borough we will seek to ensure that the development of sites is optimised when opportunities arise. This includes support for well-designed and sensitively integrated higher density development that positively responds to its local context. It is important to emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.

5.31 However it is recognised that tall and taller buildings can support strategic objectives for optimising the use and capacity of land, particularly to deliver wider public benefits. This includes provision of new housing to meet local needs, including genuinely affordable housing, along with employment floorspace, community facilities and public realm enhancements. Exceptionally designed and appropriately located tall and taller buildings with higher densities can have a role to play in delivering good growth. Whilst acknowledging that London's skyline has and will continue to evolve over time, there remains an imperative to protect and enhance the distinctiveness and character of Lewisham's neighbourhoods.

5.32 Irrespective of their extent and scale, tall and taller buildings are prominent visual features that can have significant impacts on the London skyline, the character of local neighbourhoods as well as the amenity of residents, visitors and the natural environment. Where buildings are appropriately sited and designed, they can help people to navigate through the Borough by providing reference points and emphasising the hierarchy of places (including by creating or reinforcing wayfinding markers to nodes of cultural or civic activity and transport interchanges). However inappropriately located, poorly sited and designed tall and taller buildings can have detrimental impacts both on the immediate area and wider area. These impacts may include the blocking of established views and vistas or landmarks, harm to heritage assets and their setting, disturbance to the character and visual amenity of streetscapes and townscapes, and the introduction of adverse microclimate conditions such as wind tunnels. Poorly designed buildings can also adversely impact on community safety as well as the mental and physical health and wellbeing of the population.

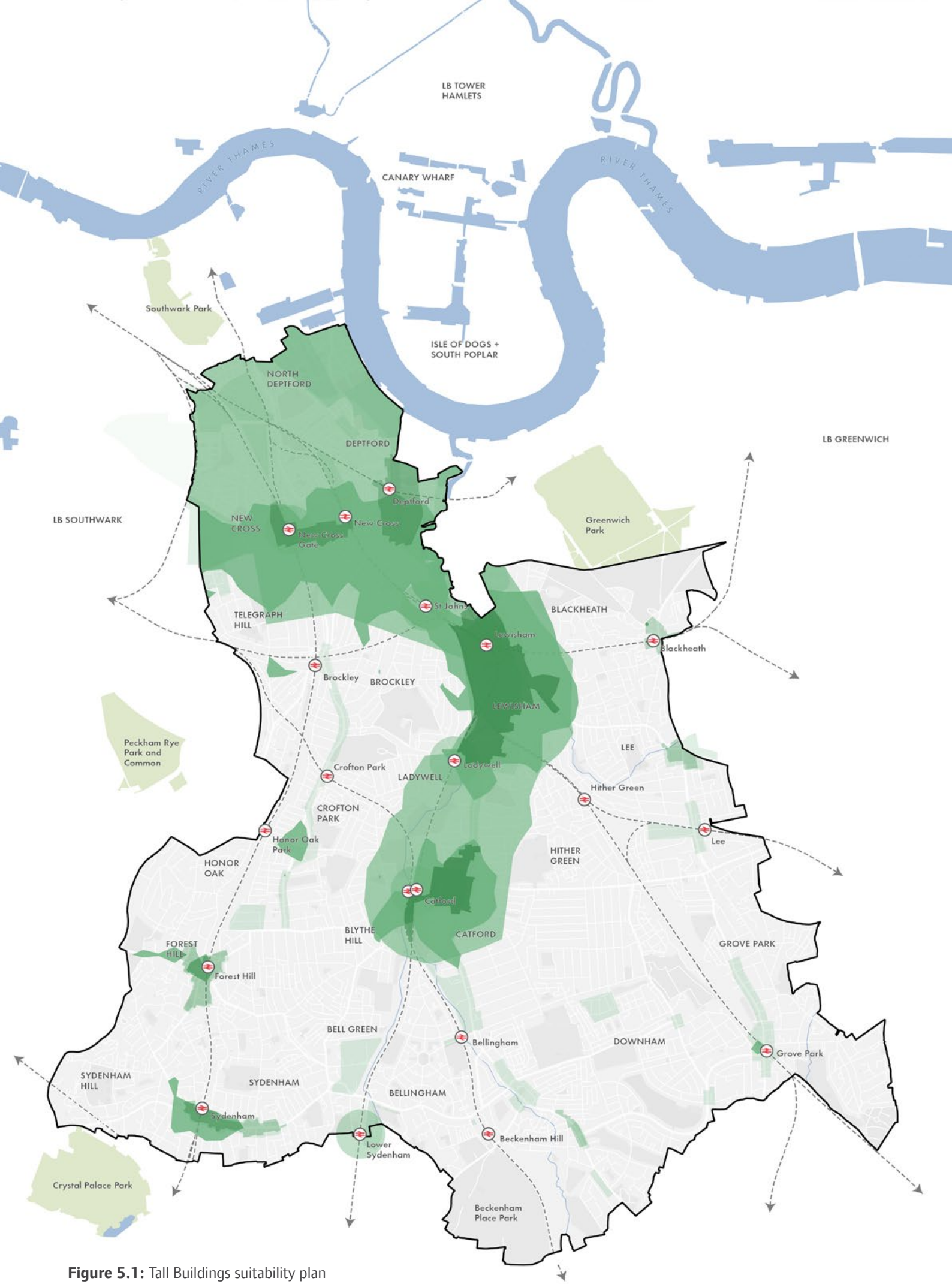
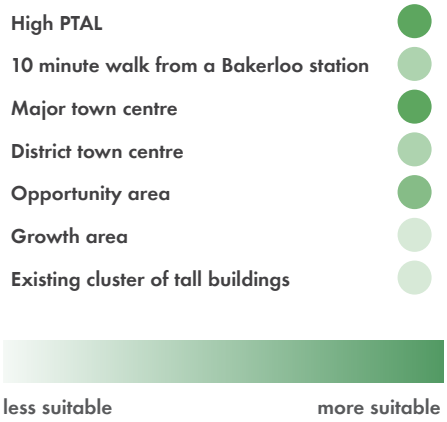


Figure 5.1: Tall Buildings suitability plan

5.33 All proposals for tall and taller buildings must have a clear urban design rationale and should be of an exceptional design and architectural quality. They should also be located and sited in a manner that ensures that development will positively contribute to local character and high quality living environments. This policy should be read in conjunction with other Local Plan policies, including Policy QD1 (High quality design), which set the requirements for delivering high quality, design-led development across the Borough.

5.34 Proposals for taller buildings assessed against Policies QD4 (A) and (B) must demonstrate a clear understanding of the site context, including the historical pattern of development in a locality. The reference point for the prevailing height of buildings or structures will vary on a case-by-case basis, even within a neighbourhood or locality. Not all existing tall or taller buildings will be appropriate references for new development. For example, some tower blocks built in the 1960s and 1970s detract from the historical townscape features within a neighbourhood, and are today considered not to make a positive contribution to local character. Furthermore, the cumulative impact of taller buildings within a site or locality will be an important consideration. Applicants are strongly encouraged to refer the Lewisham Characterisation Study (2019), Conservation Area Appraisals and relevant Supplementary Planning Documents to develop an understanding of the site context and development opportunities. Design and Access statements should clearly set out what features of the built and natural environment have been used as reference points to inform the design and building height of proposals, as part of the contextual analysis.

5.35 There may be locations where the prevailing heights of buildings adjoining a site and in its immediate and surrounding area may be expected to evolve over time. For instance, there are areas where the Local Plan, through the spatial strategy, provides support for the sensitive intensification of sites and areas (such as along identified strategic corridors or within major town centres) or seeks to optimise the use of land through comprehensive redevelopment of strategic sites (i.e. site allocations). Furthermore, there may be consented schemes which will influence the existing character of a site or area, once implemented. We will seek that proposals for taller buildings appropriately respond to the emerging context of a site and its wider setting, taking into account the need for new development to be sensitive to its context whilst supporting the delivery of the spatial strategy.



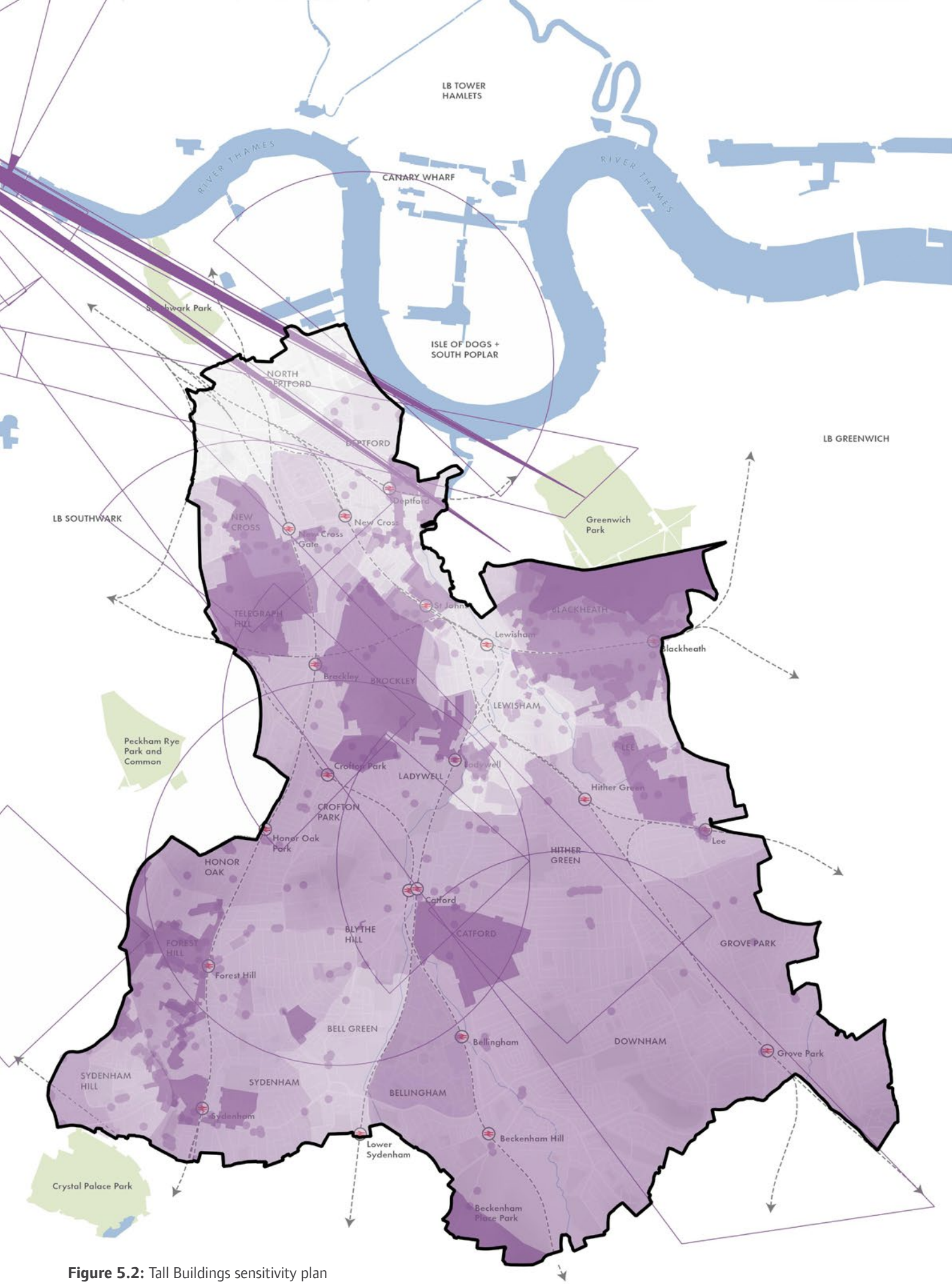
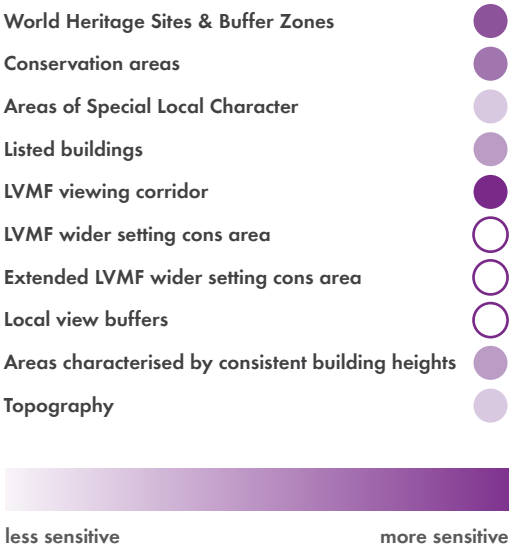


Figure 5.2: Tall Buildings sensitivity plan

5.36 Careful consideration will need to be taken with proposals for tall buildings given their visual prominence and range of potential impacts on the skyline, local neighbourhood and wider area. The Lewisham Characterisation Study (2019) and Tall Buildings Study (2019) include detailed assessments of local character and have informed the identification of locations considered suitable for tall buildings, as set out in Figure X. However, this in-principle support does not mean that all proposals for tall buildings will be acceptable in these areas of the Borough. Proposals will be considered on their own merits, taking into account individual site circumstances and the cumulative impacts of the development of tall and taller buildings in a locality. We may seek to assess the individual and cumulative impact of proposals using graphic 3D modelling, such as enabled by VU.CITY software, and applicants will be required to submit technical information to support this analysis.



5.37 Draft London Plan Policy D8 (Tall buildings) sets out detailed requirements and criteria against which tall building proposals will be assessed in Lewisham. This includes consideration of the visual, functional, environmental and cumulative impacts of development. Through the design-led process all proposals for tall buildings will need to provide a sufficient level of information to demonstrate that potential impacts have been suitably identified and adequately addressed. Proposals will be strongly resisted where they would result in unacceptable visual, functional, environmental and cumulative impacts that cannot be avoided or appropriately mitigated.

5.38 The World Heritage Site of Maritime Greenwich is an important consideration for tall and taller buildings. There are riverside locations within the Borough that have been identified as being potentially sensitive to tall buildings. [12] The Maritime Greenwich World Heritage Site Buffer Zone is considered inappropriate for tall buildings.

5.39 In addition, proposals for tall buildings will need to be accompanied by a site wide masterplan. This will help to ensure a rigorous design-led process is applied and that the development is effectively managed over its lifetime. Where appropriate, the site-wide masterplan will need to refer and positively other area-wide masterplans.

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

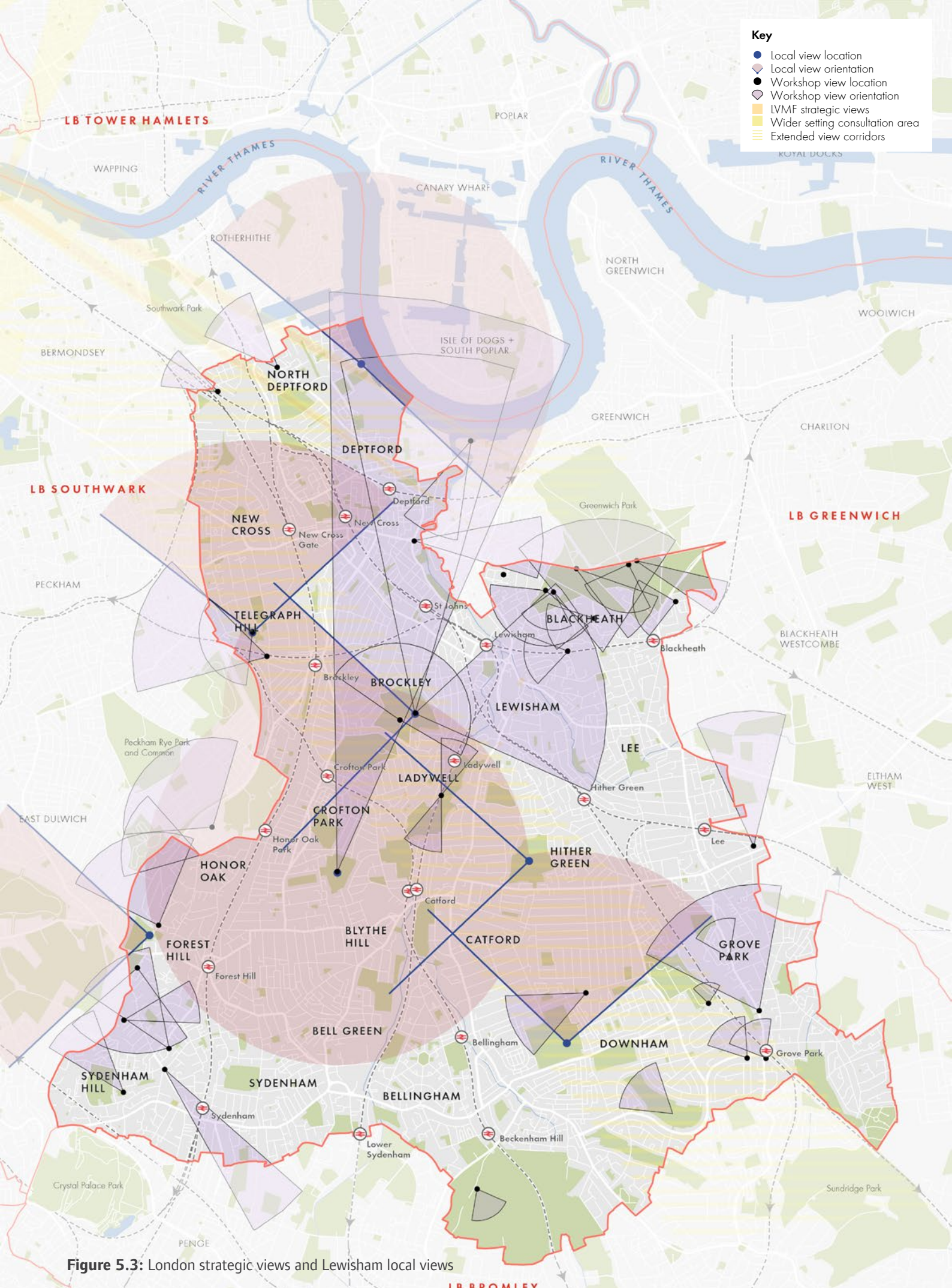


Figure 5.3: London strategic views and Lewisham local views

QD5 **View management**

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

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

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

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

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

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

Explanation

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

5.41 The London Plan identifies and protects Strategic Views which include significant buildings, urban landscapes and riverscapes that help to define London at a strategic level. There are two such strategic views traversing Lewisham. These are the 'London Panoramas' from Greenwich Park (General Wolfe's Statue) to Central London and Blackheath Point to Central London (the dome of St Paul's Cathedral). The London Plan sets the policy framework for managing these strategic views, with further guidance included in the Mayor's London View Management Framework Supplementary Planning Guidance, which proposals should refer as appropriate. It is imperative that these panoramic views of London, and the key landmarks within them, are not compromised. It is also important that development is managed so that the viewers can continue to experience and enjoy them.

5.42 There are also a number of important Local Views in Lewisham that warrant protection and positive management. In addition, a number of local landmarks have been identified because they add to the distinctive quality of the townscape and provide points of visual interest. These Local Views and Landmarks are listed in Appendix X.

Protected view from Blythe Hill Fields

5.43 Development proposals that are likely to affect London Strategic Views, Lewisham Local Views and Local Landmarks will be considered against the principles and policies for managing views, as set out in the draft London Plan Policy HC4 (London View Management Framework). This includes consideration of impacts on the foreground, middle ground and background of the designated view and landmark features. In addition, proposals will be considered against the full suite of relevant Local Plan policies that seek to protect and enhance Lewisham's distinctive local character. Applicants are encouraged to refer the London View Management Framework SPG and the council's Local Plan evidence base, including Conservation Area Appraisals and the Lewisham Characterisation Study (2019).

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

5.45 The MHCLG Chief Planning Officer's letter (March 2017) placed a new requirement on Boroughs to consult the Mayor where buildings are proposed in an area which may affect a Protected Vista, and where they are beyond the areas currently designated as Wider Consultation Area in the London View Management Framework SPG. Proposals sited in the background of a Protected Vista must pay attention to the impact of the development on the view so that it does not harm the setting of the Protected Vistas, whether the proposal falls inside the wider setting consultation area of a protected vista or not. The Mayor of London has produced a map for indicative purposes showing the extensions to the background of the Protected Vistas.

Protected view from Hilly Fields

Hazelhurst Court (Levitt Bernstein)

QD6 **Optimising site capacity**

A Development proposals must demonstrate that the design-led approach has been used to optimise a site's capacity. This will require that the optimum density of a site is achieved. To establish the optimum density consideration must be given to the appropriate development capacity of a site through the appraisal of design options, having regard to:

a. The type and nature of uses proposed;
b. The site context, with reference to the site's immediate and surrounding area, taking into account:
   i. Location setting;
   ii. Local distinctiveness and urban character, including the prevailing and/or emerging form and proportion of development, with reference to Policy QD1.D (High Quality Design);
c. Public Transport Accessibility Levels, taking into account current levels and future levels expected to be achieved by the delivery of planned public transport infrastructure; and
d. Capacity of infrastructure (including physical, environmental and social infrastructure) to support the density proposed, having regard to the individual and cumulative impacts of development.

Explanation

5.46 As Lewisham continues to evolve in the context of London's growth it is imperative that development contributes to the delivery of high quality, inclusive, healthy, safe and liveable neighbourhoods. The key to achieving this will be to take a holistic and balanced approach to the way in which neighbourhoods function. This means ensuring that the limited supply of land is used effectively and efficiently, whilst also improving the physical and environmental quality of places that people inhabit and use. In order to meet the Borough's future needs and to support the delivery of the spatial strategy, it will be necessary to facilitate higher density development in appropriate locations, along with promoting a complementary mix of uses within Lewisham's neighbourhoods. This will help to secure equality of access for all to a wide range of housing options (including genuinely affordable housing), jobs and training opportunities, services and community facilities.

5.47 Through the design-led process, development proposals will be expected to demonstrate how they will deliver the optimum density on a site. The optimum density should not be taken as the maximum density. Rather, the optimum density is one that is derived through careful consideration of the capacity of a site, taking into account the site's local context and character of the surrounding area, the types of uses proposed, accessibility to public transport and the infrastructure available to support the development. We will normally require evidence of an options appraisal, undertaken at the early stage of the design process, which has been used to inform the proposal and the approach to achieving the optimum density. This requirement may be applied flexibility on case by case basis, taking into account the location, nature and scale of development. For instance, for householder and other smaller development schemes, a planning statement addressing the policy requirements may be sufficient. Applicants are advised to consult with the council's Planning Advise Service for further information on the requirements for specific sites and schemes.

5.48 The delivery of high quality development must begin with an understanding of a site in relation to its immediate and wider neighbourhood context. This includes consideration of the historical pattern of development, along with the existing and emerging urban character of the locality. Proposals are strongly encouraged to refer the Lewisham Characterisation Study (2019) at the early stage in the design-led process. This study has informed the spatial strategy set out in this Local Plan and the sub-area policies in Part Three. It has also been prepared as a tool for the public and development industry stakeholders to engage with the planning process. Based on an objective assessment of character, it provides an indication of those areas within the Borough where new development should broadly focus on reinforcing the established urban form and fabric, as well as those areas that may be more receptive to gradual change or transformation. The Characterisation Study is a useful starting point for considering appropriate densities and will be particularly helpful with defining a site's broad local context, for example, whether urban or suburban, along with the distinctive urban grain within this context.

5.49 Character is a very important consideration in determining the optimum density of a site but it is not the only consideration. Development should also respond to public transport accessibility, amongst other factors. Our approach to delivering sustainable neighbourhoods requires that new development (including higher density development) is focussed

within and around well-connected locations where people can benefit from access to different modes of travel, and will not have to rely on cars or other vehicles. Proposals will be expected to demonstrate how they have positively responded to accessibility, including by referring the latest Public Transport Accessibility Level maps (published by Transport for London), and also assessing opportunities available for active travel, including those that could be delivered by the development itself. All development proposals will be considered on their individual site circumstances.

5.50 To help ensure that the optimum use of sites is realised, development proposals should address both the existing and future transport accessibility levels of a site and its surrounding area. Future accessibility should be considered in respect of planned improvements and committed investments to Lewisham's network of strategic transport infrastructure. The phasing of development will need to be carefully managed, especially where infrastructure is planned but not yet implemented. This will be a particularly important consideration in Lewisham's Central and South Sub-areas, where the delivery of the Bakerloo line extension will drastically improve Public Transport Accessibility Levels over the long-term. Proposals will therefore be required to meet the requirements of Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension), which set out further details in this regard.

5.51 The optimum density of a site should also be informed by the existing and planned infrastructure within the locality. This includes the different elements of physical, social and environmental infrastructure that are required for well-functioning and liveable neighbourhoods, and which users of the new development will be reliant on. The introduction of new development within an area, particularly higher density development, may put pressure on existing facilities and infrastructure or create additional demands. Development proposals should therefore plan positively for infrastructure needed to support the densities sought. Planning contributions may be used to ensure that new development is appropriately supported by infrastructure, including community infrastructure in line Policy CI (Safeguarding and securing community infrastructure).

5.52 Finally, the optimum density of a site should be determined with reference to the nature and mix of uses proposed. For residential development, proposals will generally be supported where density levels are appropriate to the local context and they deliver high quality housing to meet local needs, particularly genuinely affordable housing. For commercial and industrial uses it is important that development helps to support our strategic objectives for intensifying uses on employment sites, particularly to deliver more jobs and new workspace. Proposals incorporating employment uses should therefore be designed with reference to Policy E3 (Location and design of new workspace) and EC13 (Optimising the use of town centre land and floorspace).

5.53 To assist with the design-led process and to facilitate development that meets the Borough's growth requirements, we will in the future prepare Supplementary Planning Documents focussed on specific locations and site typologies. This includes guidance addressing the strategic A21 Corridor and Lewisham's suburban areas. All development proposals will be expected to refer this guidance to achieve the optimum density on sites and to support delivery of sustainable neighbourhoods.

Timberyard Deptford

QD7 **Amenity and agent of change**

A Development proposals must demonstrate how they will protect and wherever possible enhance the amenity of existing and future occupiers and uses, as well as the amenity of neighbouring properties and uses.

B Development proposals will be required to positively address amenity through the design-led process in order to:

a. Make appropriate provision of privacy both for users of the development and those in neighbouring properties, ensuring development does not result in unreasonable levels of overlooking;
b. Ensure adequate provision for and seek to optimise outlook for users of the development;
c. Ensure adequate levels of ventilation, daylight, sunlight and open aspects including provision of private amenity space where appropriate; and
d. Minimise and appropriately mitigate disturbances associated with the construction and operation of the development including noise, vibration, odour, fumes, dust, artificial light and site waste.

C When considering the amenity impacts of new development the Agent of Change principle will be applied in accordance with the draft London Plan.

Explanation

5.54 It is important that development contributes to the delivery of high quality environments that people can enjoy without disturbance and live healthily in. Lewisham is an inner-London Borough with a sizeable resident and visitor population. It also accommodates a wide range of activities and land uses including for housing, industry and employment, transport and open space. In this urbanised setting, it is imperative that development is designed in a way that does not adversely impact on the amenity of people in the Borough at any given time, or on the ability of different uses to continue operating (where they are appropriately located). This is especially for economic, community and cultural uses that positively contribute to the vitality of neighbourhoods.

5.55 We will expect that all new development protects and wherever possible enhances local amenity. Amenity should be central to the design-led process, with careful consideration given to the layout, design, construction and operation of buildings and spaces, including the public realm. Proposals must provide a sufficient level of information to demonstrate that potential impacts have been identified and avoided or appropriately mitigated. We will resist proposals that are likely to cause unreasonable harm to the amenity of users of the development or occupants and uses in neighbouring properties.

5.56 Local amenity can be compromised or adversely impacted in a number of ways. Some examples include: the loss of daylight and sunlight to existing properties owing to extensions or new structures; excessive or obtrusive light; odour from restaurants and other commercial activities; vibration and pollution from industrial uses, railways, and roads; noise from cultural or entertainment facilities; and loss of privacy and diminution of outlook due to insensitively sited and designed development. All proposals for new buildings and uses should assess and proactively respond to local amenity having regard to site-specific circumstances. Compatibility of use should be a key consideration during the initial site selection process.

5.57 Development proposals must appropriately respond to the immediate setting and wider neighbourhood context. For new housing or other development near residential properties, proposals must ensure provision of adequate daylight, sunlight and outlook. Privacy is another key consideration and new development should not cause significant or unreasonable harm in terms of overshadowing or overlooking. Proposals will be expected to take account of existing and proposed future uses, for example, by considering land use principles established by existing planning consents or strategic site allocations.

5.58 The draft London Plan introduces the 'Agent of Change' principle. This places the responsibility for mitigating the impact of noise on new development. In practice this means that where new developments are proposed close to existing noise generating uses, they must be designed more sensitively to protect the new occupiers from noise impacts. As well, where new noise generating uses are proposed close to noise sensitive uses the responsibility will be on the new use to protect the existing residents or uses from noise. We will apply the Agent of Change principle in accordance with the criteria set out in draft London Plan Policy D12 (Agent of Change).

5.59 Noise generating cultural venues such as theatres, concert halls, pubs and live music venues should be protected for the benefit of the wider community and the local economy. Development proposals for schemes in the vicinity of these types of facilities must be designed in ways that ensure established cultural and other venues remain viable, can operate without the threat of closure due to noise complaints and can continue to operate as they are without licensing restrictions. This is particularly important in Lewisham's Creative Enterprise Zone, where a critical mass of cultural venues and community facilities is necessary to support strategic objectives for this element of the local economy.

5.60 Noise sensitive development such as housing, hospitals, day centres and schools proposed close to noise-generating uses must include acoustic design measures that are developed within the scheme from an early stage. Even greater care must be taken where it would have a disproportionate effect on more vulnerable people such as the elderly or young children. Measures that could be employed to overcome impacts could include soundproofing or insulation. The Mayor's London Environment Strategy provides further guidance on managing and mitigating noise in mixed-use development and town centre development.

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

The Honor Oak Pub, Forest Hill

QD8 **Noise and vibration**

A Development proposals should be designed to avoid or minimise the harmful impacts of noise and vibration at all stages of the development, having regard to the Agent of Change principle.

B New noise and vibration generating development must be appropriately located away from noise sensitive uses and suitably demonstrate that measures will be implemented to mitigate any adverse impacts.

C New noise sensitive development should be located away from existing or planned sources of noise pollution. Where this is not reasonably practical proposals must demonstrate that:

a. Internal and external noise levels can be satisfactorily controlled and managed; and
b. There will be no adverse impact on the continued operation and amenity of adjoining and neighbouring uses, having regard to Policy QD7 (Amenity and agent of change).

D A Noise Assessment and/or Vibration Assessment will be required to be submitted with proposals where they are noise sensitive developments or involve a noise or vibration generating use.

Explanation

5.62 It is important for the mental health and wellbeing of Lewisham's resident and visitor population that noise is managed to acceptable levels. There are a wide range of land uses and activities within the Borough, including significant noise generating uses (such as industrial activities) or buildings that are sensitive to noise by virtue of their users or environment (such as schools, health facilities and housing). This policy seeks to ensure that new development provides for the protection of amenity where there is an interaction between noise generating or noise sensitive uses.

5.63 New development should be designed to avoid or minimise disturbance from noise pollution and vibration, including by appropriately mitigating impacts on site users and adjacent land uses. We will seek to ensure that noise is managed to acceptable levels having regard to the relative ambient noise levels and the character of the locality. All proposals should consider noise and vibration in the site selection process and, where necessary, address mitigation measures from the early stages of the design-led process.

5.64 New noise sensitive development (such as housing and community infrastructure) should be located away or appropriately separated from existing or planned sources of noise pollution. This is especially important where noise could have a disproportionate effect on vulnerable groups such as children, young people or the elderly. Appropriate mitigation measures in the design, internal layout and treatment of the building and façade will be required. This includes adequate sound insulation to minimise the adverse impacts of noise, such as from railways, roads or commercial activities. Consideration should also be given to the provision of natural or mechanical ventilation where, for acoustic reasons, an alternative to opening windows is required.

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

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

QD9 **External lighting**

A Development proposals incorporating external lighting will be supported where they protect and wherever possible enhance local character, amenity and natural habitats.

B Development proposals must be designed to avoid adverse impacts of light pollution at all stages of the development, or make provision for appropriate mitigation measures. Proposals will be required to demonstrate that external lighting is:

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

C Where a development proposal includes an element of public realm, it should contribute to creating a safe and attractive environment through the provision of sensitively integrated external lighting, where appropriate, having regard to (A) and (B) above.

Explanation

5.67 Artificial external lighting can play an important role in supporting safe, accessible and liveable neighbourhoods. For example, it can help to ensure a safe and legible environment for movement within the Borough, including by walking and cycling. It can also extend opportunities for leisure, sport and recreation by enabling evening and night-time use of facilities and the public realm. In addition, external lighting can contribute to local character and place-making by enhancing the visual appearance of buildings and townscapes.

5.68 If not appropriately managed however, artificial lighting has the potential to become light pollution which can present physiological, ecological and other environmental issues. There are three main types of light pollution: sky glow (the brightening of the night sky), glare (the uncomfortable brightness of a light source when viewed against a darker background) and light intrusion or trespass (the spilling of light beyond the boundary of the property or area being lit). All such pollution results in excessive or obtrusive light that may cause nuisance to the population, adversely impact on the amenity of properties and harm habitats and biodiversity. External lighting can also result in unnecessary and inefficient energy use. We will therefore seek to ensure that development proposals make appropriate provision for the design and use of external lighting.

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

5.70 Development should provide sensitively integrated lighting within the public realm to contribute to safe environments. This includes footpaths, cycleways and public opens spaces and parking areas. However, proposals will need to ensure that an appropriate balance is struck with managing safety requirements and the potential adverse effect of lighting on amenity and biodiversity, including water habitats. Lighting from new buildings will must be designed and positioned in a way that minimises floodlighting. Where public areas need to be lit close to green and water spaces, careful positioning of light sources will be required, with the beam directed away from sensitive areas such as trees and rivers. The use of time or movement sensitive lighting is encouraged to support benefits to biodiversity and energy conservation.

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

Mews restoration - David Chatfield and Green Tea Architects

QD10 **Building alterations, extensions and basement development**

A Development proposals for building alterations and extensions must be of a high quality design and have regard to the Alterations and Extensions SPD (2019).

B Development proposals for building alterations and extensions must positively respond to the context, character and distinctiveness of the site and host building. Proposals will only be supported where they:

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

C Innovative and contemporary designs will be supported where they are of an exceptional design quality and comply with (B) above. Where proposals seek to integrate a contemporary design and materials, careful consideration will be required to ensure that the distinctive character and features of the original building are respected and not harmed.

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

Basement development

E Proposals for basement development must be accompanied by a Basement Impact Assessment and will only be permitted where it can be suitably demonstrated that the development:

a. Is sensitively integrated into the site, proportionate to host building (including the original building in the case of a basement extension) and avoids harm to local and historical character;
b. Will not adversely impact on the structural stability of the host building, neighbouring properties, infrastructure and the public realm, taking into account local geology;
c. Will not result an increase to flood risk, having regard particular regard to Policy SD7 (Reducing flood risk);
d. Will not adversely impact on the natural environment; and
e. Will not adversely impact on the amenity of neighbouring properties on occupation and use, and will minimise impacts on amenity during the construction phase.

F Where a residential basement development extends beneath the garden area, proposals must demonstrate that:

a. There will be no loss of or harm to trees of value, including amenity and townscape value, in line with Policy GR4 (Urban greening and trees); and
b. The development will maintain adequate soil depth satisfactory for landscaping, taking into account impacts on and requirements of neighbouring properties.

G Development proposals for basements including habitable rooms for residential use, or other sensitive uses, must ensure safe access and egress for all likely users of the development. Proposals will be refused where they do not suitably demonstrate that all likely users of the development will be safe from all sources of flooding.

Light wells

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

Explanation

Alterations and extensions

5.72 We want to ensure that the highest design quality is achieved through all new development, including extensions and alterations. This is particularly where alterations or extensions are proposed to existing homes or within established residential areas, including Conservation Areas and Areas of Special Character. In response to the strong local interest from householders and other members of the public with respect to this type of development, we have prepared an Alterations and Extensions SPD (2019). This guidance document sets out clear principles and development guidelines that help to support implementation of the Local Plan. All proposals will be expected to refer to the SPD, as appropriate.

5.73 The Lewisham Characterisation Study (2019) discusses how the urban grain and local character of neighbourhoods varies greatly throughout the Borough, with remnants of historic development surviving to the modern day. Development proposals need to be well thought out, using the design-led process to ensure a fundamentally site specific response to the urban grain. This will help to ensure alterations and extensions are sensitive to their local and historical context, and do not adversely impact on the amenity of neighbouring properties.

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

5.75 Innovative, high quality and creative contemporary design solutions that positively respond to the site context will be supported in principle, so long as the design carefully considers the architectural language and integrity of the original building and avoids any awkward jarring building forms.

Basement development

5.76 Basement developments are becoming an increasingly popular way for householders to adapt their homes to changing lifestyles and needs, for example, to create more amenity space or accommodate larger families. They also offer opportunities for businesses and organisations to make a more optimal use of land and space in a highly urbanised area like Lewisham, for instance, by accommodating additional workspace or operational space. Whilst recognising the role that basements can play in meeting the needs of the local population, it is important that development does not adversely impact on local character and the environment or harm the amenity of neighbouring properties, whether during the construction or occupation phases.

5.77 Not all new basements will require planning consent as there are permitted development rights covering some types of development. Where planning permission is required, we will consider proposals against the Local Plan policies to ensure new basement developments are appropriately integrated into the site and

local area. Particular consideration will need to be given to impacts on structural stability of the host building and adjoining properties, as well as to any environmental impacts that are likely to arise from the development, including during its construction phases. These matters should be addressed through the Basement Impact Assessment (BIA), which we will require to be submitted at the application stage. The BIA must be carried out by a suitably qualified and recognised independent assessor and paid for by the applicant. Basement development proposals will be strongly resisted where it cannot be demonstrated that harmful impacts can be avoided or appropriately mitigated.

5.78 Applicants will also be expected to ensure that harmful impacts on amenity are minimised as much as reasonably practical during the construction phase of development. Details should be provided of measures to address local amenity at all phases of development. Depending on the nature and scale of proposals, construction management plans may be secured by condition or legal agreement.

Light wells

5.79 Light wells can help to enhance the amenity of a building's users and occupiers. However the introduction of light wells can harm local character, including historical character, particularly where they are poorly designed or not in keeping with the established features of a street or neighbourhood. All proposals for light wells must be designed to a high quality standard, with careful consideration given to their integration within the site along with their relationship to the host building and wider setting. Additionally, proposals will be expected to demonstrate that there will be no adverse impact on amenity, particularly in terms of light pollution which is a concern with development of this type. Light wells should not result in an excessive or harmful impact on amenity space, including garden land. We will seek to resist proposals that would result in a significant loss of amenity space, taking into account the nature of the proposal along with the amount and quality of amenity space on site.

Infill development in Forest Hill

QD11 **Infill and backland sites, back gardens and amenity areas**

Key principles

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

a. The use is appropriate to the site and compatible with land uses in site's immediate vicinity and surrounding area;
b. The development has a clear urban design rationale.

B Where development on infill and backland sites, garden land and amenity areas is acceptable in-principle, having regard to (A) above, proposals must:

a. Be designed to a high quality standard and positively respond to the site context and local character, including historical character;
b. Be sensitively integrated into the site, including by responding to the sizes and proportions of adjoining and neighbouring buildings, as well as the spaces between buildings;
c. Retain trees and integrate high quality landscaping, in line with Policy GR3 (Urban Greening and Trees);
d. Ensure appropriate arrangements for safe access and servicing, including by retaining and enhancing existing pedestrian access and through routes wherever possible; and
e. Do not result in harmful overshadowing or overlooking, or otherwise adversely impact on the amenity of neighbouring properties, including their rear gardens, or the occupiers of the development, having regard to other Local Plan policies

C Proposals for housing development must meet the amenity and space requirements set out in the Local Plan, also taking into account relevant guidance, including the London Mayor's Housing Supplementary Planning Guidance.

Infill sites

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

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

Backland sites

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

a. Provide accessible, safe and convenient access for all intended users of the development;
b. Do not introduce gates or other design features that restrict or prevent public access to or through the site.

Garden land (including back gardens)

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

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

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

Amenity areas

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

a. Repair, reinstate or re-provide active street frontages;
b. Retain existing private garden space; and
c. Support inclusive and safe design, particularly by enhancing natural surveillance.

Explanation

5.80 To deliver the spatial strategy for the Borough we will seek to direct new development to key locations (such as Opportunity Areas and town centres) and also ensure new development optimises the use of land within these locations. However, there may also be opportunities to make a more beneficial use of land through the redevelopment of smaller sites, such as backland and infill sites, as well as garden land and amenity spaces. This is particularly where new and sensitively integrated development helps to enhance local character, such as by repairing harmful breaks in street frontages or activating vacant backland sites, and provides new housing to meet local needs, as supported by Policy HO2 (Optimising the use of small housing sites).

5.81 To help ensure that new development is designed to a high quality standard and positively responds to local character, this policy addresses different types of site opportunities, as set out below:

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

5.82 These site typologies cover the majority of sites that will require consideration under this policy. However, it is recognised that there may be some instances where a particular site will not fall squarely within any one of these categories. In these cases the principles that will be applied for planning decisions will be taken from the appropriate parts of this policy.

5.83 Not all infill, backland, garden land and amenity area sites will be considered appropriate for new development, or for certain types of land uses. All proposals will be considered on a case-by-case basis, taking into account the nature and scale of the proposed use, along with the site context and character. All planning applications will be required to demonstrate that the development site is appropriate for the proposed use, and that there is a clear urban design rationale for bringing forward development at this location.

5.84 We will resist proposals that do not suitably demonstrate that development will make a positive contribution to local character and protect the amenity of neighbouring properties.

Infill and backland development

5.85 All proposals for infill and backland development must informed by the design-led approach. This will help to ensure that new development positively responds to the local context and is

sensitively integrated into the locality, taking into account the visual and functional qualities of the site and its surrounds. Careful consideration will need to be given to the distinctive character and features of the site and its wider setting. This includes the streetscape and architectural detailing, along with the proportions and orientation of buildings, including the spaces between them. Development on mid-terrace sites will require particular attention to ensure they complement the character of the street and provide a positive frontage. Infill development provides particular opportunities to repair harmful breaks in the street frontage.

5.86 Access and servicing requirements of backland sites will be an important factor when considering development proposals. Development must be designed to ensure adequate arrangements for all vehicles likely to require access the site, including for emergency services, refuse and recycling collection and deliveries. Proposals must also ensure safe and convenient pedestrian access to the site and buildings.

5.87 Development proposals on infill and backland sites should ensure that existing pedestrian connections, whether formal or informal, are retained in order to ensure permeability with the rest of the neighbourhood. Gated developments are considered to be less secure due to the reduction of natural surveillance, and also adversely impact on site permeability and integration. It is also important that development does not result in a loss of security to adjacent dwellings.

5.88 Where new housing development is proposed, this should ensure compliance with other relevant Local Plan policies, having particular regard to Policy HO5 (High quality housing design). Provision of accessible, secure, private and usable external space, include space children's play space, will be required where appropriate. Garden space must not be provided in a piecemeal fashion in a series of small garden areas, but as a usable space suitable for the intended occupants.

Garden land (including back gardens)

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

5.90 The Lewisham Characterisation Study (2019) examines the different features of the Borough's built and natural environment. It identifies various urban typologies where the built form relies on more or less regular street forms, building facades, and garden areas. The study helps to provide an indication of where new development on garden land, including back gardens, is are likely to have an adverse impact on the urban grain and local character. Applicants are strongly advised to refer the Characterisation Study when considering development proposals.

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

5.92 Proposals that would result in the loss of garden land, including private back gardens, will be strongly resisted. This includes the development of back gardens for separate dwellings in perimeter forms of housing. The loss of garden land will normally only be considered acceptable in exceptional circumstances, where sites can be assembled to bring forward comprehensive redevelopment, in accordance with other Local Plan policies, and where appropriate re-provision of garden land is provided to mitigate losses as much as possible. For all such proposals, development must be designed to provide an appropriate layout and built form that complements local character and protects amenity of neighbouring properties.

Cobbs Corner

QD12 **Shopfronts**

A Shopfronts (including their signs, canopies and security installations) must be designed to high quality standard. They should positively respond to and enhance the character of Lewisham's neighbourhoods and contribute to the creation of lively and safe environments.

B Development proposals for new shopfronts or alterations to existing shopfronts will be required to:

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

C Development proposals for shopfront signage will only be supported where they contribute to a high quality townscape and do not adversely impact on local character, amenity and public safety. Within Conservation Areas and residential areas, internally illuminated box fascia signs and projecting signs will not be permitted unless they successfully relate to the design and detailing of buildings and positively contribute to the distinctive character of a group of buildings or street.

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

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

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

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

H Development proposals should retain, and wherever possible enhance, street level doors and entrances that provide access to upper floor residential uses.

Explanation

5.93 Lewisham's high streets and shopping areas are an important part of the neighbourhoods in which they are located. They contribute to creating a sense of place and often reflect the unique character and historical development of the Borough, as set out in the Lewisham Characterisation Study (2019) and Lewisham's Conservation Area Appraisals. Well-designed shopfronts, including those of architectural or historic interest, make an important contribution to local distinctiveness and the quality of the urban environment.

5.94 Development proposals should seek to ensure that shopfronts of good architectural quality or those with historic value are retained, refurbished or reinstated wherever possible. Where retention is not possible, replacements should use high quality materials and incorporate designs which are appropriate to the period and character of the building. Particular consideration should be given to shopfront framework features including pilasters, brackets, fascias and projecting signs. This is especially important where development of a shopfront would impact on the significance of a heritage asset or its setting. High quality designs will be needed for shops located within a Conservation Area or shopfronts that comprise part of a Listed Building. Applicants are advised to refer the council's Conservation Area Appraisals for further information. Applicants are encouraged to refer the council's latest Shopfront Design Guide Supplementary Planning Document for further information.

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

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

5.97 Contemporary shopfront designs will be supported in appropriate locations. All new and altered shopfronts should be designed to be fully accessible for all. If a shopfront is replaced or altered, the design should respect the characteristics of the host building and, where appropriate, shopfront windows and framework features should be retained or restored.

5.98 Shopfronts with bulky and crudely attached, fully internal illuminated box fascias and intrusive signage add to visual clutter and detract from the quality and character of the townscape. Whilst recognising internally illuminated box fascia signs may be acceptable in some locations, their use should be avoided in residential areas where amenity can be adversely impacted, as well as

locations that would result in harm to the street scene or significance of a heritage asset or its setting.

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

5.100 Where mixed-use schemes involve creation of a new shopfront, development proposals will be required to provide a reasonable shopfront fit out, having regard to viability. This is particularly important to encourage the occupation of business units and reduce the likelihood of vacancy, which can adversely impact on town centre vitality. We will therefore seek an appropriate level of shopfront design detail at the initial application stage, and to ensure high quality design sensitive to the surrounding context.

Shopfronts

Dartmouth Road, Forest Hill

QD13 **Outdoor advertisements, digital displays and hoardings**

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

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

Explanation

5.101 Outdoor advertisements, digital displays and hoardings are a means of providing information to the public and can play a complementary role in supporting the economy. However the physical quality of places, including streetscapes and townscapes, can be compromised by displays that are poorly sited, designed and maintained. Displays can also have a harmful impact on local amenity, particularly where they are excessively bright and project light pollution onto neighbouring properties. As with all other types of development, we will seek to ensure that these sorts of installations positively respond to local character as well as contribute to safe and attractive environments.

5.102 Advertisements, digital displays and hoardings are regularly located on or adjacent to the public realm. Particular care is needed to ensure uninhibited movement along the public realm by all users, including people with disabilities. It is also important that highway safety is maintained and development does not pose a risk to road users. Proposals for advertisements on or adjacent to the Transport for London Road Network will be required to consult Transport for London for an opinion on the impact on the safe operation of the highway network.

5.103 Where poorly designed and sited, outdoor advertisements, digital displays and large hoardings can have an adverse impact on local amenity and the quality of the public realm. For example, they can obscure the views of occupants inside buildings, obscure elevations which contribute to the appearance of the public realm, or cause visual harm to parts of windows, cornices and other significant architectural features. Careful consideration must therefore be given to impacts on the host building or structure, as well as the site and its local context.

5.104 Where hoardings are to be installed, they must be incorporated in a way that is sensitive to the local area. Proposals should maximise opportunities for hoardings to add visual interest while they are in place, such as by incorporating public art.

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

6 HERITAGE

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

HE1 Lewisham's historic environment

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

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

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

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

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

Explanation

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

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

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

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

6.5 All development proposals should be based on a full understanding of the significance of heritage assets within the site and surrounding area. This should be established by reference to relevant and available sources of historic environment information. This includes the Greater London Historic Environment Record, the council's planning and conservation webpages and Lewisham's Local History Archives. Applicants should consult good practice guidance to assist in assessing various levels of significance, such as that produced by Historic England. We will expect all development proposals to identify and positively respond to those elements that are of high, moderate and low historic significance and those elements that detract from the significance.

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

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

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

6.9 Proposals that may cause harm to the significance of heritage assets should be clearly and convincingly justified through the information provided in the Heritage Statement. Where the loss or harm to a heritage asset is suitably justified and planning consent is granted, a programme of building recording of

Goldsmiths Centre for Contemporary Art © Assemble

a level appropriate to the significance of the building and the extent of loss may be required. Such measures will help to mitigate impacts of development and will normally be sought by way of a planning condition.

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

6.11 We strongly advise applicants to seek the advice of specialist historic environment consultants at an early stage of the design process. This will help to ensure that the significance of heritage assets likely to be affected is appropriately identified. Applicants will then be better placed to consider options for bespoke and sensitive, heritage-led design solutions that respond to this significance. Specialist consultants can also advise on and provide the necessary information to support an application.

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

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

Beckenham Place Park stables (photo copyright: Thomas Ford and Partners)

St Paul's, Deptford

Astra House

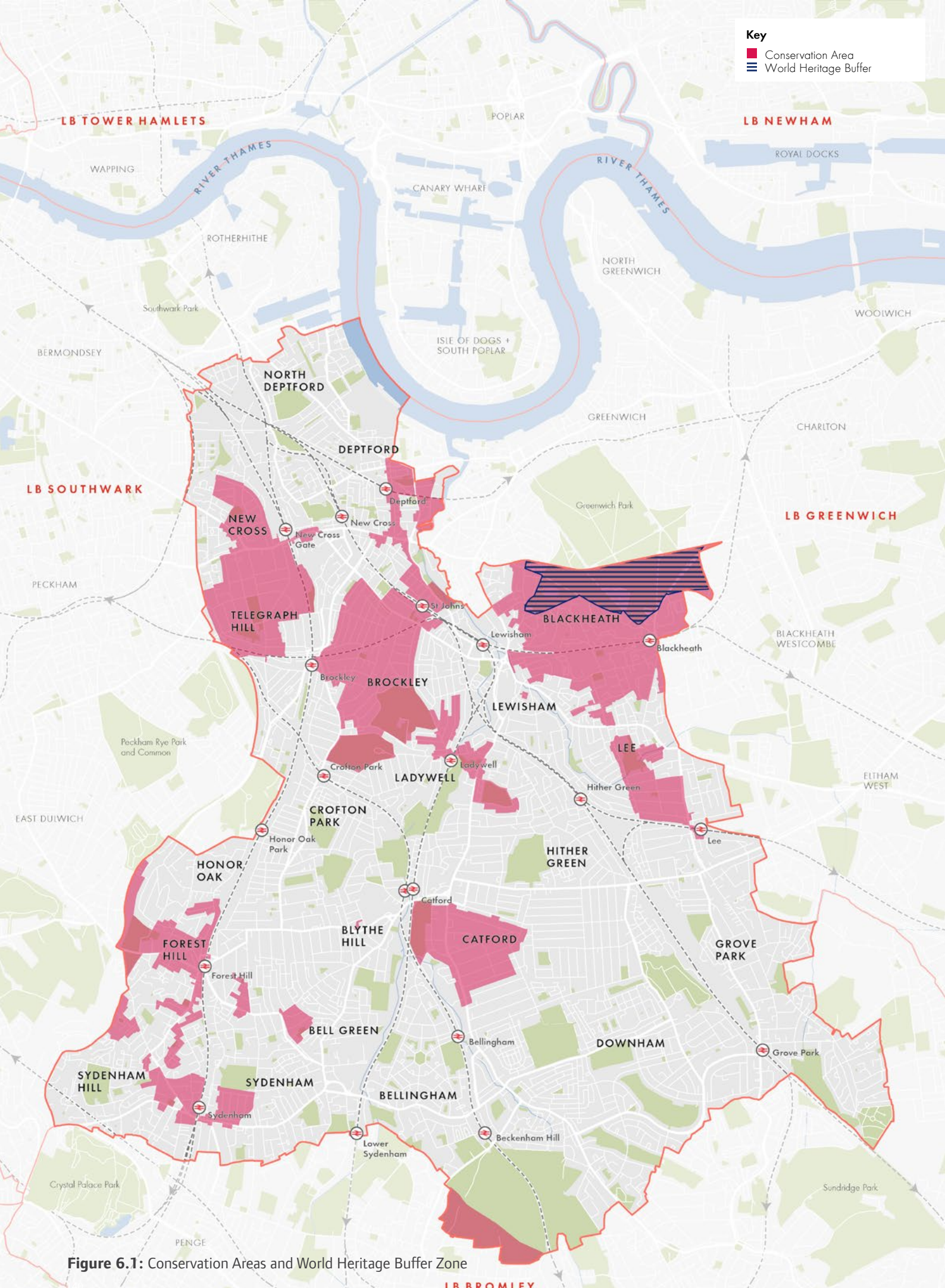

Figure 6.1: Conservation Areas and World Heritage Buffer Zone

HE2 Designated heritage assets

Maritime Greenwich World Heritage Site Buffer Zone

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

Conservation areas

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

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

b. Do not result in an adverse cumulative impact on the special characteristics of a Conservation Area, even if the development in isolation would cause less than substantial harm.

C Proposals involving the retention, refurbishment and reinstatement of features that are important to the significance of a Conservation Area will be supported.

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

E The demolition of buildings or structures that make a positive contribution to the character or appearance of a conservation area will be resisted.

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

Listed Buildings

G Development proposals that would result in substantial harm to (or total loss of the significance of) a Listed Building and its setting will be strongly resisted, in line with the NPPF.

H Proposals involving Listed Buildings (including alterations, extensions, refurbishment and repairs) will only be supported where:

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

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

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

Scheduled Ancient Monuments

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

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

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

Registered Parks and Gardens and London Squares

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

Explanation

Maritime Greenwich World Heritage Site Buffer Zone

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

6.15 As stated in the Maritime Greenwich World Heritage Site Management Plan (2014), a Buffer Zone is an area surrounding a World Heritage Site which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the site. This should include the immediate setting of the site, important views and other areas or attributes that are functionally important as a support to the site and its protection. This includes continuation of the Grand Axis from the World Heritage site to All Saints Blackheath Church and the openness of the heath, which the Local Plan broadly seeks to maintain and enhance. Blackheath's open character, and drama of approach, both support the Outstanding Universal Value of the Maritime Greenwich World Heritage Site and its designation as a Conservation Area.

Conservation Areas

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

6.17 Lewisham's Conservation Areas are areas of high townscape value that hold particular significance in the story of the Borough's historic development and which underpin its distinctive local character. Applicants are strongly advised to refer the council's Conservation Area Appraisals early in the planning and design stage. The appraisals should be the starting point for understanding the significance of a site, building,

Blackheath

structure or other feature and the contribution it makes to the surrounding area. We will continue a rolling programme of producing and updating character appraisals for each of the Borough's Conservation Areas.

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

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

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

Listed Buildings

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

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

6.23 We will seek to ensure that extensions and other works or alterations to Listed Buildings are restricted to the less significant parts of the building. Proposals will be required to provide full details of the development or associated works. This is in order that the impacts can be

appropriately assessed. This must include details of any ancillary works of servicing, extraction, fire separation, access, and sound and thermal insulation. In many cases non-standard approaches and materials will be necessary to respond sensitively to the historic building fabric and form. The cumulative impact of works that, in isolation, may cause only minor harm will also be considered.

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

Scheduled Ancient Monuments

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

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

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

Registered Parks and Gardens and London Squares

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

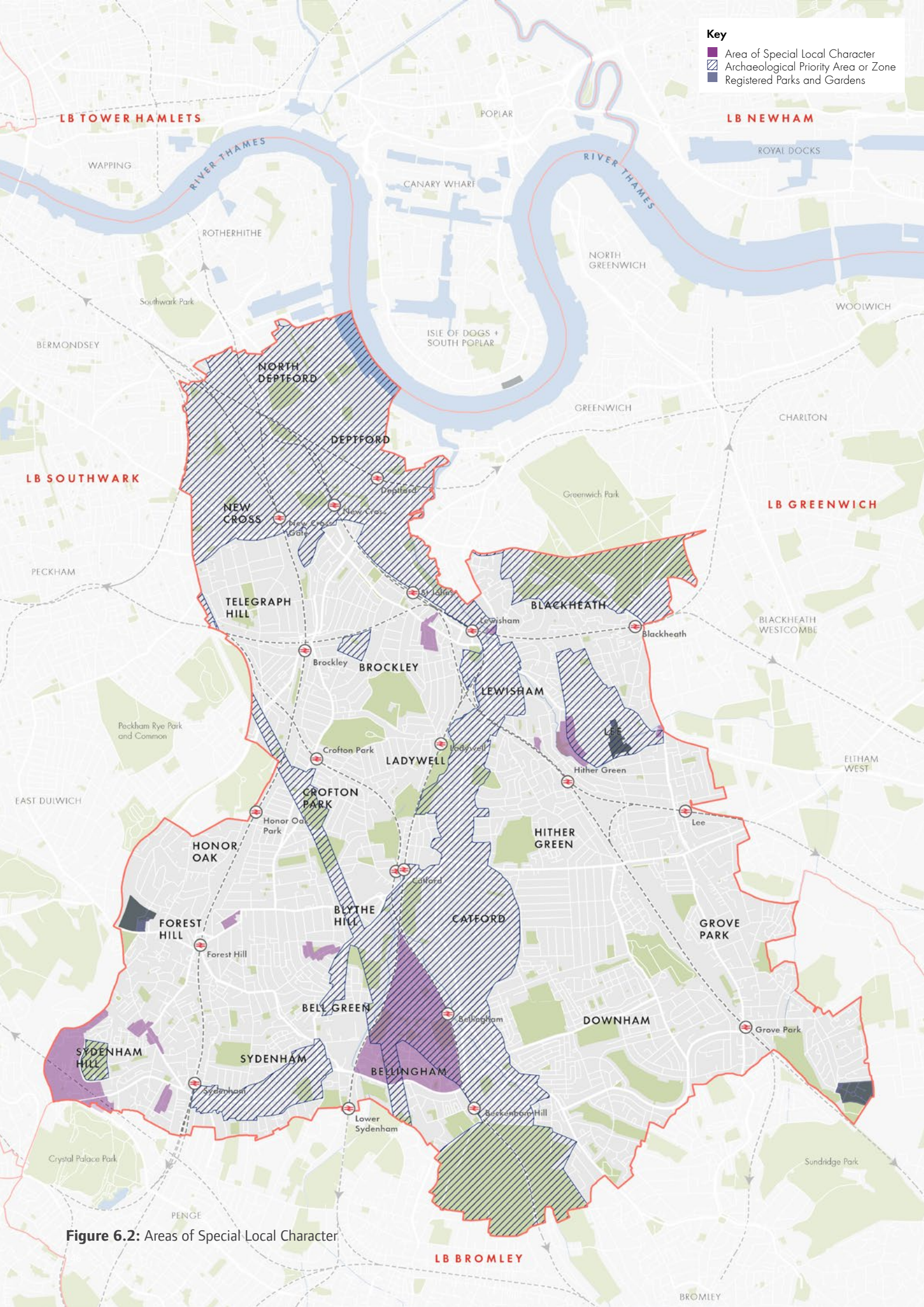

Figure 6.2: Areas of Special Local Character

HE3 Non-designated heritage assets

Locally listed buildings and other non-designated assets

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

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

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

Areas of Special Local Character

D Within Areas of Special Local Character development proposals will be expected to:

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

Archaeology

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

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

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

G Proposals on sites that lie within or adjacent to an APA must be accompanied by an archaeological assessment. The assessment will be expected to identify and describe the significance of the archaeological interest of the site, including any contribution made by the archaeological setting of the site, and describe the impact of the proposed development on the archaeological resource. Where it is established that a further site specific survey and/or intervention is necessary, proposals will be expected to submit a Written Scheme of Investigation which ensures adequate arrangements for:

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

H Subterranean development outside the Borough's Archaeological Priority Areas must consider the potential for discovery of archaeological evidence. The site should be checked against the GLHER for archaeological potential, and this information should be submitted in a Planning Statement. Requirements for further investigation will be secured by condition where necessary.

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

J Where remains unexpectedly come to light, the council will seek to ensure their preservation or recording in consultation with the applicant and/or developer.

Explanation

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

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

6.31 Areas of coherent local historic or architectural interest where the group value is more significant than the interest of individual features are identified by the council as Areas of Special Local Character. These areas will, from time to time, be assessed against adopted selection criteria and adopted following public consultation. If they do not meet the criteria they will nonetheless continue to be considered of special local interest to the Borough and will remain as Areas of Special Local Character. The list of these areas along with details for each can be found in Appendix X.

Identifying heritage assets.

6.32 In line with Policy HE1 (Lewisham's historic environment), the council will continue to seek to identify new heritage assets to broaden public understanding and appreciation of the historic environment. Non-designated assets may be identified through Borough-wide reviews, through nomination by members of the community or by the council when assessing planning applications. The council's approach to all newly identified assets is:

1. To identify the nature and extent of the asset;
2. To assess its architectural, historic and archaeological significance against adopted criteria for e.g. Conservation Areas, Locally Listed Buildings ; and
3. If it meets the adopted criteria, undertake public consultation on the proposal to designate as a Conservation Area, to add it to the Local List.

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

Archaeology

6.34 An Archaeological Priority Area (APA) is a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. In London, APA boundaries are drawn by GLAAS and based on evidence held in the Greater London Historic Environment Record. Lewisham is particularly rich in known areas of archaeological interest, dating to the prehistoric, Roman and medieval periods. These are identified on the Policies Map and Appendix X.

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

HE4 **Enabling development**

A Proposals for enabling development that secure the future of a heritage asset, but would otherwise conflict with planning policies, will only be supported where it can be suitably demonstrated that the development:

a. Will not materially harm the heritage values of the asset or its setting;
b. Avoids detrimental fragmentation of management of the asset;
c. Will secure the long-term future of the asset and, where applicable, its continued use for a sympathetic purpose;
d. Is necessary to resolve problems arising from the inherent needs of the asset, rather than the circumstances of the present owner, or the purchase price paid;
e. Is not otherwise viable owing to insufficient subsidy is not available from any other source; and
f. Is the minimum necessary to secure the future of the asset, and that its form minimises harm to other public interests.

B In addition to meeting the criteria of (A) above, proposals will only be acceptable where it is demonstrated that the public benefit of securing the future of the significance of the asset through such enabling development decisively outweighs the disbenefits of departing from planning policies.

Explanation

6.36 We are committed to ensuring all reasonable steps have been taken to secure the future of heritage assets without compromising their significance. All development will be expected to avoid harm to or loss of heritage assets. Careful consideration should therefore be given to conservation objectives at the earliest stages in the planning and design process. The council will seek to work with applicants to identify appropriate means of delivering development that avoids or mitigates harm, including through pre-application discussions. Understanding the significance of the site, designing new interventions that leave the most significant spaces unaltered, and concentrating new work in areas of lesser significance is more likely to achieve a successful scheme. New works may also be required by Building Regulations and therefore seeking early advice from both Planning and Building Control is advisable to ensure that a sensitive solution can be found.

6.37 The NPPF provides that 'enabling development' may be justifiable in certain circumstances. Whilst the council will work proactively to help ensure that the conservation value of its heritage assets is not diminished, it also accepts that there may come a point where enabling development is the only viable means of securing their long term future. Proposals for enabling development must be supported by evidence demonstrating that development is the optimum viable use (i.e. the use that is likely to cause the least harm to the significance of an asset) in line with national planning guidance.

6.38 We will use the Historic England standing guidance, "Enabling Development and the Conservation of Significant Places" (2012), in the consideration of development proposals and supporting evidence. Applicants are strongly advised to have regard to this guidance when considering proposals.

6.39 Where harm to an asset or its setting is proposed on the grounds that repair on its own is not economically viable, applicants must submit justification setting out:

1. A valuation of the existing site;
2. A full survey identifying the repairs required;
3. Development costs including a costed schedule of repairs;
4. An estimate of the value of the repaired property, including potential yields;
5. Evidence that alternative sources of funding for repairs are not available; and
6. Evidence that the property has been marketed for a reasonable period at a price reflecting its condition.

7 HOUSING

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HO1 Meeting Lewisham's housing needs

Lewisham's strategic housing target

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

a. The draft London Plan minimum ten-year target of 16,670 net housing completions over the period 2020 to 2030 (or 1,667 net completions per year) is met and exceeded; and
b. That delivery against Lewisham's Local Housing Need figure of 2,964 net housing completions per year is maximised.

B The council will keep under review the Local Plan strategic housing target. Where changes to London Plan policies are made, including the strategic borough-level housing targets, the local plan review process will be used to ensure Lewisham's local policies remain in general conformity with the London Plan.

Increasing housing supply

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

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

Inclusive and mixed communities

D All proposals for housing development must contribute to and support inclusive and mixed communities across Lewisham. Development will be required to deliver an appropriate mix of housing within the site and locality having regard to individual site circumstances (including location, character, and nature and scale of development proposed) along with:

a. The strategic target for 50% of all new homes delivered in the Borough to be for genuinely affordable housing;
b. The required mix of tenure types for affordable housing, in line with Policy HO 3 (Genuinely affordable housing);
c. The need for provision of a mix of unit sizes to meet local need, including the target unit size mix for affordable housing set out in the council's Housing Strategy, or other strategies and evidence base documents, as appropriate;
d. The need for provision of family housing units (3+ bedrooms), with an element of such provision expected to be delivered on schemes of 10 or more dwellings; and
e. The delivery of sustainable neighbourhoods that are appropriately supported by community and other strategic infrastructure.

E Development proposals will be resisted where they comprise solely of studios and/or 1 bedroom, 1 person units, or result in an overconcentration of 1 or 2 bedroom units on a site or locality, unless it can be demonstrated that the provision:

a. Is located in an area that benefits from good public transport accessibility; and
b. Forms part of a larger development that includes appropriate provision for a wider mix of unit sizes, including family size units; or
c. Is sited in a locality that benefits from good provision of larger and family size units, and would therefore provide for a better balance in the mix of unit sizes in the area; or
d. Is the only housing format deliverable owing to site size or other development constraints, and where a studio unit is proposed, it is of an exceptional design quality.

Housing choice

F To help ensure that local residents have access to a wide range of suitable housing provision, the council will:

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

Explanation

Lewisham's strategic housing target

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

7.2 In order to address the identified housing needs for the region, the draft London Plan sets out 10-year housing targets. It then directs local authorities to include the relevant borough-level targets within their local plans. These targets have been informed by the London-wide Strategic Housing Land Availability Assessment (SHLAA), which considered the potential development capacity of large sites (0.25 hectares or more) across the region. Boroughs are also required to set a positive planning framework to meet and wherever possible exceed the London Plan housing targets. For Lewisham, the 10-year strategic housing target is 16,670 net housing completions (or 1,667 net completions per year). [13]

7.3 The NPPF (2019) and its associated Planning Practice Guidance establish a standard method for determining the minimum number of homes needed in an area. Planning authorities are required to use this standard method for calculating 'Local Housing Need' in preparing their Local Plans, unless it can be demonstrated there are exceptional circumstances to justify the use of another method.[14] The draft London Plan was not required to use this standard approach in setting its revised housing targets. This is owing to the Government's transitional arrangements for implementing the new NPPF, which enabled the draft London Plan to be prepared and, through its Examination in Public, assessed against the previous version of the NPPF (2012). However, Lewisham's new Local Plan will be assessed against the current NPPF at its independent examination.

7.4 It is imperative that we prepare Lewisham's new Local Plan having regard to the draft London Plan, including the borough-level housing targets, in order to ensure it aligns with the spatial development strategy for the region. At the same time, we must ensure that national planning policy requirements are satisfied. Through the Lewisham Strategic Housing Market Assessment (2019), we have calculated the Local Housing Need (LHN) figure for the Borough, in line with the NPPF. The SHMA indicates that

[13] These figures represent the housing targets as set out in the "London Plan Examination in Public Panel Report – Panel Recommendations October 2019". The London Mayor is currently considering the Panel report and recommendations and is preparing an Intend to Publish version of the London Plan, which will be sent to the Secretary of State alongside with a schedule of the panel's recommendation and the Mayor's response to them.

[14] NPPF (2019), paragraph 60

the current position for the borough is a minimum housing need figure of 1,939 net units per year based on the 2016 London Plan target, and 2,964 net units per year based on the draft London Plan target. These LHN figures are significantly higher than Lewisham's strategic housing target set out in both the current and draft London Plan.

7.5 The Local Housing Need figure is not in itself a housing target. Rather, it is a starting point for considering the level of housing need that should be addressed through the plan-making process. Lewisham's new Local Plan is being progressed in the interim period where a future review of the London Plan, taking into account the latest NPPF, is pending. There is, as of yet, no clear indication of how or whether the standard method for LHN will be taken forward by the London Mayor in the regional planning context. We are therefore taking a pragmatic approach at this time, by calculating the LHN figure and assessing whether it can be realistically achieved within Lewisham over the new plan period. To help inform this assessment we have undertaken a number of exercises including:

- A comprehensive review of land and sites available for development in the Borough, including by participating in the London-wide SHLAA;
- Undertaking of several 'call for sites' exercises inviting the public, including landowners, developers and agents, to help identify sites that might be suitable for different types of development;
- A Metropolitan Open Land Review to understand how the Borough's MOL is performing and whether there is scope to release any parts of this land to other uses, including for housing;
- Scrutiny of potential development sites to establish whether they are deliverable and developable[15] , including through engagement with land owners, in the early stages of plan preparation;
- Detailed assessments of the development capacity of potential development sites, taking into account the uplift in density and overall site capacity that could be achieved through the delivery of planned strategic transport infrastructure, particularly the Bakerloo line upgrade and extension to Hayes.

7.6 Through the above exercises, we have identified specific large sites which, combined with windfall delivery rates on smaller sites, have the potential to deliver approximately 17,000 net new homes across Lewisham over the 10-year period 2020-2030, and 25,000 net new homes over the 15-year period 2020-2035. This is sufficient to meet the draft London Plan housing target, however meeting the NPPF Local Housing Need figure poses a significant challenge, given Lewisham's unique circumstances, particularly the need for strategic transport infrastructure to unlock the potential for this housing growth.

7.7 For the purpose of monitoring housing completions, we will consider net changes on conventional and non-conventional forms of housing in line with the London Plan. For the avoidance of doubt, non-self contained accommodation for students will be counted on a 2.5:1 ratio, with two and a half bedrooms/ units being counted as a single home. Non-self-contained accommodation for older people (C2 use class) will be counted on a 1:1 ratio, with each bedroom being counted as a single home.

[15] Deliverable and developable as defined by NPPF, paragraph 67.

All other net non-self-contained communal accommodation will count towards meeting housing targets on the basis of a 1.8:1 ratio, with one point eight bedrooms/units being counted as a single home.

7.8 Through this Regulation 18 consultation on Lewisham's Local Plan, we are consulting with the public to better understand whether there are any additional sites that could feasibly be delivered within the plan period, and whether the strategic sites (site allocations) included in Part 3 of the Local Plan are deliverable and developable, particularly within the indicative timeframes set out.

7.9 In addition, through the Duty to Cooperate we are taking the opportunity to continue engaging with neighbouring authorities to understand whether they are, or will be, in a position to assist in accommodating any residual local housing need that may need to be addressed outside of the Borough.

7.10 Informed by outcomes of this Regulation 18 consultation, we will confirm an evidence-based housing target for Lewisham. We will also consider the options available for managing delivery towards the target over the plan period. This may include the need for the use of a 'stepped housing trajectory' to ensure that Lewisham's housing target reflects our latest knowledge on the expected phasing of larger development sites (including sites with planning consent) and the delivery of strategic transport infrastructure.

7.11 The council will keep under review the adopted Local Plan strategic housing target, having particular regard to the London Plan. Where any future amendments are made to the London Plan, including to the borough-level housing targets, then the council will consider the necessity for a local plan review in order to ensure its local policies remain in general conformity with regional planning policies, and the spatial development strategy for London.

Increasing housing supply

7.12 The Local Plan seeks to facilitate a carefully managed uplift in the delivery of new housing development across the Borough to meet local needs, with priority given to genuinely affordable housing. There are a number of different routes to increasing housing supply which reflect the varying scale of opportunities available. These range from enforcement action to bring vacant housing units back into use, the sensitive intensification of small sites, and more strategically, the comprehensive redevelopment of larger site allocations. All such routes relate

Heathside and Leathbridge (BPTW)

to the spatial strategy for the Borough, which aims to direct development across the Borough in an efficient and sustainable way. We will work with development industry partners and other stakeholders to identify opportunities to optimise the capacity of sites that are suitable for new housing, ensuring that development will be appropriately supported by infrastructure.

Inclusive and mixed communities

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

7.14 There is a significant need for more affordable housing in the Borough, as set out in the London Strategic Housing Market Assessment (2017) and Lewisham Strategic Housing Market Assessment (2019). Consistent with the draft London Plan, we will seek that development contributes towards the Borough's strategic target of 50 per cent of new homes to be genuinely affordable. Residential development proposals will be expected to maximise the amount of affordable housing on-site, subject to viability, having regard to the requirements in Policy HO 3 (Genuinely affordable housing). The strategic target is for delivery across the Borough recognising a number of sites are likely to make provision in excess of the target, such as those associated with registered providers. We will work proactively with partners and industry stakeholders, including private developers, to secure the delivery of more high quality and genuinely affordable housing.

7.15 Development will be expected to respond to local need by securing a mix of dwelling sizes (in terms of occupancy measured by bed spaces), particularly family sized units (i.e. 3+ bedrooms). All proposals for major residential development will be expected to make provision for an element of family housing. Minor development proposals incorporating family sized units will be considered favourably. We will seek to resist against proposals involving the loss of family sized units (including through demolition and redevelopment). For affordable housing, proposals should have regard to the recommended unit size mix set out in the council's Housing Strategy. All development proposals will be expected to demonstrate how the dwelling size mix is appropriate to the site in contributing to inclusive and mixed communities. This includes consideration of existing and planned community infrastructure, and other strategic infrastructure, necessary to support the development and its likely occupiers. We will assess proposals having regard to the location and size of the site, the nature and scale of development, along with the existing mix of unit sizes within the locality.

7.16 To help secure inclusive and mixed communities, we will resist proposals that comprise solely of studios and 1 bedroom, 1 person units or those that would result in an overconcentration of 1 or 2 bedroom units on a site or locality. This policy is considered to provide sufficient flexibility to respond to individual site circumstances, such as where there are site constraints or where proposals for provision would demonstrably enhance the mix and balance of housing unit types within a locality. Studio units intended for single person occupation are not considered to provide a long-term, sustainable solution to meeting local housing need. In exceptional cases, proposals for studio units may be permitted where minimum space standards are satisfied and the development is appropriately located, in highly accessible area that benefits from good provision of local amenities.

Housing choice

7.17 The availability of a wide range of housing choices, with provision for a mix and balance of housing types, sizes and tenures is essential to the achievement of inclusive communities. Therefore, we will generally support proposals that enhance housing choice and access in the locality, including for new specialist forms of accommodation tailored to specific groups (including older people, students, those with disabilities and vulnerable people). The Local Plan sets out additional policies that address the unique housing requirements of such groups, having regard to identified needs, including QD2 (Inclusive and safe design), HO5 (Accommodation for older people), HO6 (Supported housing) and HO7 (Purpose built student accommodation).

7.18 Lewisham is gaining a reputation as a location for innovative housing design. For example, PLACE/ Ladywell is an award winning scheme recognised for its pioneering off-site construction techniques and modular building format. It comprises of temporary accommodation for homeless families and start-up space for local businesses and retailers. We are broadly supportive of proposals for such innovative housing designs where they comply with other Local Plan policies. On proposals involving meanwhile uses, we will take a positive and flexible approach to decisions if it can be demonstrated that development helps to meet identified local housing needs, makes a positive contribution to the locality and does not adversely impact on amenity. Further requirements are set out in policy EC22 (Meanwhile uses).

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

Infill by Selencky Parsons and Richard Chivers

HO2 **Optimising the use of small housing sites**

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

a. Redevelopment of vacant and underused brownfield sites, and ancillary buildings such as garages;
b. Residential conversions, having regard to Policy HO2.E below;
c. Residential alterations and extensions, having regard to Policy QD10 (Building alterations, extensions and basement development); and
d. Infill and backland development, having regard to Policy QD11 (Infill and backland sites, garden land and amenity areas).

B To help facilitate the appropriate development of small sites for housing, including through the sensitive intensification of existing buildings and sites, the council will prepare a suite of supplementary planning documents. Development proposals will be expected to have regard to this planning guidance, where relevant, and demonstrate how it has been used to inform the development through the design-led process.

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

a. Are appropriately located for residential use;
b. Are designed to a high quality standard with accommodation that meets the relevant standards for private internal and outdoor space, having particular regard to Policy HO5 (High quality housing design);
c. Positively respond to local character, including historical character;
d. Protect and enhance biodiversity and green infrastructure, and further maximise opportunities for urban greening;
e. Contribute towards the delivery of affordable housing, in line with Policy HO3.J (Genuinely affordable housing);
f. Protect and do not adversely impact on local amenity;
g. Do not result in the loss of community infrastructure, having regard to Policy CI1 (Safeguarding and securing community infrastructure); and
h. Do not prejudice the delivery of strategic site allocations.

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

Housing conversions

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

a. The gross internal floor space of the existing dwelling is 130 sq. metres or greater;
b. A family sized unit (3+ bedrooms) is re-provided, unless it is demonstrated that the property is not suitable for family accommodation due to environmental or other site constraints;
c. All housing units benefit from a layout and configuration that is practical for residential occupation, and the development complies with other relevant policy requirements for housing and high quality design;
d. In the situation garden land is available, access to this private amenity space is maintained for the existing family unit, and wherever possible, made accessible to residents in other units; and
e. It is demonstrated that existing and additional demands for parking and servicing created by the development can be appropriately accommodated, having regard to other Local Plan policies, including Policy TR4 (Parking) and SD12 (Design to support the circular economy); and
f. The development would not result in an adverse impact on local character and townscape.

F Proposals for the conversion of properties into Houses in Multiple Occupation will be considered against Policy HO 8 (Houses with Shared Facilities - Houses in Multiple Occupation).

Explanation

7.20 The NPPF (2019) places a strong emphasis on the role of small sites in supporting housing delivery. This is also reflected in the draft London Plan, which introduces a significant step change in the strategic approach to meeting housing need across the Capital. As part of this approach, it seeks to increase the rate of housing delivery from smaller sites. This is particularly in highly accessible residential and outer suburban areas, where there are considered to be key opportunities to intensify sites. All boroughs are expected to help facilitate the development of small sites in a positive and proactive way. This policy establishes our approach to ensuring that small site development is appropriately managed in the Lewisham context.

7.21 The draft London Plan sets out a 'small sites' housing target for every borough. Small sites are defined as those that are less than 0.25 hectares. The targets are based on trends in housing completions on sites of this size. The small sites target is a component of, and not additional to, the overall housing target set by the draft London Plan. For Lewisham, the small sites target for the ten-year period from 2019/20 is 3,790 net housing units, or 379 units per year. This is broadly in line with our monitoring of 'windfall' development on small sites in the Borough. The small sites target makes up roughly 23 per cent of the borough's overall draft London Plan target.[16]

[16] These figures represent the housing targets as set out in the "London Plan Examination in Public Panel Report – Panel Recommendations October 2019". The London Mayor is currently considering the Panel report and recommendations and is preparing an Intend to Publish version of the London Plan, which will be sent to the Secretary of State alongside with a schedule of the panel's recommendation and the Mayor's response to them

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

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underlying causes of deprivation. In short, our positive approach to small site development is informed by the Local Plan's strategic objectives, and is not simply a matter of housing numbers.

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

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

7.25 The Characterisation Study must be read in conjunction with other design guidance to ensure that development is appropriate to the site and surrounding area. The council will prepare and make available a suite of guidance documents to assist with the implementation of this policy. This includes existing and additional Conservation Area Appraisals and the Alterations and Extensions SPD (2019). We are also preparing future guidance to support the sensitive intensification of areas, including the A21 Corridor Development Framework and Suburban Improvement, both of which will be prepared with support from the GLA Homebuilding Capacity Fund. This local guidance should be read alongside the design principles for small housing development that the Mayor of London has committed to publishing as part of his review of the GLA design guidance.

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

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

Housing conversions

7.28 The Local Plan seeks to ensure provision for a wide range of housing types and tenures to meet local need, including need arising from families. The conversion of larger and single family homes into flats has in recent years provided a small source of housing supply in Lewisham. Whilst recognising that conversions support delivery towards the strategic housing target, it is important that provision for family accommodation is not compromised. The Local Plan therefore sets out requirements to ensure that family sized units (3+ bedrooms) are retained when residential conversions come forward. This is particularly in light of the Lewisham SHMA (2019), which shows a particular local need for family housing.

7.29 There is a limited supply of family sized housing units in the Borough, with SHMA indicating that 1 and 2 bedroom units comprise the majority of existing properties (roughly 60 per cent). Furthermore, monitoring information demonstrates that the vast majority of recent new build residential development has been for flats or apartments, mainly 1 and 2 bedroom units, and it is anticipated that this trend will continue into the future. With the Lewisham SHMA suggesting that there will be an increasing need for family accommodation, we will seek to ensure that existing family sized units are not unnecessarily lost through conversion. This policy is not considered to undermine the presumption in favour of small housing development, as proposals will continue to be supported where adequate family sized units are retained or re-provided.

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

7.31 Having regard to site location, PTAL levels and relevant parking standards, proposals will be required to demonstrate that the residential conversion will be able to cope with any demand for parking arising from the development, including for disabled and cycle parking. Where appropriate, evidence of a parking survey will be required to support the proposal, having particular regard to on-street parking capacity.

HO3 **Genuinely affordable housing**

A The strategic target is for 50 per cent of all new homes delivered in Lewisham to be genuinely affordable. The council will seek the maximum amount of genuinely affordable housing to be delivered on new housing developments. Proposals that deliver high quality affordable housing through the Fast Track Route, as detailed in HO3.F below, to achieve a minimum 35% affordable housing will be considered favourably.

B The affordable housing requirement will apply to all forms of conventional housing in the C3 Use Class, unsecured student accommodation and, where appropriate, specialist and supported accommodation. Affordable housing requirements for Purpose Built Student Accommodation are set out in Policy HO8 (Purpose Built Student Accommodation).

C Proposals involving new housing development will only be supported where the site capacity has been optimised and delivery of affordable housing maximised. The affordable housing requirement will also apply in circumstances where development has already been permitted and:

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

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

Large sites

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

a. Their contribution to the Borough's strategic affordable housing target, based on habitable rooms, subject to viability;
b. The need for provision of a mix of secure housing tenures, with the affordable component sought to be provided on the basis of a tenure split of 70 per cent genuinely affordable (social rent or London Affordable Rent) and 30 per cent intermediate (London Living Rent or shared ownership);

c. The preferred housing size mix for genuinely affordable housing, as set out in the council's Housing Strategy, or other supporting evidence;
d. Availability of public subsidy; and
e. Other planning benefits that may be achieved, having particular regard to the delivery of the spatial strategy for the Borough.

F A threshold approach to viability will be applied to major development proposals, in accordance with draft London Plan policy H6 (Threshold approach to applications), taking into account the different routes to affordable housing delivery (i.e. Fast Track Route and Viability Tested Route). In Lewisham, the threshold level of affordable housing on gross residential development, which is not on public sector land, is set at:

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

G Where the Viability Tested Route is used and a viability assessment is submitted to support the level of affordable housing provision made by a proposal, this must be based on a standard residual valuation approach, with the benchmark existing use value of the land taken as the existing/alternative use value, in line with National Planning Practice Guidance. In order to ensure transparency in the planning process, the viability assessment will be required to be undertaken in line with the Mayor's Affordable Housing and Viability SPG.

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

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

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

Small sites

J Proposals for new housing developments delivering less than 10 dwelling units will be required to make a financial contribution towards the delivery of affordable housing, having regard to the council's Planning Obligations Supplementary Planning Document, or other guidance as appropriate. Proposals should seek to deliver on-site provision wherever practical and feasible,

before considering the use of planning contributions to support the delivery of affordable housing off-site.

K Development proposals on small sites will also be considered against Policy HO3.C above. Affordable housing requirements for large sites will apply where 10 or more dwelling units are proposed on small housing sites, whether these units are brought forward on one site or together on multiple, functionally related sites.

Inclusive and mixed communities

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

M All new affordable housing development must be designed to a high quality standard, having regard to other Local Plan policies. Development should be sensitively integrated into the site and its surroundings, with affordable housing units being indistinguishable from market units in terms of quality of design and materials, space standards, access and amenity provision. Where mixed tenure schemes are proposed, these will be required to ensure all residents of the development have access to amenities and communal spaces, including play spaces.

Vacant Building Credit

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

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

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

Explanation

The need for genuinely affordable housing

7.32 There is a strong record of housing delivery in Lewisham, with the cumulative London Plan housing target being exceeded since the adoption of the Core Strategy in 2011. The extent of housing delivery is indicative of a strengthening market and growing developer confidence in the Borough. Against this backdrop, however, issues persist with respect to the resident population's ability to access to housing that is affordable within their means.

7.33 The Lewisham Strategic Housing Market Assessment (SHMA) indicates that whilst median house prices in Lewisham are lower than those for London on whole they have increased by more than 300 per cent over the past twenty years, marked by an accelerated rate of increase in the five-year period from 2013 to 2017, with median house prices rising from £259,000 to £412,000 in this short period. The rate of increase is significantly higher than that experienced across London and in many neighbouring authorities. Home ownership is now out of reach for many Lewisham residents, particularly first time buyers, with median house prices more than 10 times the average household income. The cost of private rented sector housing has also increased pointedly over recent years. By 2017, average private rents in Lewisham equated to roughly 43 per cent of average household incomes, making this housing option unaffordable to many. The above situation has contributed to acute issues of overcrowding and homelessness in the Borough, which is reflected by the extensive number of households on the council's Housing Register. As of May 2019 there were approximately 10,000 households on the housing waiting list, which represents approximately 7.6% of households in the Borough.[17] In short, the gap between incomes and housing costs is rapidly widening, and as a consequence there is a significant local need for affordable housing.

7.34 In light of the above, the Local Plan sets a strategic target for 50 per cent of all new homes delivered in the Borough to be genuinely affordable. The strategic target is considered to be in line with the draft London Plan. However, recognising the distinctive characteristics of the local housing market and the relative affordability of different types of provision to the resident population, a local definition of 'genuinely affordable housing' is necessary. In Lewisham, this means housing at social rent levels or GLA's London Affordable Rent level[18] and below, aiming for target rents. All other housing products below market levels, whether for sale or rent, are defined as intermediate housing, and should not be conflated with genuinely affordable housing. Furthermore, genuinely affordable housing and intermediate housing should provide for secure tenancies. For affordable homes, we will seek that residents are provided with lifetime tenancies, ideally in perpetuity.

7.35 Our expectation is that the maximum amount of genuinely affordable housing will be delivered on all new residential development sites, having regard to viability. Habitable rooms will be used as the basis for calculating affordable housing provision against the Borough's strategic target, as advocated by the draft London Plan. This measure provides flexibility to deliver affordable

17 Lewisham Housing Department statistics, May 2019.

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

housing that is best tailored to meeting the range of local needs, and in particular to enable additional provision of affordable family sized units to come forward.

7.36 Affordable housing will be required from all large sites with capacity to accommodate 10 or more residential units, and this applies where development is proposed incrementally. This includes variations to a planning consent resulting in additional units on the site. This policy seeks to guard against actions to circumvent the affordable housing requirements, such as through the artificial sub-division or phased development of sites. In considering whether the affordable housing requirement should apply in these circumstances, we will have regard to: extent of single ownership of land and sites; occupied status of land/sites at the grant of permission and at commencement of development; and the amount of time elapsed between permissions, completions and any new proposals. Contributions towards affordable housing will also be required on small sites for new housing developments delivering less than 10 dwelling units. Our latest evidence indicates that this requirement will not adversely impact on the development viability of small sites across the Borough. Further details to support implementation of this policy will be set out in a future update to the Planning Obligations SPD.

7.37 In line with the draft London Plan, a threshold approach to viability will be applied in Lewisham. This means that schemes meeting or exceeding the draft London Plan policy and threshold (as set out in Policy H6 – 'Threshold approach to applications') without public subsidy can be 'fast-tracked' and are not required to submit detailed viability information. However, to ensure an applicant fully intends to build out the planning consent, an early stage viability review will be triggered if an agreed level of progress on implementation of the development is not made within a specified time period. Thresholds are expected to be regularly reviewed by the London Plan, and may therefore change over the course of the plan period.

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

7.39 Proposals that do not provide the minimum required amount of genuinely affordable housing will be strongly resisted. Where applicants consider there are exceptional circumstances affecting the viability of a scheme and delivery of policy objectives, we will require that these are set out in a detailed Viability Assessment.

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

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

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

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

7.43 The most pressing need in Lewisham is for new social homes with social rents. However there is also a need for affordable housing which is available to people who are unable to access social housing due to the rigorous eligibility

criteria, but are also unable to afford private market housing. Therefore, where affordable housing is required on new development this should be provided on a tenure split basis of 70 per cent social rent or London Affordable Rent and 30 per cent London Living Rent or shared ownership. We support the use of London Living Rent, as by its nature, it is affordable to households earning the Lewisham median household income. Shared ownership products may also be an acceptable form of tenure, where the total monthly costs are demonstrably affordable.

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

Vacant Building Credit

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

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

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

Batavia Road

McMillan Park

HO4 Housing estate maintenance, renewal and regeneration

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

B Where strategic housing estate renewal and regeneration is proposed this will be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration, in order to ensure:

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

Explanation

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

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

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

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

7.52 All strategic estate renewal and regeneration schemes will be carried out in consultation with existing residents and the local community. The process will be in line with the London Mayor's Good Practice Guide to Estate Regeneration (2016) and the council's latest adopted Statement of Community Involvement. In line with Policy HO 1 (Meeting Lewisham's housing needs) all proposals for estate renewal and regeneration must ensure that there is no net loss of affordable housing. Loss of existing affordable housing will only be supported where it is replaced by equivalent or better quality accommodation, providing at least an equivalent level of affordable housing floorspace, on an identical or equivalent basis.[19] Floorspace is used as the measure for replacement provision as this provides flexibility for the council and its partners to better address acute housing needs, such as for more family sized social housing, where redevelopment is undertaken. This approach is consistent with that provided in the draft London Plan.

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

Heathside and Leathbridge Amenity Space (BPTW)

HO5 High quality housing design

Key principles

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

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

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

C Development proposals for new housing must address the qualitative design aspects set out in draft London Plan Policy D4 (Housing quality and standards) and corresponding Table 3.2, covering the detailed considerations for:

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

D Housing development should be designed to be inclusive, accessible and safe to all, having regard to the requirements of Policy QD2 (Inclusive and safe design).

E Housing development should protect and enhance amenity of building occupants, as well as that of adjoining site users and uses, in line with Policy QD7 (Amenity).

F Housing development must be designed to be 'tenure blind' to ensure that houses across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards, access and amenity provision.

G Housing development should maximise the provision of dual aspect dwellings. Proposals for single aspect dwellings will be resisted and should only be considered in exceptional circumstances, where it can be suitably demonstrated that it will provide for a more appropriate design solution than a dual aspect dwelling, having particular regard to:

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

Hazelhurst Court (Levitt Bernstein)

HO6 Accommodation for older people

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

Specialist older person's accommodation

B Development proposals for specialist older person's accommodation will be supported where they address an unmet local housing need and:

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

C All proposals for specialist older person's accommodation must demonstrate that residents will be sufficiently supported by community infrastructure (such as heath and leisure facilities) that is easily accessible from the site, taking into account the mobility requirements of the intended occupants, and can cope with new demand arising from the development.

D Development proposals resulting in the net loss of floorspace for specialist older person's accommodation will be resisted unless it can be demonstrated that:

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

E Where the loss of specialist older person's accommodation is acceptable in line with (D) above, development proposals will be expected to secure the re-provision of an equivalent amount of floorspace for residential use, including affordable housing, where appropriate..

Care home accommodation

F Development proposals for care home accommodation will be supported where they are appropriately located and designed to a high quality standard, having regard to the requirements of HO6.B(c-d) and HO6.C. In addition, proposals must ensure that 100 per cent of habitable rooms are wheelchair accessible.

G Development proposals resulting in the net loss of floorspace for care home accommodation will be assessed having regard to the requirements of HO6.D and HO6.E.

H In order to ensure inclusive and mixed communities, development proposals must not result in a harmful overconcentration of care home accommodation within the locality.

Explanation

7.53 The number of older people in Lewisham is projected to increase significantly over the coming years. There was an estimated 40,400 people aged 65 and older in 2018 and this is projected to rise almost 50% in the next 15 years, up to 60,200 people by 2033[20] . This is largely driven by the increase in the population aged 60-74, although there is also expected to be significant gains in the proportion of those aged 80 and above. We are committed to ensuring that a wide range of high quality and affordable housing options are available to older people. This includes accommodation for those seeking to downsize from larger homes whilst remaining in the area, or people requiring more tailored, specialist accommodation with elements of support or care.

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

7.55 The Lewisham SHMA (2019) indicates that there are a number of housing options available for older people in the Borough, including some 3,500 units of specialist accommodation with integrated elements of support or care. This provision is helping to meet the varying types of need, but it is recognised some additional capacity may need to come forward given the expected future growth in the Borough's older person population. The draft London Plan sets an indicative annual benchmark for the Borough of 100 units of specialist accommodation, and this should be considered in the context of more detailed local assessments of specific types of need.

7.56 We are broadly supportive of proposals for non-specialist forms of conventional housing in the C3 Use Class that are designed to be adaptable to the different needs of occupants over their lifetime, and therefore offer greater choice to older people. However, it is recognised that some people may choose or require specialist older person's accommodation. Proposals for such specialist accommodation will be supported where there is a demonstrable local need, having regard to the Lewisham SHMA (2019) and the council's Housing Strategy, and other policy requirements are satisfied.

[20] Lewisham SHMA (2019

7.57 The draft London Plan discusses the range of accommodation options that are available to older people. It clearly distinguishes between specialist older person's accommodation and care home accommodation. We will establish the nature of development proposals having regard to the definitions and attributes of specialist and care home accommodation set out in the draft London Plan, and consider proposals accordingly. For the avoidance of doubt, where the London draft Plan policy H13 (Specialist older persons housing) applies to a development proposal, then Local Plan policies H06 (B-E) will also apply.

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

7.59 Specialist accommodation should provide for a range of tenure types, including affordable housing. The needs of older people vary depending on their personal financial circumstances. Furthermore, need varies based on an individual's level of independence and the support they require. This policy seeks to ensure provision for a wide range of housing products to meet the different needs of older people in the Borough.

7.60 In assessing proposals for specialist older person's accommodation and care home accommodation we will give consideration to affordability and financial support available to the intended occupant group. It is acknowledged that arrangements for assessing affordability to people of pensionable age will be different to people of working age, especially when housing includes an element of care.

7.61 Specialist older person's accommodation and care home accommodation must be sensitively integrated into Lewisham's neighbourhoods, at well-connected and accessible locations. Residents, carers and visitors should benefit from easy access to the site as well as the surrounding area. Accessibility is vital to ensuring schemes adequately respond to the mobility needs of occupiers. It is also important to promote independence and facilitate social interaction, which in turn can help to prevent against isolation and loneliness, a key public health issue.

7.62 For facilities to be easily accessible they should generally be located at a distance of no more than 400 metres away from public transport, shops, services and other community facilities. The locality should also feature accessible pathways and gradients, enabling residents to travel to and from the site with relative ease whether by walking or through the use of aids, such as wheelchairs or mobility scooters. One of our key objectives is to ensure that neighbourhoods are made more liveable and inclusive to all, including through the delivery of a high quality public realm. This policy will work in tandem with other Local Plan policies to positively address the needs of people at all stages of their life.

7.63 Specialist older person's accommodation and care home accommodation should be well integrated into the site and its wider surroundings, with careful consideration given to layout and design. Where appropriate, proposals should promote and adequately respond to requirements for the sharing or joint use of facilities, particularly to encourage a sense of community belonging. Development should also be designed to ensure a good fit between the facilities supplied and the specialist needs of the intended occupants. This includes consideration for amenity space (private, communal and public), storage, charging of mobility scooters, as well as adequate access and parking for the vehicles expected at the site, such as taxis, mini-buses and ambulances.

7.64 Residential accommodation will be expected to meet the latest industry standards. We will require applicants to ensure development is informed by the latest good practice guidance. Planning statements should refer this guidance and clearly indicate how this has been taken into consideration.

7.65 We will seek to protect against the loss of floorspace for specialist older person's accommodation and care home accommodation. Proposals involving the loss of change of use of such housing must suitably demonstrate that there is not a long-term local need for the type of provision in question, or that adequate replacement provision will be provided within the Borough. Furthermore, there should be clear evidence that the existing facility is not suitable to support the intended occupants in its current condition and/or is incapable of being maintained at an acceptable modern standard.

7.66 When considering redevelopment for self-contained housing, we will have regard to the criteria set out in Policies HO 1 (Meeting Lewisham's housing needs) and HO 3 (Genuinely affordable housing), and any need to generate funding for replacement specialist accommodation elsewhere. If replacement housing is provided elsewhere we will consider the proportion of affordable housing provided across both sites. Proposals for redevelopment for non-residential uses will be resisted, and the council and will seek to retain existing affordable housing, consistent with other Local Plan policies.

HO7 **Supported accommodation**

A Development proposals for supported accommodation (including residential hostels and secured accommodation) will be supported where they:

a. Meet an identified need for the type of accommodation proposed;
b. Do not result in the net loss of existing permanent accommodation;
c. Make provision for a mix of tenure types including affordable housing, where appropriate, in line with Policy HO3 (Genuinely affordable housing);
d. Contribute to mixed and balanced communities without leading to a proliferation or harmful overconcentration of this type of accommodation in the locality; and
e. Are appropriately located and designed giving consideration to:
    i. Accessibility to public transport, services and community facilities;
    ii. Intensity of use that is appropriate to the size of the development;
    iii. Accommodation and facilities that are suited to site occupiers and users, including arrangements for managed care or supervision, security and community safety; and
    iv. Protection of the amenity of adjoining and neighbouring uses.

B Development proposals resulting in the net loss of floorspace for supported accommodation will be resisted unless it can be demonstrated that:

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

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

Explanation

7.67 It is important that people from vulnerable groups are provided with access to accommodation, whether for temporary stays or longer-term periods. Supported and other forms of specialised accommodation offer respite and provision of care for individuals with distinct needs. This includes people coping with physical or mental health issues, disabilities, impairments and other vulnerabilities, or those who are in transition and require support, such as refugees. Supported accommodation can take a variety of forms and fall into different Use Classes, depending on the nature of use and type of care or supervision required.

7.68 In line with Local Plan objectives to deliver inclusive communities, we are generally encouraging of supported housing where it clearly addresses an identified need, is well designed and sensitively integrated into the locality. It is vital that development is appropriate to the intended end users, so that the specific type of managed care or supervision required can be effectively delivered. Applicants are encouraged to design schemes through active engagement with relevant health and social care stakeholders, wherever possible. In order to contribute to the achievement of mixed and balanced communities, proposals should not result in an overconcentration of uses, particularly where this would adversely impact on amenity, community safety or local character.

7.69 Existing supported housing should be protected where it is in a suitable condition and need exists, whether for the specific group it is currently serving or other vulnerable groups. Need should be considered at both the local and sub-regional level, recognising that delivery of provision may require coordination of stakeholders across Lewisham and its neighbouring authorities. Proposals involving the loss of change of use of supported accommodation must sufficiently demonstrate that the existing provision is no longer required or that adequate replacement provision will be secured. Furthermore, there should be clear evidence that the existing facility is not suitable to support the intended occupants in its current condition or is incapable of being maintained at an acceptable modern standard.

7.70 Where it is accepted that an existing site or property is no longer appropriate for supported accommodation, we will seek to ensure that there is no net loss of residential floorspace. When considering redevelopment for self-contained housing, we will have regard to the criteria set out in Policies HO1 (Meeting Lewisham's housing needs) and HO3 (Genuinely affordable housing). Proposals for redevelopment for non-residential uses will be resisted, and the council will seek to retain existing affordable housing, consistent with other Local Plan policies.

Student accommodation – Chapter at Lewidsham

HO8 Purpose built student accommodation

A Development proposals for Purpose Built Student Accommodation (PBSA) will only be supported where they:

a. Help to meet an identified strategic need for this type of housing, giving priority to local need;
b. Ensure that the accommodation is secured for use by students, as demonstrated by an agreement with one or more specific higher education institutions;
c. Make provision for affordable student accommodation, in line with draft London Plan Policy H17 (Purpose built student accommodation); and
d. Do not compromise the delivery of the Borough's strategic requirements for conventional housing.

B Development proposals for PBSA must be appropriately located:

a. At well-connected sites that have good levels of public transport accessibility and are easy to access by walking and cycling;
b. Within or at the edge of town centres, or other locations that benefit from good provision of shops, services, leisure and community facilities appropriate to the student population; and
c. To support mixed and balanced communities:
    i. Without leading to a proliferation or harmful overconcentration of student accommodation in the locality; and
    ii. Giving priority to sites located in proximity to the education institution(s) the development is intended to serve, or other higher education institutions in the Borough.

C Development proposals for PBSA should be well-designed, sensitively integrated into the locality and ensure a high standard of amenity for student occupiers. All proposals will be expected to ensure:

a. A high quality living environment with a functional layout, good-sized rooms and well integrated communal areas and facilities;
b. Provision for wheelchair accessible accommodation, spaces and facilities, in line with Policy QD2 (Inclusive and safe design);
c. Amenity considerations are integral to the design-led process (including for outlook, daylight and sunlight, noise impacts and ventilation);
d. Adequate on-site cycle parking facilities;
e. The accommodation is suitable for year-round occupation; and
f. Protection of the amenity of adjoining and neighbouring uses.

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

E The loss of existing Purpose Built Student Accommodation will be resisted unless it can be suitably demonstrated that:

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

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

Explanation

7.71 High quality and affordable Purpose Built Student Accommodation (PBSA) is necessary to cater for the needs of London's student population. The majority of the Capital's existing PBSA is concentrated in central London, especially in the Boroughs of Camden, Islington, Tower Hamlets and Southwark. In order to improve access and prevent against the overconcentration of this type of use, the draft London Plan seeks to redress the distribution of provision across the region.

7.72 Whilst recognising there are student accommodation needs associated with education providers throughout London, we will aim to address local needs as a priority. Lewisham is home to a number of further and higher education institutions. This includes Goldsmiths College at New Cross, Trinity Laban Conservatory of Music and Dance at Deptford, and Lewisham College at Deptford Bridge and Lewisham Way. Greenwich University in the Royal Borough of Greenwich is also located nearby. It is important that Lewisham's student population is able to access affordable accommodation, ideally in proximity to the places where people take up studies. Furthermore, provision of PBSA has the added benefit of relieving pressure on the private rented market, enabling opportunities for others to access housing that might not otherwise be available.

7.73 We will take a positive view on proposals for new PBSA where there is an identified local or strategic need for this type of accommodation, and there are assurances that the development will be secured for student use. This general support is provided recognising that the Borough's main strategic requirement is for genuinely affordable, conventional housing. PBSA is defined as non-conventional housing, which for purposes of delivery against the Borough's strategic housing target, is counted on a 2.5:1 basis (i.e. two and a half bedrooms/units is equivalent to one unit of housing). Compared with conventional housing, where units are counted on a 1:1 basis, student accommodation may not always provide the most optimal use of land. We will resist proposals where it is considered that student accommodation will compromise or suppress delivery of conventional housing, for which need is greatest locally. This includes consideration of proposals for PBSA that would result in the net loss of existing housing units.

7.74 New PBSA must be developed and secured for occupation by students of one or more specific higher education institutions. This is to guard against speculative development and ensure proposals genuinely help to address identified need. Applications must provide evidence of an end user affiliated with an educational institution, and demonstrate appropriate management arrangements are in place so that rooms will be rented solely to students over the lifetime of the development, including an identified landlord, agent or management company. Consistent with the draft London Plan Policy H17, if the accommodation is not secured for use by students and for occupation by members of one or more specified higher educational institutions, development is not considered PBSA and will be considered against policies on shared housing and communal living, including HO8 (Housing with shared facilities).

7.75 Draft London Plan Policy H17 provides that at least 35% of PBSA should be secured as affordable housing. This is in order to ensure that students with an income equivalent to that provided to full-time UK students by state funded sources of financial support for living costs can afford to stay in PBSA. We will apply the definition of affordable student accommodation as set in the draft London Plan and its supplementary guidance. Affordable rent levels may be subject to periodic review over the life of the Local Plan, taking into account any significant changes that may be made to the Government's student maintenance loan regime.

7.76 New PBSA should be directed to well-connected and highly accessible locations, including those supported by good walking and cycling infrastructure. It is also important that PBSA is sited so student residents have access to a wide range of services and facilities. During the site selection process applicants should give priority to locations in proximity to the institutions that the development will serve. PBSA that is intended to meet need arising from outside of the Borough should be sufficiently justified in respect of the site location, both locally and in the individual site context.

7.77 New PBSA must be of a high standard of design and construction, with functional layouts and well integrated living and communal spaces and facilities. It should meet the latest industry standards as demonstrated through the use of Accreditation Network UK or other similar scheme. Student unit sizes and layouts should be varied, particularly to cater to the needs of wheelchair users, mature students with families, students who want to live alone and for groups of students using shared facilities. The specific requirements of educational institutions should be considered and accounted for wherever possible.

7.78 Whilst many students require accommodation during term time only, some residents will use accommodation as their permanent address and development therefore should allow for year round occupation. To help ensure the viability of PBSA, we will provide flexibility to allow for the temporary or ancillary use of accommodation during vacation periods or term breaks. Proposals will be considered on a case-by-case basis, and where acceptable in principle, we will use conditions or legal agreements to ensure that any temporary or ancillary uses do not result in a material change of use of the building.

7.79 PBSA can benefit Lewisham's communities, for example, by attracting a student population that supports the local economy, complements the creative and cultural industries and stimulates inward investment. However an overconcentration of student accommodation within a local area can adversely impact on the amenity of existing residents and uses, and also undermine objectives for delivering mixed and balanced communities. Where the scale or concentration of student housing is likely to harm local amenity, we will resist proposals or seek a range of mitigation measures to ensure development is appropriate. This may include planning contributions for any additional infrastructure provision required to support the development.

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

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

Table 7.1: Article 4 Direction on HMOs

HO9 Housing with shared facilities (Houses in Multiple Occupation)

A Development proposals for new housing with shared facilities (i.e. Houses in Multiple Occupation) (HMOs) in the Sui Generis Use Class will only be supported where they contribute to a beneficial mix and balance of uses within an area and:

a. Do not result in the loss of existing larger housing suitable for family occupation;
b. Do not result in an overconcentration of HMOs in the area;
c. Do not give rise to adverse impacts on the amenity of the surrounding properties and neighbourhood, including cumulative impacts taking account of other HMOs in the area;
d. Are appropriately located in areas of good transport accessibility; and
e. Are well-designed and provide high quality accommodation that satisfies the relevant standards for HMOs along with other Local Plan policies, including for internal space standards and amenity space provision.

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

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

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

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

Large-scale purpose built shared living accommodation

D Large-scale purpose-built shared living accommodation in the Sui Generis Use Class will generally be resisted as this type of use compromises opportunities to deliver conventional housing in the Borough. Development proposals will only be permitted where it is suitably demonstrated that:

a. They meet an identified local need for the type of housing proposed;
b. Private residential units within the development are demonstrably not accommodation in the C3 Use Class;
c. There is adequate provision of communal facilities and services suited to the intended occupiers;
d. They are appropriately located and designed to a high quality standard, having regard to the requirements of (A) above;
e. The development will be suitably managed and maintained over its lifetime, as evidenced by a management plan;
f. Minimum tenancy lengths are available to occupants; and
g. A cash-in-lieu contribution is made towards affordable housing in the C3 Use Class.

Explanation

7.82 A house with shared facilities, or House in Multiple Occupation (HMO), refers to a shared house, flat or other non-self-contained dwelling that is the main residence for 3 or more occupiers forming 2 or more households. A household is generally a family (or people with relationships similar to a family), including single persons and co-habiting couples. There are two planning Use Classes for housing with shared facilities. A Use Class C4 HMO is a 'small' HMO used by 3 to 6 unrelated people. A 'large' HMO shared by more than 6 unrelated people is a Sui Generis use.[21]

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

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

7.85 The London Plan acknowledges the role that HMOs play in London as a strategically important part of the Capital's housing supply, with provision that helps to meet distinct needs and reduces pressure on other elements of the housing stock. In Lewisham, HMOs have contributed to making available a wider range of housing options over time. This is especially for low income residents and young people (including those under 35 years of age in receipt of the shared room rate housing benefit) and those requiring temporary accommodation.

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

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

7.88 Consideration will be given to changes of use of existing HMOs where it is suitably demonstrated that the building does not meet local and other relevant standards, as set out in the Housing Act 2004 and the Management of HMOs

[21] Lewisham SHMA (2019

(England) (Regulations) 2006), and has no realistic prospect of meeting these. The council's Environmental Health team will be consulted on a case-by-case basis to assist in determining the condition of the accommodation and whether it can be maintained at an acceptable standard. Where change of use or re-development is acceptable in principle, we will seek appropriate re-provision of residential floorspace giving priority to HMO or other accommodation to meet priority needs in the Borough, including genuinely affordable housing.

7.89 New HMOs should contribute positively to their localities by supporting the delivery of mixed and balanced communities. Proposals must demonstrate that the development will not result in a proliferation or harmful overconcentration of HMOs in the local area. This is to ensure an appropriate distribution of different types of housing provision across the Borough, along with the protection of amenity of immediate and neighbouring properties. Furthermore, as with other forms of higher density development, housing with shared facilities should be sustainably located in areas with good public transport accessibility levels (PTAL 3 or higher) and within easy access to facilities and services.

7.90 To help inform preparation of the Local Plan a review of HMO accommodation In Lewisham was undertaken.[22] The review considered various data sources and concluded that while the Borough has not experienced a significant increase of HMOs in recent years, that there has been a notable change in the spatial distribution of HMOs. Specifically, the review identified a substantial increase and clustering of HMOs in Lewisham's southern wards, which have traditionally exhibited the lowest presence of this type of provision. As a result of these findings the council has implemented a non-immediate Article 4 Direction, coming into force in March 2020, which will remove the Permitted Development rights for the conversion of single dwellings into small HMOs (3-6 bedrooms) within the wards Bellingham, Whitefoot, Downham and Grove Park. Proposals for new small HMOs in these wards will be considered against Part (B) of the policy.

Large-scale purpose built shared living accommodation

7.91 London has very recently experienced a rise in development of large-scale purpose-built shared living accommodation, including co-living schemes. These products are similar in format and layout to student housing but tend to include a bespoke range of facilities, services and communal spaces tailored to a wider range of occupants, such as young professionals. The draft London Plan defines this type of provision as a shared living accommodation generally comprising of 50 units or more. However, in Lewisham this will be considered on a case-by-case basis, with the London Plan and relevant Local Plan policies applying on developments of 20 or more units as a general guideline. This is owing to the significant variances in the character, urban structure and mix of uses across the Borough, and the need to ensure development of this scale is appropriate to its location.

22 Lewisham HMO Review and Evidence Paper Update (2018)

7.92 Whilst recognising that housing with shared facilities contributes to meeting housing need, our priority is to secure provision of genuinely affordable self-contained housing, including for families, as set out in Policy HO 1 (Meeting Lewisham's housing needs). We will therefore resist proposals for large-scale purpose built shared living in order to ensure new development optimises the use of land for conventional housing, particularly on larger sites that have capacity to accommodate major development.

7.93 Consistent with draft London Plan Policy H18, we will only support proposals for large-scale purpose-built shared living accommodation where there is an identified local need for such provision. Applications will be required to provide sufficient justification for accommodation of this type and demonstrate there is a clear local market need for it. This is to ensure that development does not compromise opportunities for more conventional forms of self-contained housing to be delivered on larger sites, and to prevent against speculative development which does not adequately respond to local need.

7.94 It is imperative that large-scale shared accommodation is appropriately designed and managed, so to meet the specific housing need it is intended for. This includes provision of high quality living spaces that comply with the Local Plan requirements, including Policies QD 2 (Inclusive and safe design) and QD 8 (Residential design and density), meet Environmental Health and Fire Safety standards, and make adequate provision of communal space and facilities. In addition, all proposals must be accompanied by a management plan covering matters such as site management and maintenance, communal facilities, safety and security for occupants, and mitigation of potential noise or other nuisance.

7.95 Where proposals are acceptable in principle, we will require that minimum tenancy lengths are available to occupants. This is necessary to ensure that the development meets a specified need and is retained as shared accommodation over its lifetime. We will seek to prevent against future material changes of use where development effectively reverts to other forms of specialist accommodation, such as large scale hostels, which are not considered appropriate in the Borough.

7.96 Given their nature and scale, proposals for large-scale purpose built accommodation will be expected to contribute to the delivery of affordable housing, in line with the draft London Plan. However, because development is not in the C3 Use Class and does not meet minimum space standards for conventional housing, and generally consists of bedrooms rather than housing units, it is not considered as a suitable form of affordable housing in itself. Off-site planning contributions will be required, to be secured on a case-by-case basis having regard to viability, in accordance with the level of contributions sought by the London Plan.

HO10 **Self-build and custom-build housing**

A The council will seek to identify sites to help meet identified need for, and facilitate development of, self-build and custom-build housing particularly where this will improve access to affordable housing for local residents.

B Development proposals for self-build or custom-build housing will be supported where a local need for this type of provision is clearly established and they:

a. Make the optimal use of land for residential development in contributing to the delivery of the Borough's strategic housing target, with a density level that is appropriate to the site having regard to Policy QD 8 (Residential design and density);
b. Make provision for affordable housing in line with Policy HO 3 (Genuinely affordable housing);
c. Are appropriately located, designed to a high quality standard (including sustainable design principles), integrate adequate amenity space and make a positive contribution to the neighbourhood in which they are situated, consistent with other Local Plan policies.

C Proposals for self-build or custom-build housing should demonstrate how the design-led process has informed the development, and clearly identify whether there are any elements of that may be change or become adapted owing to the unique nature of the design and construction process.

Explanation

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

7.98 The council has a statutory duty to maintain a register for self-build and custom-build housing and have regard to this register in its planning, housing and related functions. The register forms part of the evidence base informing Local Plan preparation. It provides an indication of demand for serviced plots for self-build and custom-build housing from individuals or groups who meet specific eligibility considerations. The Lewisham SHMA (2019) has also considered demand for this type of provision. This research indicates that whilst there is some interest locally it comprises a small proportion of Lewisham's overall housing need. In addition, more than one-third of applicants on the local register have also expressed an interest in the Greater London Authority register, and it is therefore not clear whether demand is exclusively for Lewisham or elsewhere. Given the Borough's heavily urbanised inner-London context, where there is a limited (and often constrained) supply of land to meet the needs of a growing population, there will be few opportunities for people to acquire appropriately located sites to build their own homes. This is particularly given that all applicants on the local register have expressed a preference for plots located in 'town centres', where sites will need to be optimised through higher-density development, in line with the spatial strategy for the Borough. Local land values may also prohibit the viability of such development.

7.99 Nonetheless, the council is broadly supportive of self-build and custom-build housing. For example, we have recently collaborated with a local community organisation, making available land to enable a new self-build development of 33 residential units in the Ladywell area, at a site known as Church Grove. The development is supported by an innovative Community Land Trust structure that will ensure the new homes are affordable in relation to local incomes over the long-term. This development demonstrates our commitment to seek to meet demand within the Borough, and we will continue to monitor Lewisham's register in line with the relevant statutory requirements.

7.100 Proposals for self-build and custom-build housing will be supported where they positively respond to the locality and support delivery of the spatial strategy for the Borough. All proposals must be designed to a high quality standard and make provision for an element of affordable housing, where appropriate. Given Lewisham's challenging future requirement for conventional housing it is imperative that all development, including self-build and custom build housing, optimises the use of sites including through densities that are appropriate to the site location.

HO11 **Gypsy and traveller accommodation**

A The council will assess the accommodation needs of Lewisham's gypsy and traveller community. Where there is a demonstrated local need for this type of provision, it will be addressed in a Gypsy and Traveller Site Local Plan and/or through a future review of the Local Plan and associated site allocation policies.

B All proposals for gypsy and traveller accommodation, including the development of new sites and pitches, must meet the following requirements:

a. Suitable provision of basic amenities including for water, sewerage/drainage, energy and waste management;
b. Safe and reasonably convenient access to and from the main road network;
c. Acceptable arrangements for all vehicles likely to use the site, including emergency service vehicles (giving consideration to access, parking, turning and service requirements);
d. Reasonable access to local shops, services and community facilities having particular regard to education and health services;
e. The provision is well integrated into the locality with a satisfactory layout and standard of facilities, including pitches, hardstanding, amenity blocks, open space and play areas; and
f. Development must not result in unacceptable adverse impacts on the safety and amenity of site occupants and neighbouring properties.

Explanation

7.101 The National Planning Policy for Traveller Sites (2015), which sits alongside the NPPF, sets out the Government's aim to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life of while respecting the interests of the settled community.

7.102 Travellers are part of the diverse community in Lewisham. In line with the National Planning Policy for Traveller Sites, the council has undertaken an assessment to understand requirements of Lewisham's gypsy and traveller population. The Lewisham Gypsy and Traveller Accommodation Assessment (2015 and amended 2016) identifies a minimum need for 6 pitches within the plan period, arising from people currently living in bricks and mortar homes, teenage children and household formation.

7.103 Having regard to this assessment, the council has commenced preparation of a Gypsy and Traveller Site Local Plan. This will set out the approach to meeting identified local need for this group, including through site allocation policies. A Preferred Site Consultation Report was published for a Regulation 18 stage consultation. This ran for a six-week period from 10th September 2018. Consultation responses are currently being considered to inform the next stages of plan preparation and negotiations with landowners are progressing. This is particularly to ensure that any future proposed site is deliverable for the intended use, and that feedback from the wider public is appropriately addressed.

7.104 The council is committed to ensuring suitable provision to meet identified need through the preparation of the Gypsy and Traveller Site Local Plan. In the interim period (i.e. in advance of the adoption of that plan) all proposals for new sites, pitches and/or plots will be assessed against the windfall development policy criteria set out in HO 11.B above. The policy will also apply to any future proposals to address any identified additional need arising over the plan period that cannot be accommodated within adopted site allocations, and in advance of a Local Plan review.

8 ECONOMY AND CULTURE

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EC1 A thriving and inclusive local economy

A Everyone should have access to high quality education, training and job opportunities. The council will help to build a thriving and inclusive local economy by attracting and generating inward investment, including by:

a. Promoting and strengthening Lewisham's role in the London economy, including by supporting sectors of local importance, such as the cultural, creative and digital industries;
b. Working with stakeholders to deliver strategic infrastructure (including transport, digital and communications infrastructure) that better enables residents and businesses to access economic opportunities across the Borough and further afield;
c. Safeguarding and making provision for vibrant and attractive employment locations, including town centres, that accommodate a wide range of uses and workspaces which are well-suited to the needs of modern business;
d. Ensuring new employment development is designed to a high quality standard and contributes to integrated place making;
e. Securing lower-cost and affordable workspace, and coordinating with specialist providers to ensure this is appropriately managed; and
f. Providing residents with good access to high quality education, skills and employment training opportunities.

Cultural and creative industries

B The cultural and creative industries (including education and training facilities that support and are associated with these industries) contribute to the diversity and distinctiveness of Lewisham's neighbourhoods and play an important role in the local economy. Development proposals should help facilitate the continued growth and development of these industries by:

a. Protecting existing cultural venues and uses, including by having regard to policy QD7 (Amenity and agent of change);
b. Making provision for new cultural venues, workspace and performance space in town centres and other appropriate locations, particularly in major development proposals and large-scale regeneration schemes;
c. Designing public realm with spaces that can be adapted to support civic and cultural events, including outdoors, in line with Policy QD3 (Public realm and connecting places);
d. Considering the use of vacant properties and land for temporary pop-up or meanwhile uses for cultural and creative activities, having regard to Policy EC 22 (Meanwhile uses); and
e. Facilitating the provision of high quality, fast and reliable digital infrastructure, in line with Policy TR7 (Digital and communications infrastructure and connectivity).

C The Lewisham North Creative Enterprise Zone (CEZ) is designated in the Local Plan. Development proposals will be expected to support and, where appropriate, contribute to enhancing the cultural and creative industries within the CEZ, in line with Policy LNA3 (Lewisham North Creative Enterprise Zone).

Explanation

8.1 Helping to facilitate a thriving, diverse and inclusive local economy is one of our key priorities. This means growing and strengthening the local economic base, making available a wide range of job opportunities, workspaces and employment sites across the Borough. By delivering this provision it will be easier to attract different types of industries and employers to the Borough, whilst also ensuring local businesses have space to start-up, grow and prosper. This is particularly important for businesses in those sectors where Lewisham can perform a niche role in the wider London economy. These includes the cultural, creative and digital industries, for example, whose presence in the Deptford and New Cross areas has enabled the Borough to be designated by the London Mayor as one of London's first Creative Enterprise Zones (CEZ), known as SHAPESLewisham. The Local Plan helps to embed that designation in planning policy and establishes the extent of the CEZ area.

8.2 Equally, we are committed to tackling inequalities by ensuring residents have access to good quality job opportunities along with education, skills and training. It is recognised that many people take up work or training outside of the Borough, taking advantage Lewisham's good transport links to the rest of London and beyond. However, securing a wide range of local provision is vital to creating a more inclusive economy and giving residents greater choice in accessing opportunities closer to where they live. This policy sets out our overall approach to facilitate development in a way that allows everyone to share in Lewisham's economic prosperity.

8.3 Economic development should not be considered in isolation of sustainable neighbourhood development. Where proposals involve the creation of new workspace, this should be designed to a high quality standard, having regard to the character and function of the immediate and surrounding area. All new development must be compatible with its neighbouring uses. It should also deliver high quality public realm that improves the liveability of neighbourhoods, whilst also reinforcing and enhancing people's sense of place.

1

2

3

1 Deptford Market
2 New Cross Road
3 Honor Oak Park
4 Bromley Road, Downham
5 London Road, Forest Hill

4

5

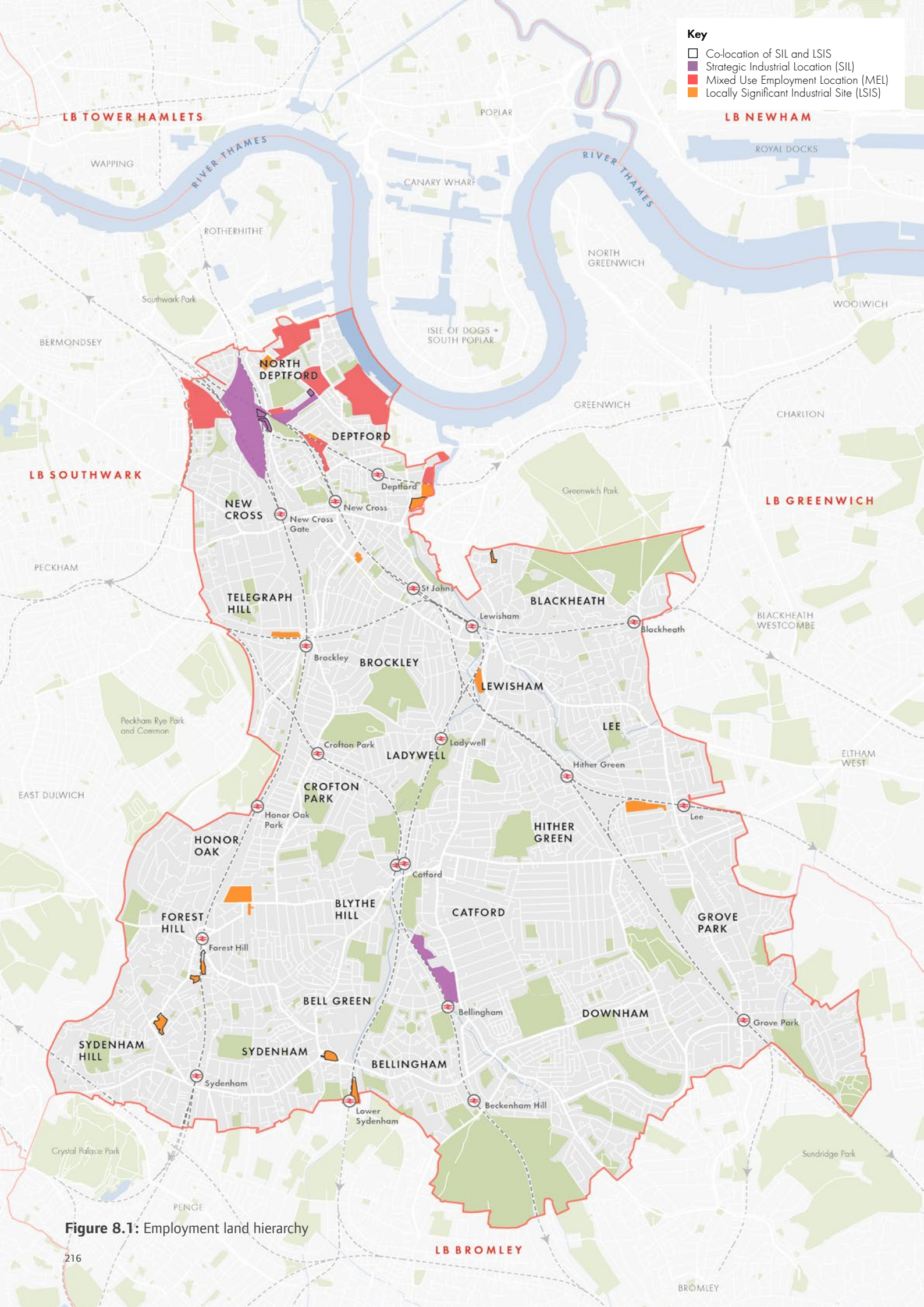

Figure 8.1: Employment land hierarchy

EC2 Protecting employment sites and delivering new workspace

A Employment sites and floorspace in Lewisham's employment land hierarchy (as set out in **Table 8.1** below) will be safeguarded for commercial and industrial uses. Proposals for new development should be commensurate with the type and function of land and sites within this hierarchy.

B There is a forecast need for 21,800 square metres of net additional employment floorspace (Use Class B1) in the Borough up to 2038. This need will be met by:

a. Within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), retaining industrial capacity (ensuring no net loss of floorspace capacity and operational yard space capacity) along with intensifying employment development, including by facilitating the co-location of employment and other compatible uses through the plan-led process;
b. Facilitating the delivery of new modern workspace through the comprehensive regeneration of Mixed-use Employment Locations (MEL);
c. Maximising opportunities for new and enhanced employment provision, including through mixed-use development in town and edge-of-centre locations and non-designated employment sites;
d. Resisting the redevelopment of employment land and sites where proposals consist solely or predominantly of storage and warehousing uses; and
e. Refusing development proposals that would result in a net loss of viable employment land and floorspace, having regard to other Local Plan policies.

Strategic Industrial Locations

C Development proposals on sites within Strategic Industrial Locations must not adversely impact on the functional integrity of the SIL or prejudice the continued operation of commercial and industrial uses on the site or within the employment area.

D Proposals for the co-location of employment and other compatible uses will only be supported at selected SIL sites, and where it can be suitably demonstrated that the requirements of draft London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution), and other relevant Local Plan policies, are satisfied. Further detailed requirements are set out in the corresponding site allocation policies for the following sites:

a. Apollo Business Centre (Surrey Canal Road SIL)
b. Trundleys Road (Surrey Canal Road SIL)
c. Evelyn Court (Surrey Canal Road SIL)

Table 8.1: Lewisham's Employment Land Hierarchy

TYPE	REF	LOCATION	FUNCTION
Strategic Industrial Location	SIL	Bromley Road Surrey Canal Road (including Bermondsey Dive Under - new)	London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of the regional economy. Protected for a wide range of commercial, industrial and related uses, in accordance with the London Plan.
Locally Significant Industrial Site	LSIS	Blackheath Hill Childers Street West Clyde Vale Endwell Road Evelyn Street Lower Creekside Malham Road - (with 118 Stansted Road) Manor Lane Molesworth Street Perry Vale Stanton Square Willow Way Worsley Bridge Road	Lewisham's main local concentrations of commercial and industrial uses, which perform a niche role to support the functioning of the sub-regional and local economy. They provide workspace for micro, small and medium sized businesses, including in the cultural, creative and digital industries. Protected for commercial and industrial uses, with priority given to Class B1 commercial and light industrial uses.
Mixed-use Employment Location	MEL	Arklow Road Childers Street East Convoys Wharf Grinstead Road Oxestalls Road Plough Way Sun and Kent Wharf Surrey Canal Triangle	Larger redundant and/or underused industrial sites where plan-led, mixed-use redevelopment is permitted to support strategic regeneration objectives in Lewisham. New, modern workspace delivered through redevelopment is protected.
Non-designated employment site	Not Applicable	Dispersed throughout Borough	Smaller commercial and industrial sites scattered across Lewisham, mainly serving local economic catchments, which collectively form an important component of the Borough's industrial land capacity.

Explanation

8.4 This policy establishes Lewisham's employment land hierarchy, which comprises the different types of employment land and sites in the Borough. The safeguarding of sites within this hierarchy is necessary to ensure a sufficient supply of land to meet the Borough's current and future needs for employment floorspace. The hierarchy is reflected by the land-use designations on the Policies Map. These update the former Core Strategy (2011) designations, taking into account the latest technical evidence, including Lewisham's Employment Land Study (2019).

8.5 Designated employment locations include regionally Strategic Industrial Locations (SIL), as set by in the London Plan, and several types of locally strategic sites. Designated local sites include Locally Significant Industrial Sites (LSIS), formerly referred to as Local Employment Land, and Mixed-use Employment Locations (MEL). The successful delivery of the spatial strategy for the Borough is dependent on new employment development being directed to these locations, along with town centres, with the type and nature of uses being commensurate with the site's place in the hierarchy. Further detailed policies for the different types of employment land are set out later in this section.

8.6 Lewisham has a small amount of employment land when compared to other London Boroughs, including in the sub-regional context. Notably, the council's Authority Monitoring Reports indicate significant losses of employment land and floorspace in recent years. Some of this can be attributed to plan-led consolidation and release of land to support strategic regeneration objectives, particularly through mixed-use redevelopment of MEL sites in the north of the Borough. However, beyond this plan-led process the Borough's other employment sites and premises are facing increased pressure for redevelopment from other higher value land uses, particularly housing. This pressure has been amplified by the introduction of planning legislation, for example, new permitted development rights enabling the conversion of offices and warehouses to residential uses through the Prior Approval process.

8.7 In the light of these cumulative losses of employment land and floorspace, the draft London Plan now provides that Lewisham must seek to retain its existing industrial capacity. In order to meet the Borough's future employment and related floorspace requirements it will be necessary to not only safeguard both designated and non-designated employment sites but to intensify employment uses on them. The Local Plan therefore seeks to facilitate a restructuring of the employment land stock, with policy interventions aimed at increasing employment densities and realising an uplift in employment floorspace and local jobs across the Borough

8.8 The draft London Plan provides the strategic framework for industrial land management across the region. It provides in-principle support for the co-location of employment and other compatible uses on Strategic Industrial Land and Locally Significant Industrial Sites where this is facilitated through the plan-led process. Informed by findings of the Lewisham Employment Land Study (2019), the Local Plan helps give effect to London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution).

To secure the long-term viability of employment floorspace and to help facilitate the renewal of SIL and LSIS land, we will support proposals for the co-location of employment and other compatible uses on selected sites at the Surrey Canal Road SIL, as identified in Policy EC2.C above and within LSIS, as set out in Policy EC5 (Locally Significant Industrial Sites). Site allocation policies have been prepared for these sites to ensure that co-location is coordinated and appropriately managed through the masterplan process.

8.9 Our expectation is that there will be no net loss of industrial capacity in the borough, and that net gains are delivered wherever possible. Where the site is vacant or cleared, the baseline figure should be established using the last active authorised use (excluding meanwhile uses). Consistent with the draft London Plan, industrial capacity is defined in Lewisham as existing commercial/industrial floorspace on site or the potential commercial/industrial floorspace that could be accommodated on site at a 65 per cent plot ratio (whichever is greater). Whilst the principle of no net loss of industrial capacity applies to overall areas of SIL and LSIS, and not necessarily to the individual sites within them, we will seek to ensure that individual proposals maximise the amount of employment floorspace. Furthermore, whilst the integration of mezzanines are broadly supported by the Local Plan as a way to make a more optimal use of land, mezzanine space will be excluded from calculations of industrial capacity for the purpose of this policy.

8.10 There may be limited exceptional circumstances where a plot ratio of lower than 65 per cent on development for employment uses may be acceptable in principle. For instance, some types of industrial uses require a significant amount of operational yard or servicing space to function effectively. The onus will be on the applicant to demonstrate that the policy requirements cannot be feasibly delivered, taking into account individual site circumstances and the nature of the proposed use. This should include evidence of alternative design options, such as site layouts and building typologies (including multi-storey or basement development), considered through the design-led process. These exceptional circumstances will not normally apply where the co-location of employment and other compatible uses is proposed in line with sites identified in Policies EC2.C and EC5.B, and their corresponding site allocations, or land swaps.

8.11 Lewisham's Employment Land Study (2019) has informed the strategic employment floorspace requirement that the Local Plan will address over the plan period. It suggests that there is additional need for some 21,800 square metres of office floorspace up to 2038. This type of floorspace is normally associated with the B1a/b Use Classes. However, the study emphasises that office development is not a homogenous product, pointing to the wide range of workspace typologies now available (such as serviced offices, incubators, accelerators and co-working space). Further, continuing shifts in modern commercial practices mean sectors that might traditionally have been thought of as office sectors can be found occupying 'hybrid' space in re-purposed industrial premises. In short,

there is increasing fluidity in the workspace market and some office uses do not fit neatly into the Use Class Order categories. Therefore, the council will take a broader view to planning for its future employment floorspace needs. We will promote the full complement of Class B1 uses, including B1c light industrial uses, to ensure that the Local Plan does not unnecessarily constrain employment development. Delivery of employment floorspace will be closely monitored over the plan period to ensure our policy objectives are being realised.

Cannon Wharf Business Centre

EC3 Location and design of new workspace

A Proposals for new employment development should be directed to sites in Lewisham's employment land hierarchy, as set out in Policy EC2 (Protecting employment sites and delivering new workspace). If suitable sites are not available within these areas, then proposals should be directed to appropriate town or edge-of-centre locations, and other highly accessible locations.

B New employment development will only be supported outside of designated employment areas and town centres where it is demonstrated that there are no suitable sites available for the proposed use. The appropriateness of a proposal will be assessed having regard to:

a. Its contribution to the delivery of the spatial strategy for the Borough;
b. Accessibility including by walking, cycling and public transport;
c. Compatibility of the proposed use with the adjoining and neighbouring land uses; and
d. Whether the employment floorspace provision is for temporary use.

C All new employment development must provide high quality, purpose built floorspace designed for commercial and industrial uses. Proposals will be expected to make a demonstrable improvement in the site's suitability for accommodating employment generating uses with particular consideration given to:

a. Type of floorspace provided and the expected job density arising from this typology;
b. Provision of an appropriate full internal fit out, including connection-ready high speed broadband;
c. Provision of flexible space that can be adapted to the needs of different end users, including for micro, small and medium-sized businesses;
d. Site layout and design, with appropriate access and adequate space for the operational and servicing requirements of businesses;
e. Environmental improvements, including high quality public realm; and
f. Integrated place making, with particular consideration given to the development's interface and compatibility with adjoining and neighbouring uses, and protection of local amenity.

D Development proposals for self-contained live-work units will be strongly resisted.

Explanation

8.12 This policy helps give effect to the spatial strategy for the Borough, which seeks that employment development is directed to the designated employment areas and town centres across Lewisham, including the Lewisham North Creative Enterprise Zone. By focussing activities in these locations we aim to ensure that residents have good access to a wide range of job opportunities and that businesses benefit from their proximity to complementary clusters of uses. Also, by concentrating employment development in these locations it will be easier to manage and protect the amenity of neighbourhoods, particularly from impacts associated with commercial and industrial uses.

8.13 Applicants are encouraged to engage with the council early in the site selection process for assistance with potential site development opportunities. Where new employment development is proposed outside of designated employment areas and town centres, proposals will be expected to demonstrate that no suitable sites are available in these locations to accommodate the intended use. Some flexibility may be afforded to temporary or meanwhile uses, depending on the nature of land use and individual site circumstances. Proposals will be resisted where they are at odds with the spatial strategy for the Borough.

8.14 We are committed to delivering a significant increase in local jobs and providing residents with good access to employment and training opportunities. Development proposals will therefore be assessed against their contribution to raising employment densities and, where appropriate, making provision for more jobs and related opportunities (such as apprenticeships) than are currently available on site. Through the design-led process applicants should consider how to optimise and make more efficient use of land and floorspace. This may include consideration of layout to provide higher plot ratios and building solutions to enable integration of smaller business units, co-working and incubator space, vertical stacking / multi-storey development, mezzanines and basement levels.

8.15 All employment development should consist of well-designed, high quality and purpose built accommodation that positively responds to the local context. Flexibly specified buildings should be provided wherever possible. These are considered essential to ensuring the long-term sustainability and viability of employment land and premises. This is because they allow for the reconfiguration of internal space to suit new occupiers with different space requirements, and support business retention by enabling existing occupiers to expand in situ. Flexible specifications could also include, for example, full height delivery doors, capacity to site additional delivery doors to enable subdivision of buildings, and reallocation of space.

8.16 New development will also be expected to make appropriate provision for full internal fit out of buildings and workspace. This should normally include plumbing/heating, installation of sanitary and kitchen facilities, finishes for floors, walls and ceilings, and where appropriate, shopfronts and glazing. All internal fit outs must provide for modern communications facilities, including power points and connection-ready high speed broadband, having regard to Policy TR7 (Digital and communications infrastructure and connectivity). Proposals should provide sufficient details of interior fit outs at the application stage.

8.17 Proposals limited to 'core' and 'shell' only specifications are not considered appropriate and will be strongly resisted. This requirement is necessary to ensure the attractiveness and marketability of units, particularly in promoting early take up of workspace and preventing against long-term vacancies. It is also vital to supporting small and independent businesses which are unlikely to be in a position to absorb the initial overhead costs for fit out. Careful consideration should be given to the needs of the expected or potential end users at the early stage in the design process, particularly where agreements are in place. The appropriate level of fit out will be considered having regard to individual site circumstances.

8.18 Site layout is especially important for commercial and industrial operators. The effective functioning of employment sites is dependent not only on fit for purpose buildings but also their associated operational land. Proposals must therefore include consideration of vehicle access for loading and delivery, yard space, external storage, parking, site servicing and customer interface. A well-conceived layout is also essential to ensuring the protection and enhancement of local amenity, both for business operators within the employment area as well as the neighbourhoods in the immediate and surrounding locality. Developments must contribute to integrated place making in line with other policies in the Local Plan. This includes provision of a high quality public realm to enhance the attractiveness of the employment area and positively contribute to local character. Planning statements should clearly address how the site and public realm will function and interface with adjoining uses, particularly on proposals involving mixed-use development or the co-location of uses.

8.19 Proposals for live-work units (i.e. residential and employment uses in the same self-contained unit for semi-permanent or permanent occupation) will be strongly resisted. Whilst recognising there is existing provision in the Borough, for example in Havelock Walk in Forest Hill, monitoring indicates the loss of employment provision through consenting live-work accommodation, with development reverting to fully residential use over time. This policy helps to guard against such loss, recognising the need to protect employment floorspace. In the case of mixed-use development including a commercial component the employment floorspace must be demonstrably separate from other uses, including any residential elements, and dedicated solely to business uses.

Faircharm Trading Estate, Deptford

EC4 **Providing suitable business space and affordable workspace**

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

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

C Where there is existing provision of low-cost or affordable workspace on-site, proposals should seek to retain or re-provide this in any future redevelopment, also taking into account the specific circumstances set out in (C) below and Policy LNA3 (Lewisham North Creative Enterprise Zone).

D Within the following locations, where there is existing provision of affordable workspace on-site, proposals will be required to retain or re-provide this workspace in any future redevelopment unless it can be demonstrated that the affordable workspace has been provided on a temporary basis pending the redevelopment of the site:

a. Designated employment areas (i.e. SIL, LSIS and MEL);
b. Major and District town centres;
c. The Creative Enterprise Zone; and
d. Railway arches.

E New major commercial development, including major mixed-use development incorporating commercial floorspace, will be required to provide at least 10% of new employment floorspace as affordable workspace. This should be provided on site wherever feasible. Further details will be set out in the council's Planning Obligations Supplementary Planning Document.

F Where new affordable workspace is provided this must be secured for a specified period agreed with the council, with suitable arrangements in place to ensure the workspace is appropriately managed over this time. Affordable workspace will be secured by way of legal agreements or planning obligations.

Explanation

8.20 Lewisham's Employment Land Study (2019) and Local Economic Assessment (2019) identify the lack of low-cost and affordable workspace as a key barrier to entry in the local economy. The cost of workspace can also act as a disincentive for businesses looking to start-up or locate within the Borough, or prohibit existing businesses from expanding locally. We will therefore seek that development protects existing low-cost and affordable workspace wherever possible. Proposals including such new provision will be treated favourably.

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

8.22 Affordable workspace is workspace that is provided at rents maintained below the market rate. This type of workspace is important to support business start-ups, particularly in the cultural and creative sectors. For successful delivery of the Local Plan there is an imperative to grow Lewisham's economic base, and provision affordable workspace will be integral to achieving this. Therefore, all major commercial development, including mixed-use developments with a commercial component, must ensure that 10% of new employment floorspace is delivered as affordable floorspace.

8.23 We will seek that affordable workspace is delivered on-site as a priority. However flexibility may be applied for equivalent off-site contributions, in exceptional circumstances, where this is suitably justified. The workspace should be provided for a period agreed with the council, and this may be secured by use of conditions or planning obligations. Applications will be expected to submit evidence of an agreement to lease the affordable element at less-than-market level rent, ideally working with a recognised affordable workspace provider. Where this requirement cannot be satisfied, proposals must submit evidence of a viability assessment demonstrating why a lower level or no such provision of affordable floorspace is deliverable. The viability assessment must be independently appraised and verified by a Royal Institution of Chartered Surveyors (RICS) professional.

EC5 Locally Significant Industrial Sites (LSIS) – formerly LEL

A Locally Significant Industrial Sites will be protected for a range of Class B Uses (B1, B2 and B8) along with appropriate Sui Generis uses, with priority being given to Class B1 uses. Development proposals should ensure that there is no net loss of industrial capacity within these locations, and seek to deliver net gains wherever possible.

B Within LSIS locations, proposals for self-storage and larger format storage and warehousing facilities will only be supported in exceptional circumstances where:

a. There is a demonstrable local need for this type of use;
b. The use cannot be reasonably located in a Strategic Industrial Location; and
c. The development will include provision of an element of floorspace for micro, small or medium-sized businesses.

C The co-location of employment and other compatible uses will only be supported at selected LSIS locations. This is in order to secure the long-term viability of LSIS sites and to help facilitate their renewal and regeneration. Proposals should not compromise the functional integrity of the LSIS as an employment location. Further development requirements are set out in site allocation policies for the following sites:

a. Blackheath Hill
b. Childers Street North
c. Clyde Vale
d. Lower Creekside
e. Manor Lane (Part)
f. Molesworth Street
g. Perry Vale
h. Stanton Square
i. Willow Way
j. Worsley Bridge Road

D Proposals for the co-location of uses on LSIS sites listed in (C) above which result in the net loss of industrial capacity will be strongly resisted and only permitted in exceptional circumstances, where the proposal:

a. Suitably demonstrates that the loss is necessary for reasons of feasibility, and the amount of industrial capacity has been minimised as much as reasonably practical, including through evidence of a development options appraisal considered through the design-led process;
b. Will not compromise the functional integrity of the LSIS or preclude the delivery of the spatial strategy for the borough;
c. Delivers wider public benefit(s) to overcome the loss of industrial capacity; and
d. Makes provision of at least 50 per cent affordable housing on the residential element of the development.

E For LSIS locations listed in (B) above, where an approved site-wide masterplan is not in place, proposals for non-employment uses will be assessed against the criteria in (F) and (G) below, which also apply to all proposals for all other LSIS locations (i.e. not listed in (B) above).

F Within LSIS proposals for non-employment uses (i.e. those outside of the B Use Class) will only be supported where they:

a. Are not residential uses;
b. Are complementary and ancillary to the principal function of the LSIS in accommodating commercial and industrial uses;
c. Are necessary to support the long-term viability of the LSIS as an employment location, including through provision of services and facilities that meet the needs of modern business;
d. Will not adversely impact on the functional integrity of the LSIS or prejudice the continued operation of commercial and industrial uses on the site or within the employment area;
e. Do not result in an overconcentration of similar uses in the LSIS and its immediate surrounds; and
f. Will not compromise the delivery of strategic requirements for employment floorspace, having regard to the proposal's individual and cumulative impact.

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

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

Explanation

8.24 Locally Significant Industrial Sites (LSIS) were formerly designated in the Core Strategy as Local Employment Locations (LELs). Their terminology has been updated for consistency with that used in the London Plan for sites of this function. LSIS play an important role in the local economy as a key source of the Borough's industrial land capacity and jobs. Lewisham's Employment Land Study (2019) confirms the need to protect LSIS over the long-term and sites have therefore been safeguarded in line with Policy EC2 (Protecting employment sites and delivering new workspace). New development within LSIS should be predominantly for industrial and commercial uses in the B Use Class, with priority given to Class B1 uses, as discussed below.

8.25 In order to make the best use of land there will need to be a managed process of employment site intensification. The Lewisham Employment Land Study (2019) provides that the Borough's future requirements are primarily for Class B1 uses. We will therefore seek to resist proposals in LSIS that are solely for self-storage or larger format warehousing and storage facilities (normally included in the B8 Use Class). The built formats of warehousing units or self-storage facilities often do not provide for flexible re-use and are characterised by low employment densities, with limited opportunities for jobs compared to other development typologies. We need to ensure that these larger scale storage uses do not predominate on what is, in Lewisham, a very limited supply of employment land. However, it is acknowledged that storage facilities can help to support the wider regional economy, particularly the logistics sector. They also provide valuable space for smaller businesses and businesses requiring additional off-site provision. We will therefore consider proposals where applicants can show there is a local demand for the warehousing or storage use. Proposals must also demonstrate that there are no suitable or available sites in SIL where this type of development can be more appropriately located. This should include a detailed site survey investigating availability of sites both within and in proximity to Lewisham, including its neighbouring Boroughs and in those in the London southeast sub-region. All proposals for large format storage and warehousing should deliver an element of flexible workspace to meet needs of micro, small and medium sized business.

8.26 To secure the long-term viability of employment floorspace and to help facilitate the renewal of LSIS land, we will support proposals for the co-location of employment and other complementary uses on selected sites, as identified in Policy EC5.B above. Site allocation policies have been prepared for these sites to ensure that co-location is coordinated and appropriately managed through the masterplan process. Our expectation is that there will be no net loss of employment floorspace capacity through the co-location process. Where the site is vacant or cleared, the baseline figure should be established using the last active authorised use (excluding meanwhile uses). Consistent with the draft London Plan, floorspace capacity is defined as existing commercial floorspace on site or the potential commercial floorspace that could be accommodated on site at a 65 per cent plot ratio (whichever is greater). In applying the policy principles consideration will be given to the characteristics and operational requirements of different industrial uses, and in particular, yard and servicing space that is often essential for some commercial and industrial uses. Through

the design-led process, proposals should consider how to maximise provision of floorspace capacity through the layout and configuration of buildings and spaces, in line with Policy EC3 (Location and design of new workspace).

8.27 Where the co-location of uses on LSIS identified in Policy EC5.C is proposed, development proposals should be designed to ensure there is no net loss of industrial capacity, and to seek net gains wherever possible. The net loss of industrial capacity will only be considered in very exceptional circumstances. Applicants must provide evidence to suitably demonstrate that the loss is necessary owing to reasons of feasibility and the loss has been minimised as much as reasonably practical. This must include evidence of different site layout, design and development typologies considered through the design-led process, taking into account individual site circumstances such as location and site configuration. Furthermore, to offset the loss of industrial capacity applicants will be required to demonstrating that a wider public benefit would be achieved through the scheme. Finally, proposals will be required to provide a minimum of 50 per cent of genuinely affordable housing on the residential element, in line with the draft London Plan policy H5 (Delivering affordable housing).

8.28 In the interim period where a site-wide masterplan has not been approved or agreed by the council, proposals for non-employment uses within LSIS will be resisted unless they meet the criteria of Policy EC5.E. This is to ensure that the employment generating function of LSIS land remains intact and is not eroded by the piecemeal introduction of non-employment uses.

8.29 Whilst LSIS is protected for Class B Uses it is recognised that other ancillary uses can help to support the attractiveness and viability of an employment site. Such uses may include small-scale workplace crèches, cafes, business services, community facilities and public amenity spaces. We will consider proposals for such non-employment uses on their individual merits, having regard to site circumstances. The intention is to ensure that LSIS remain attractive and viable places for business and that other uses do not compromise their predominantly commercial and industrial function.

8.30 All development on LSIS land must be sensitively integrated into the site and its surrounds and not prejudice the continued operation of industrial and commercial uses. To safeguard local economic interests, we will resist proposals that result in an overconcentration of similar or other non-commercial uses. Proposals will therefore be considered having regard to the cumulative impact of any non-employment uses. Many LSIS are located in proximity to town and local centres or transport hubs. Applications should therefore give consideration to the necessity of providing a non-commercial use within the LSIS where there may be similar accessible provision nearby.

EC6 Mixed-use Employment Locations (MEL)

A The comprehensive redevelopment of Mixed-use Employment Locations will be supported in order to facilitate their renewal and regeneration and to secure provision of new modern workspace. All development within MELs must be delivered in accordance with relevant site allocation policies and a site-wide masterplan. Development proposals will be expected to provide demonstrable improvements in the overall physical and environmental quality of the MEL, and ensure that new development is well integrated with adjoining and neighbouring land uses.

B All new development will be expected to protect and enhance the employment generating function of MEL land. Development proposals will be required to maximise the amount of Class B1 employment floorspace through site redevelopment, along with providing a demonstrable and significant uplift in the number and quality of jobs. Proposals will be expected to make provision for new modern workspace and associated operational land (including yard space) and to ensure that this element is appropriately integrated within the MEL and its surrounding area.

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

a. Retain, and wherever possible seek to increase, the proportion of industrial capacity (including Class B floorspace) across the MEL, as originally approved in the masterplan; and
b. Ensure there is no net loss of existing industrial capacity.

Explanation

8.31 Mixed-use Employment Locations were first designated in Lewisham's Core Strategy (2011). These locations consisted of older, poorer quality and redundant industrial land, buildings and uses that were often incompatible with their neighbouring residential areas. To help facilitate regeneration in the north of the Borough, the council made provision for the plan-led consolidation and redevelopment of MEL land. The key aim was to tackle deprivation and inequality by improving the quality of the urban environment, delivering new housing and securing investment in strategic transport and community infrastructure. To secure mixed and balanced communities, and to safeguard employment capacity locally, local plan policies required new development on MELs to deliver 20 per cent of new built floorspace as employment floorspace.

8.32 Since the Core Strategy came into effect a number of MELs have come forward for redevelopment (with works having started and/or completed on some sites, and planning consent granted on others). Developments have made provision for new modern and improved employment floorspace, including affordable workspace. However, monitoring information indicates that the 20 per cent requirement has not always been achieved on committed sites. This is mainly owing to the introduction of taller and tall buildings with significant amounts of residential floorspace on some sites, presenting feasibility challenges for meeting the proportionate employment floorspace thresholds. However, the delivery of new modern workspace in mixed-use schemes has been demonstrated to be viable, with new completed schemes contributing to transformational investment in the local area. We therefore remain committed to the plan-led consolidation of MELs to support growth and regeneration objectives.

8.33 The Lewisham Employment Land Study (2019) provides that MEL locations should continue to be protected for employment generating uses. Therefore, they have been safeguarded in line with Policy EC2 (Protecting employment sites and delivering new workspace), whilst recognising their ongoing role in supporting strategic regeneration objectives. This policy should be read in conjunction with relevant site allocation policies, which set out further detailed site development principles, requirements and guidelines. These reflect the key role of MELs in contributing to the delivery of the spatial strategy. In particular, to support the creation and enhancement of well-connected, mixed and liveable neighbourhoods in the Deptford and New Cross areas.

8.34 MELs are important to the achievement of the Local Plan objectives and have significant potential to deliver new modern workspace in the Borough. We will therefore seek to ensure that development maximises the amount of new employment floorspace provided by the redevelopment of sites. Through the masterplan process, applicants will be expected to provide evidence of efforts made to maximise provision of employment floorspace and associated operational land. This may include evidence of the site layout and design options explored through the design-led process, along with consideration given to a different workspace typologies (e.g. light industrial, co-working, incubator or accelerator space), and nature of employment uses.

8.35 Comprehensive redevelopment of MEL land must provide for a demonstrable uplift in the number of jobs, both within the site and across the MEL. Employment uplift will normally be considered against the applicant's evidence of the number of jobs provided by the most recent authorised use on the site. Where land is vacant or a site has been cleared, the baseline jobs figure should be established using the last active use. What comprises a 'significant uplift' in the number of jobs, in line with Policy EC6.B, will be considered on a case by case basis, taking into account individual site circumstances. At a minimum, applicants should demonstrate that the new development will deliver a higher employment density and an increase in the number of jobs. Notably, jobs secured during the planning, design and construction phases will not count towards the uplift, which must be calculated for the operational phase of development, and limited to on-site employment provision secured only. The quality of employment provision will also be taken into account when considering proposals.

8.36 In line with Policy EC3 (Location and design of new workspace) it is expected that all new development will make provision for high quality and flexibly designed workspace, including an appropriate fit out. Consideration will need to be given to the layout of development in accommodating different uses, including the functional relationship and interface between them, at the early stage in the planning and design process. This will help to ensure the workspace provision is appropriately integrated and can be maintained over the long term.

8.37 The comprehensive mixed-use redevelopment of some MEL sites has now been realised, for example, at Plough Way (Core Strategy Strategic Site Allocation 5). It is important that the new employment provision secured here, and at other such recently delivered MEL sites, is retained over the long term. We will strongly resist any future proposals for redevelopment of any part of an MEL site, including changes of use, which would result in a net loss of the employment floorspace originally consented through the masterplan process. Where redevelopment is acceptable in principle, proposals should seek opportunities to provide net gains in workspace and jobs.

Canvas and Cream Studios, Havelock Walk, Forest Hill

EC7 Non-designated employment sites

A Non-designated employment sites make an important contribution to Lewisham's local economy by providing workspace for businesses and job opportunities. New development should not result in the net loss of viable industrial capacity on such sites.

B To ensure the continued viability of non-designated employment sites, proposals for employment-led, mixed-used development will be supported where a site is within a highly accessible location, or the site forms part of a cluster of commercial, industrial and/or other employment generating uses, and the development:

a. Maximises the amount of industrial capacity provided, including employment floorspace;
b. Provides demonstrable improvements in the site's suitably for continued employment use, having particular regard to Policy EC3.C (Location and design of new workspace);
c. Does not compromise the employment generating function of the site and any adjoining or nearby sites, particularly where they form part of a complementary cluster of uses;
d. Ensures appropriate protection of amenity both for the users of the development and neighbouring properties; and
e. Secures the provision of affordable housing for any residential element introduced, in line with Policy H3 (Genuinely affordable housing).

C On all other non-designated employment sites (i.e. those which fall outside the location requirements in (B) above) development should not result in the loss of viable industrial capacity, unless it can be demonstrated that the building or site is not suitable for continued business use having regard to:

a. Feasible alternative commercial, industrial and/or employment generating uses;
b. The condition of the existing building(s) and reasonable options for the refurbishment and/or reconfiguration of floorspace to enable continued occupation by employment generating uses;
c. Site constraints including layout, access and compatibility with neighbouring uses;
d. Long-term vacancy; and
e. Evidence of recent and continuous marketing, covering a minimum period of 24 months and at an appropriate rental or sale value.

D On sites where the introduction of a residential element is acceptable in line with (C) above, proposals will be required to secure the provision of affordable housing, in line with Policy H3 (Genuinely affordable housing).

E Where proposals involve the loss of employment land and floorspace a financial contribution towards training or other employment related initiatives will be sought, in line with Policies EC9 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).

Explanation

8.38 There are a number of smaller sites outside of the Borough's designated employment areas that support a range of commercial, industrial and other employment generating uses. Both individually and cumulatively, these sites play an important role in the local economy through their offer of complementary business services and activities, as well as providing a source of local job opportunities. However non-designated employment sites are under increasing pressure from higher value land uses, such as housing. There is a risk that the functional integrity of these sites will be compromised or lost without an appropriate level of protection. We will therefore seek to safeguard these sites for employment use and strongly resist proposals involving the loss of industrial capacity. However, it is recognised that flexibility is needed to respond to market signals, ensuring that a site is not unnecessarily protected when there is no reasonable prospect of it remaining in employment use.

8.39 To maintain the viability of non-designated employment sites, we will support proposals for employment-led, mixed-used redevelopment where a site within a highly accessible location or the site forms part of a cluster of employment generating uses. This includes sites within town centre or edge of centre locations, or where several employment, retail or related community or cultural uses in proximity to one another form a cluster of complementary activities. All applications for such enabling development must be accompanied by an assessment that demonstrates the mixed-use scheme is necessary for reasons of economic viability (i.e. a non-employment use is required to make employment development viable). Where there is a net loss of employment floorspace, we will seek that any residential element makes provision for affordable housing, in line with Policy HO3 (Genuinely affordable housing). The viability assessment must be independently appraised and verified by a Royal Institution of Chartered Surveyors (RICS) professional.

8.40 In considering proposals, we will seek that the maximum reasonable amount of floorspace is delivered taking account of the minimum amount of non-commercial floorspace needed to make development viable. Proposals should clearly set out the net change in industrial capacity resulting from the development, including operational land and yard space, along with an indication of the number of jobs to be accommodated by the new employment element. Proposals should seek to increase employment densities to realise net gains in jobs even where the amount of floorspace is diminished.

8.41 Where enabling mixed-use development is proposed, is important that uses do not impact on the functional integrity of the site or inhibit its ability to continue supporting commercial uses. Furthermore, development will be expected to make appropriate provision for flexible or adaptable workspace including an internal fit out of buildings, in line with the requirements of Policy EC3 (Location and design of new workspace).

8.42 Elsewhere in the Borough, we will seek to safeguard viable non-designated employment sites for employment generating uses. Changes of use will only be permitted where it is satisfactorily demonstrated that a building or site is not viable for employment development, as justified through an active and continuous marketing campaign. In line with London Plan Supplementary Planning Guidance, the minimum time period for marketing should be for at least two years. However we may apply this requirement more flexibly based on individual site circumstances. All development and uses will need to be sensitively integrated into the locality and positively contribute to amenity.

8.43 Where proposals involve the loss of employment floorspace a financial contribution towards training or other employment related initiatives will be sought, in line with Policies EC9 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).

EC8 **Railway arches**

A Development proposals involving railway arches will be supported where:

a. The principal use is for an appropriate commercial or industrial use, or otherwise for an operational use associated with the railway;
b. They do not obstruct or have an adverse impact on the public highway and railway network;
c. They have fully investigated and maximised opportunities to improve accessibility in the local area, including connections through the arches, where appropriate;
d. The design of development is appropriate to its setting, including positive frontages in town centre locations; and
e. Existing lower-cost or affordable workspace is retained or re-provided, in line with Policy EC4 (Providing suitable business space and affordable workspace).

B Proposals involving the comprehensive redevelopment of sites that include, or are adjacent to, railway arches will be expected to address the use of the arches through the masterplan process.

Explanation

8.44 There are a number of railways intersecting the Borough, some of which are supported by arches at points including within designated employment areas and town centres. There are opportunities to maximise the use of the space within these arches and the ancillary land adjacent to them. Many arches are already being used for a variety of commercial and industrial uses, with some providing low-cost and affordable workspace. This provision is important to smaller and independent businesses, including in the creative and cultural industries. We will support the continued use of arches in this way and work with stakeholders to maximise opportunities for new or enhanced workspace that is appropriate to its location.

8.45 All development proposals should help to improve the quality of the urban environment, make a positive contribution to local character and protect the amenity of neighbouring properties. Where railways sever or impede local area connections, proposals will be expected to fully investigate opportunities to open up arches and introduce routes to improve accessibility. In the case of major applications, including the comprehensive redevelopment of sites, railway arches should be considered through the site masterplan process. This will help to ensure land and space is put to its optimal use and supports delivery of the spatial strategy.

EC9 Workplace training and job opportunities

A To support objectives for delivering an inclusive local economy, new development is encouraged to actively source local business, recruit local workers and make available job and training opportunities to Lewisham residents.

B All proposals for major development will be required to provide job and training opportunities to Lewisham residents, including apprenticeships. This will be secured by way of conditions or planning contributions.

C Development proposals involving a net loss of employment floorspace in designated employment locations and non-designated employment sites will be resisted, unless such loss is part of a plan-led process of employment land consolidation. Where new development results in a net loss of employment floorspace, contributions will be sought towards local employment and training initiatives, to be secured through conditions or planning contributions.

Explanation

8.46 It is important that local residents are able to share in London's economic growth and prosperity. To achieve a more inclusive local economy, Lewisham residents must be well equipped to access jobs, advance career prospects and fulfil their aspirations. Everyone, regardless of their background or experience, should be able to develop their skills through lifelong learning and have good access to these opportunities.

8.47 High unemployment levels, low incomes and deprivation persist in parts of the Borough because of certain barriers to employment that people experience, most notably the lack of skills that are required in the jobs market. There are particular local issues with respect to adult literacy and numeracy, for example. We will address these underlying causes of deprivation in a proactive way, including through the planning process.

8.48 Applicants, developers and business owners are encouraged to recruit local labour, source local business and provide residents with opportunities for workplace training, such as apprenticeships. Consideration should be given to sourcing at all stages in the development process, and particularly in the construction and operational phases. This will not only benefit residents but the use of local labour and business can also limit the environmental impact of new development, for example, by helping to reduce the need for long distance commuting and the transport of materials. Major developments provide greater scope for local jobs and training opportunities, and all such proposals will be expected to demonstrate how they will contribute to meeting the policy objectives.

8.49 We will seek to prevent against the loss of all employment floorspace given the Borough's forecast future requirements. In exceptional circumstances where such loss can be appropriately justified, development will be expected to make compensatory provision through planning contributions. Some flexibility may be applied in the case of Mixed-use Employment Locations, where the consolidation of employment land is managed through the plan process.

8.50 Further details on the nature and level of contributions sought are set out in the council's Planning Obligations SPD (2015), or any equivalent document which may supersede it in the future.

EC10 Town centres at the heart of our communities

A Town centres are at the heart of Lewisham's communities and focal points for retail, commercial, cultural, leisure, and civic activities. Town centres will be positively managed in order to ensure they are attractive and lively places that are resilient to future challenges, particularly those presented by new technology and changes in consumer behaviour.

B The long-term vitality and viability of Lewisham's town centres will be secured by:

a. Focussing future growth and investment within and around them, particularly to strengthen connections to surrounding neighbourhoods;
b. Maintaining and enhancing their distinctive features and characteristics where these make a positive contribution to the locality, including their built form, historic and cultural character;
c. Ensuring they are safe and healthy places that are accessible to all, with high quality public realm that encourages street level activity along with opportunities for social interaction and relaxation;
d. Delivering an appropriate mix and balance of uses in order to attract businesses and visitors, including provision of a wide range of workspaces and premises to accommodate a variety of shops, services and facilities; and
e. Promoting town centres as vibrant places of daytime, evening and night-time activities.

Explanation

8.51 Town centres are at the heart of Lewisham's communities. They all have distinctive features that reflect and help to reinforce the Borough's character and diversity. Town centres are also important hubs of daytime and evening activity, and offer a variety of accessible retail, commercial, cultural, leisure and civic facilities. The Local Plan seeks to ensure that town centres continue to have an important role in supporting our local communities, including by directing future growth and investment to and within them.

8.52 On whole, Lewisham has a well-functioning network of town centres with retail and related service provision that meets the daily needs of local residents, workers, students and other visitors. However some centres are performing better than others, for example, as evidenced by vacancy rates. It is important to prevent against the decline of our high streets and centres by encouraging the take up of units and appropriately managing uses, along with implementing measures to improve their vitality and viability in the short-term.

8.53 Equally, there is a need to ensure that town centres remain resilient and adaptable to change over the long-term. This is particularly in response to changes in consumer behaviour and modern business activities, including multi-channel (online) shopping, which are creating new challenges. Whilst online shopping is affecting the retail sector, traditionally a stronghold of town centres, this has opened opportunities for the re-use of buildings. Complementary cultural, leisure and community uses are increasingly taking up space in town centres, helping to attract visitors. Furthermore, town centres are now becoming a focal point for higher-density mixed-use development, including housing. Whilst protecting the retail function of the Borough's town centres is crucial, we will seek to ensure that centres are able to evolve and adapt over time, so that they continue to support the communities in which they are situated.

8.54 Lewisham's town centres have distinctive characteristics that are reflected in their built form, historic fabric and cultural character. Lewisham's Characterisation Study (2019) is helpful in articulating this. Where new development is proposed it is important that this contributes positively to the character of the townscape. Furthermore, development will be expected to deliver high quality urban environments that are safe and accessible to all, and which promote the health and well-being of the population. Centres experience a large number of visitors, including workers, and host a range of civic, cultural and leisure activities. A well-designed and appropriately managed public realm is therefore essential. It is also imperative that town centres remain lively and active places that are able to support a variety of uses, and where people have opportunities for leisure and relaxation throughout the daytime and evening.

EC11 **Town centre network and hierarchy**

A All new development must support and reinforce Lewisham's town centre network and hierarchy. Proposals will be required to demonstrate how they will enhance town centre vitality and viability, commensurate with the role and function of the centre, in accordance **Table 8.2** below.

B Development proposals for main town centre uses should be directed to centres within Lewisham's town centre hierarchy. They should also support the appropriate distribution of these uses in order to meet the Borough's future need for 5,300 net additional square metres of retail floorspace over the ten year period 2020-2030. The majority of new retail floorspace will be accommodated in Lewisham and Catford town centres.

C Development of Lewisham town centre and its surrounds will be proactively managed in order to secure its future reclassification as a Metropolitan centre. This includes supporting investment and facilitating delivery of strategic infrastructure necessary to ensure the centre can effectively serve a local and wider sub-regional catchment.

D The council will seek to resist proposals for new out-of-centre retail uses, including retail parks. It will investigate the role and function of existing out-of-centre retail sites in order to identify future opportunities to optimise site potential in supporting the spatial strategy and delivering sustainable communities in the Borough.

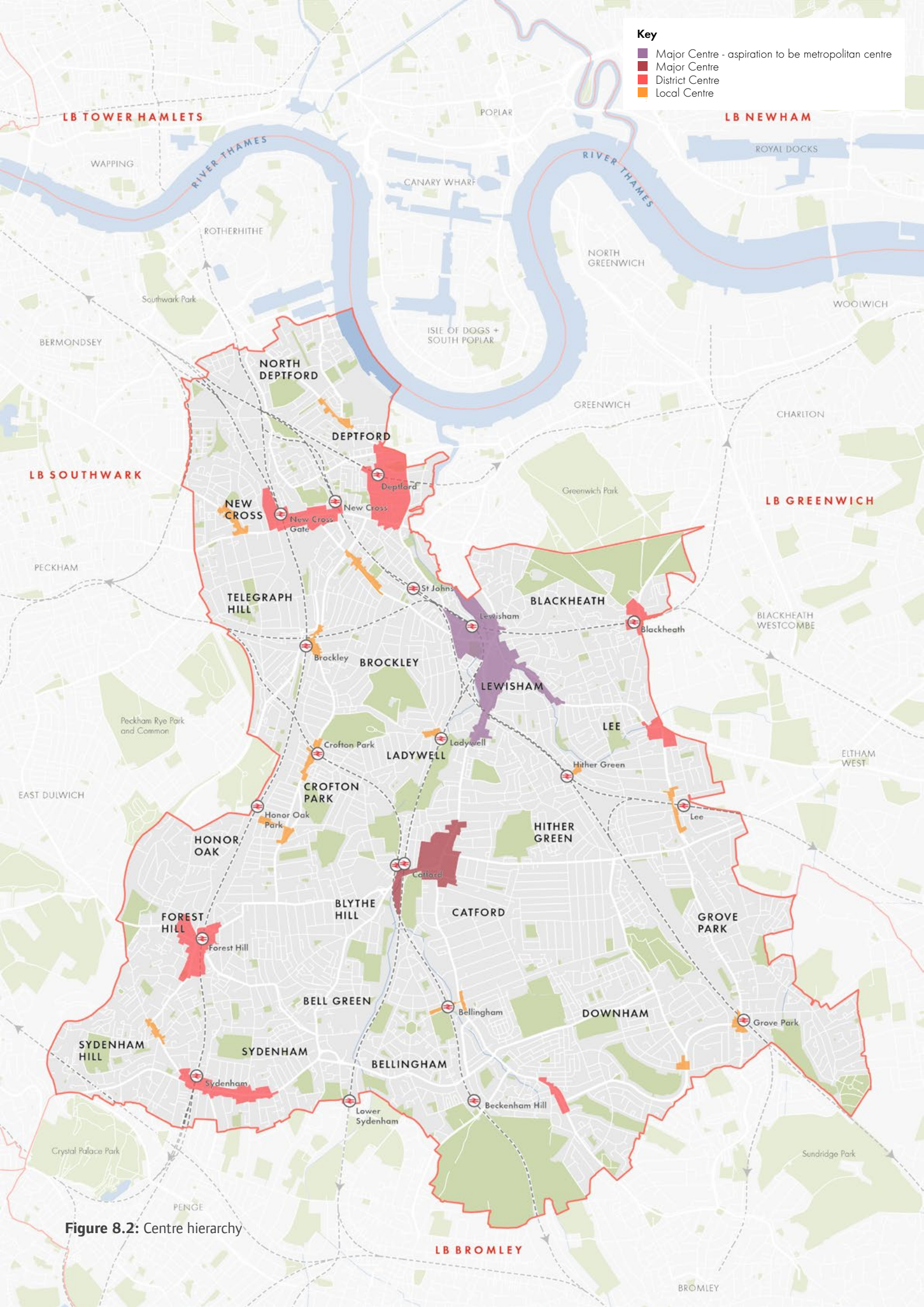

Figure 8.2: Centre hierarchy

Table 8.2: Lewisham's Town Centre Network and Hierarchy

CLASSIFICATION	LOCATION	ROLE/FUNCTION
Major town centre	• Lewisham • Catford	These are Lewisham largest and most well-connected centres with a high PTAL score meaning their catchment goes beyond Lewisham into neighbouring boroughs. They provide the highest proportion of comparison retail compared to convenience retail alongside hosting a range of uses such as offices, civic functions, culture, leisure, entertainment and services.
District town centre	• Blackheath • Deptford • Downham • Forest Hill • Lee Green • New Cross Gate - Consolidated • Sydenham	Smaller than major centres and spread more evenly across Lewisham, these centres are well connected, serving several local communities. Typically they provide convenience retail with some comparison retail at a smaller scale alongside culture and leisure (e.g. café, restaurants and swimming baths), services (e.g. banks) and local office functions. Some centres, however, have developed specialist shopping functions such as independent boutique shopping for instance. At the same time, others are known for their role within the creative sector or having a lively night-time economy.
Local centre (formerly neighbourhood local centre)	• Bellingham - New • Brockley Cross • Burnt Ash - New • Crofton Park • Downham Way • Hither Green - New • Honour Oak / Brockley Rise - New • Grove Park • Ladywell - New • Lewisham Way • New Cross Road – New (changed from District) • Upper Sydenham - New	Found within various areas of Lewisham with decent transport links, these smaller centres serve the surrounding neighbourhood and complement the larger major and district centres. They consist of a small cluster of shops typically offering convenience retail (e.g. small supermarket up to around 500sqm) and services (e.g. Pharmacy and Hairdressers) together with a community anchor (e.g. Public House, Church or Cinema) attracting visitors.
Shopping parade	There are over 80 parades dispersed across the Borough	Scattered throughout Lewisham, they have been included for their role in complementing other centres higher up the hierarchy. Consisting mainly of smaller scale convenience retail (e.g. corner shops) they play a role in providing day-to-day access to some necessities within a short walking distance of residents nearby.

Explanation

8.55 This policy establishes the Borough's town centre hierarchy and describes the main role and function of the centres within it. The London Plan classifies Major and District town centres whereas Local Centres are designated by local planning policy. Shopping parades and other neighbourhood service nodes, including corner shops, are included in the hierarchy given their complementary function but are not formally designated. The boundaries of the town centres within this hierarchy are shown on the Policies Map, along with the corresponding Primary Shopping Areas for Major and District Centres.

8.56 All new development is expected to facilitate delivery of the Borough's spatial strategy by supporting and reinforcing Lewisham's town centre network and hierarchy. Proposals will need to reflect the main development principles for each of the centres in the hierarchy. This means having regard to the unique role of each centre in supporting communities within their catchment, both within and outside of the Borough.

8.57 Major centres typically contain over 50,000 square metres of retail and related town centre floorspace, offering a range of comparison and convenience goods along with complementary leisure and cultural functions. They have Borough-wide catchments and may draw trade from several Boroughs depending on their location. The Major centres of Lewisham and Catford are the highest order centres in Lewisham and will continue to perform a key strategic role as focal points for community activity.

8.58 Lewisham town centre is a key focal point of the Borough and is its principal shopping and leisure destination as well as a major transport hub. Whilst Lewisham is currently defined as a Major centre it is undergoing significant transformation and offers the potential to be reclassified as a Metropolitan centre in the future, as indicated by the draft London Plan. The town centre already benefits from excellent public transport links, and the proposed Bakerloo Line Extension (BLE) route with a key interchange at the centre would further entrench the sub-regional importance of the centre. This new Local Plan will supersede the Lewisham Town Centre Local Plan (2014) in setting the strategic framework to deliver the vision for a Metropolitan centre.

8.59 Catford town centre is distinguished by its unique civic and cultural functions that the Local Plan seeks to reinforce and build upon through targeted regeneration and renewal, aided by investment in strategic transport infrastructure.

8.60 With the levels of growth planned in the Borough up to 2040, it is important that neighbourhoods are supported with appropriate provision of shops, services and community facilities. Lewisham's Retail Capacity Study Update (2019) forecasts needs for retail floorspace within the Borough over the plan period, with need figures set out in five year intervals. It indicates that 5,300 net additional square metres of retail floorspace are needed over the ten year period 2020-2030 (comprising -500 sqm comparison and +5,800 convenience goods). It also suggests that some 14,500 net additional square metres of retail floorspace will be needed in the fifteen year period 2020-2035 (comprising 6,900 sqm comparison and 7,600 sqm convenience goods).[23]

8.61 The study also identifies that the majority of this floorspace can be accommodated in Lewisham and Catford Major Centres. The council will monitor progress towards the delivery of this requirement through the Authority Monitoring Report process.

8.62 There are established out-of-centre retail facilities in Lewisham, including at Bell Green and Bromley Road. Whilst recognising there is a need for additional retail floorspace in the Borough over the plan period, Lewisham's Retail Capacity Study Update (2019) identifies that this capacity can be accommodated within the existing town centre network, particularly at Lewisham and Catford centres, and is not reliant on new out-of-centre development to meet future requirements. Indeed, it forecasts a future reduction in the need for out-of-centre retail floorspace.

8.63 All new proposals for out-of-centre development will be assessed having regard to the NPPF and Policy EC 12 (Location of new town centre development). We will investigate the role and function of existing out-of-centre retail sites in order to identify future opportunities to optimise their potential in supporting the spatial strategy and delivering sustainable communities in the Borough. This includes opportunities that may arise through planned strategic infrastructure investment, particularly in respect of any future commitments to the Bakerloo Line Extension.

[23] The Lewisham Retail Study Update (2019) suggests that figures beyond the 10-year period 2020-2030 should considered as indicative and reviewed throughout the plan period.

Deptford Market

EC12 **Location of new town centre development**

A A 'town centres first' approach should be applied when considering the location of new retail, commercial, leisure and cultural uses (i.e. main town centre uses).

B Within Major, District and Local Centres development proposals for new retail, commercial, leisure and cultural uses will be supported where they:

a. Are compatible with the scale, role, function and character of the centre and its catchment;
b. Sustain and enhance the vitality and viability of the centre; and
c. Positively respond to the delivery of the spatial strategy for the Borough.

C Only where it is demonstrated that suitable sites are not available within designated centres will the council consider proposals for new retail, commercial, leisure and cultural uses at edge-of-centre locations, or if no suitable edge-of-centre sites are available, at out-of-centre locations.

D Retail impact assessments will be required on proposals for main town centre uses of 500 square metres gross floorspace or more at edge-of-centre and out-of-centre locations. Assessments must demonstrate that:

a. There is an identified need for the amount and type of floorspace proposed; and
b. The proposal, either by itself or in combination with other existing, committed or planned development, will not adversely impact on the vitality and viability of Lewisham's town centre network and hierarchy and its wider catchment.

Explanation

8.64 This policy sets out the 'town centre first' approach for the location of new retail, commercial, leisure and cultural uses (i.e. main town centre uses as defined by the NPPF). Such uses should be directed to the Borough's designated town centres, in accordance with the sequential approach to site selection set out in national planning policy. This means that existing centres should be the focus of the initial site selection exercise. Only where it is demonstrated that suitable town centre sites are not available will we consider proposals at accessible and well-connected edge-of-centre locations. Proposals should include a statement setting out how the development is compatible adjoining and neighbouring uses. Out-of-centre development is at odds with the Borough's spatial strategy and is therefore strongly discouraged, however proposals will be considered where it can be shown through the sequential approach that there are no suitable sites available.

8.65 Inappropriate edge-of-centre and out-of-centre developments, either individually or cumulatively, can compromise the integrity of the town centre hierarchy by competing with established centres and undermining their economic performance. We will therefore seek to ensure that all efforts have been made to direct new development to existing centres, particularly the Borough's Major centres for larger format retail schemes. Applicants will be expected to give consideration to a range of site options and demonstrate flexibility with respect to the scale and format of development in order to overcome potential site constraints within town or edge-of-centre locations.

8.66 Outside of designated centres, retail impact assessments will be required for proposals of 500 square meters gross floorspace or more. This local threshold is more rigorous than that set by national policy and is informed by Lewisham's Retail Capacity Study Update (2019). It provides wider scope for the consideration of proposals that could adversely impact on Lewisham's town centre hierarchy and compromise delivery of the spatial strategy.

8.67 Flexibility will be applied to proposals for commercial uses in the B1 Use Class, recognising that these uses will also be acceptable in designated employment areas, consistent with Policy EC3 (Location and design of new workspace).

EC13 **Optimising the use of town centre land and floorspace**

A Development proposals should optimise the use of land and floorspace within town centres by:

a. Delivering new mixed-use schemes on individual sites and through comprehensive redevelopment of multiple sites, where appropriate;
b. Investigating opportunities for the reuse and reconfiguration of existing space, or the provision of new additional space above shops and commercial premises; and
c. Avoiding designs that comprise of single-storey development.

B Within town centres proposals for new mixed-use development, including development involving the expansion, reuse or reconfiguration of existing floorspace, will be considered having regard to:

a. The role and function of the centre;
b. Impact on town centre vitality and viability;
c. Compatibility of the proposed use with adjoining and neighbouring uses, both in terms of land use and character; and
d. Compliance with other policies.

C Subject to (A) and (B) above, where a proposal includes a residential use the development must:

a. Not adversely impact on the function, appearance and character of the town centre, including its shopping and other frontages; and
b. Provide adequate access arrangements for all of the building occupiers including separate secured access for the residential element.

D Development proposals involving existing retail and commercial units should ensure ancillary floorspace that is integral to business operations (such as space for storage and back-office functions) is not compromised or lost.

Explanation

8.68 It is important that Lewisham's town centres are positively managed in order to secure their long-term vitality and viability. This means making them more adaptable and resilient to change, as well as maximising the use of land within them. To support the continued commercial role of centres and facilitate their diversification, we will seek to optimise opportunities for additional sources of land and space to come forward through the planning process. This includes underused or vacant upper storeys of existing town centre buildings and airspace above relatively low-density or single-storey commercial uses. These spaces can help to accommodate a range of uses to meet local needs including for workspace, community facilities and housing.

8.69 Proposals for new single-storey development in town centres will be strongly resisted given the imperative to make efficient use of the Borough's limited land supply. This is particularly in accessible town centre locations that are better suited to a wider mix of uses and where higher levels of density are appropriate. However it is recognised that for some uses a multi-storey format may not be deliverable owing to issues of compatibility of use(s), fit with local character, site constraints or development viability. Where single-storey buildings are proposed, applicants will be expected to provide a statement and supporting evidence clearly justifying why a multi-storey development is not appropriate or deliverable.

8.70 Mixed-use development may involve the intensification or reconfiguration of existing sites. We have set parameters for strategic town centre sites in the site allocation policies of this Local Plan, which will help to ensure future development is appropriate to its location and designed to a high quality standard. Elsewhere, proposals for intensified mixed-use development will need to demonstrate that they can be supported by good levels of public transport accessibility and are compatible with the role and function of the centre within which they are located, in addition to complying with other policies.

8.71 All development proposals, including changes of use, should ensure that any ancillary floorspace within a commercial unit is retained. This includes space for storage, back office functions and amenities, such as toilets and cleaning facilities. It is important that development does not compromise the continued business operation of existing commercial premises, whether through the reconfiguration of space or site redevelopment.

8.72 This policy helps give effect to the NPPF and London Plan in seeking to facilitate sustainable development by locating housing within town centres. In addition to meeting local housing need, residential development in such highly accessible locations can help to strengthen town centre vitality and viability by generating footfall and street level activity. We will take a positive view on mixed-use residential schemes which make better use of underused or vacant sites and buildings, including spaces above relatively low density retail and commercial uses, provided they do not adversely impact on the function and character of the centre.

EC14 **Major and District Centres**

A All new development within Major and District centres must support the vitality and viability of the town centres and make a positive contribution to their local character. Development proposals will be required to submit a statement to demonstrate how the use is appropriate to its location and will provide for a beneficial mix of uses within the town centre.

Primary Shopping Areas

B Primary Shopping Areas are the locations within Lewisham's Major and District centres where retail uses are concentrated. Proposals for new retail development are encouraged to locate in the Primary Shopping Areas in order to support and enhance these complementary clusters of uses.

C In Lewisham and Catford major town centres, development proposals should ensure that Class A1 (retail) uses in Primary Shopping Areas are maintained at a minimum of 50 per cent, as a proportion of all units. This will help to ensure that a sufficient level of shopping provision is available as part of the wider town centre offer. Proposals that result in the percentage of A1 uses falling below this threshold will only be supported where:

a. It can be demonstrated that the premises have been vacant and actively marketed, for a minimum continuous period of one-year, and there is no reasonable prospect of the unit continuing in an A1 use;
b. The use is an appropriate main town centre use;
c. The use will significantly enhance, and not adversely impact on, the vitality and viability of the town centre, whether individually or cumulatively with other development;
d. The use will attract visitors to and generate activity within the town centre;
e. An active frontage is provided at the ground floor level; and
f. There will be no harmful break in the continuity of the remaining retail units, so to ensure the predominant retail function and character of the Primary Shopping Area is maintained.

D In the District town centres of Blackheath, Deptford, Downham, Forest Hill, Lee Green and New Cross Gate development proposals for Class A1 (retail) uses should seek to locate in the Primary Shopping Area, and only where suitable sites are not available should proposals locate to sites elsewhere in the town centre. Within the Primary Shopping Area, proposals for main town centre uses which are not A1 uses will be supported where:

a. It can be demonstrated that the use will not adversely impact on the vitality and viability of the town centre, including by the overconcentration of non-retail uses;
b. The use will attract visitors to and generate activity within the town centre; and
c. An active frontage is provided at the ground floor level.

E In Sydenham District Centre, development proposals will be considered against the requirements set out in (C) above.

The wider town centre area

F Within the Major and District town centre boundaries, and outside of Primary Shopping Areas, development proposals for main town centre uses will be supported where:

a. The use does not result in a harmful overconcentration of similar uses, having regard to Policy EC17 (Concentration of uses); and
b. An active frontage is provided at the ground floor level, or if this is not possible, a window display or other appropriate positive frontage.

G Proposals for residential units on the ground floor level or below, both within the Primary Shopping Areas and the wider town centre area, are inappropriate and will be strongly resisted. This includes proposals for the conversion of units currently in a main town centre or complementary commercial, cultural or community use.

Explanation

8.73 This policy defines the Primary Shopping Areas within Lewisham's Major and District Centres, which are reflected on the Policies Map. Primary Shopping Areas are characterised by their predominantly retail function and remain a focal point for town centre activity, particularly as they tend to be in the most accessible parts of the centre. We will seek to ensure that the functional integrity of these areas is maintained and enhanced, so to support the long-term vitality and viability of the town centres.

8.74 The Local Plan provides flexibility for a wide range of uses to locate within town centres. It is nonetheless important that a critical mass of retailing uses is maintained within the Primary Shopping Areas to reinforce their retail role and character. All proposals for Class A1 uses should seek to locate within these areas. Only when suitable sites are not available here should other town centre locations be considered in the site selection process.

8.75 A threshold approach will be used to manage the balance of uses in the Major Centres of Catford and Lewisham, so that Class A1 (retail) uses form the majority of uses within the Primary Shopping Areas. These centres are highest order centres in the Borough's town centre hierarchy. The Lewisham Retail Capacity Study (2017) and Update (2019) provides that they must continue to play a key role in accommodating the Borough's current and future needs for retail floorspace. The 50% threshold has been informed by our latest town centre surveys. It is considered a realistic and reasonable indicator for the point at which the Primary Shopping Areas can retain their principal retail function and provide sufficient capacity to help meet Lewisham's future floorspace needs. Proposals that would result in the overall percentage falling below this minimum level will be resisted. However, some flexibility may be applied where it can be suitably demonstrated through evidence of a vacancy and marketing exercise that the premises have no reasonable prospect of being retained in an A1 use, and other requirements are satisfied.

8.76 In the Borough's District Centres, proposals for Class A1 uses should seek to locate to the Primary Shopping Areas in the first instance. Main town centre uses for non-retail uses will only be supported where the use will make a demonstrable improvement to town centre vitality and viability, along with satisfying other tests. Unlike for Major Centres, a threshold approach will not be applied in the District Centres (except Sydenham) as these have evolved over time to perform distinct functions within their local area catchments. For example, in Blackheath, the centre is characterised by its café and restaurant culture and the catchment relies less heavily on its retail function. In Deptford, the centre's main retail element is the market, and shops along the high street play a more ancillary role. In short, there are variances in the role and nature of uses in the District Centres. A standard threshold approach is not considered appropriate given this situation, and in a few cases, the comparatively low baseline of A1 uses present in the Primary Shopping Area would make delivery of a high threshold challenging. However, we will continue to work with stakeholders and applicants to protect and improve local shopping provision, recognising that centres will continue to evolve in response to the population and household growth within their catchments.

8.77 A threshold approach will be applied in Sydenham District Centre, with the expectation that Class A1 uses will form the majority of uses in the Primary Shopping Area. Sydenham town centre is unique amongst the Borough's District Centres in that it has a very high level of shops, with a comparatively lower level of services. Our latest surveys show that Class A1 uses comprise roughly three-quarters of total units across the centre, and more than half of units in the Primary Shopping Area. This suggests that the centre is performing a key role in supporting this southern part of the Borough with shopping provision. We will continue to support this role, whilst providing flexibility for other complementary uses to come forward.

8.78 We will regularly monitor the percentage of uses in Major and District centres and report findings in the Authority Monitoring Report (AMR). Applicants will be required to refer this information as a starting point for considering the balance of uses, and may be required to provide their own assessment, for example, where several months have passed since the publication of the AMR. To determine the existing Primary Shopping Areas A1 percentage figure, the number of Use Class A1 units should be divided by the total number of units within the Primary Shopping Area.

8.79 Breaks in the continuity of shopping frontages threaten to diminish the retail function, character or appearance of town centres. We will therefore seek to restrict the conglomeration of non-retail uses in Primary Shopping Areas. Where a proposal would result in a harmful break of the retail frontage (normally 3 or more adjoining non-retail uses) it must demonstrably improve town centre vitality and viability, such as by introducing a use that encourages linked trips or providing more active shopfronts.

8.80 Complementary uses that attract visitors to the retail core, offering opportunities for meeting and relaxing, such as cafes and coffee shops, can enhance the vibrancy of town centres. Such uses will therefore be supported where they do not compromise the dominant retail function of the Primary Shopping Area, along with satisfying other requirements.

8.81 Active frontages are vital to maintaining the vibrancy of town centres. All development must make a positive contribution to the townscape and interface well with street level activity. Where a new non-retail use is introduced within a town centre frontage it will be required to provide an active frontage, preferably associated with the use itself and where this is not suitable through a window display or other feature creating visual interest.

8.82 Within town centres proposals for residential uses on ground floor or basement levels are not appropriate and will be resisted. This is owing to the detrimental impact these uses can have on the vitality and viability of the town centre, along with the character of the townscape. Impacts include the introduction of harmful breaks on the continuity of frontages and, where conversion is considered, the loss or compromising of existing space for commercial and related town centre uses.

EC15 **Local Centres**

A All new development within Local Centres must support the vitality and viability of the centres and make a positive contribution to their local character. Development proposals will be required to submit a statement to demonstrate how the use is appropriate to its location and will provide for a beneficial mix of uses within the centre.

B Class A1 (retail) uses, with smaller and moderately sized units, are encouraged to locate in Local Centres. Where such provision already exists, this should be protected in order to ensure a balanced mix of shops and complementary services, community and cultural facilities. Development proposals involving the loss of Class A1 retail uses will only be supported where:

a. It is demonstrated through a marketing exercise, of a minimum continuous period of six-months, that there is no reasonable prospect of retaining the unit in retail use;
b. The replacement use is an appropriate main town centre, community or employment generating use; and
c. An active frontage is provided or where this is not suitable a window display or other positive frontage.

C Proposals for the change of a main town centre use to a residential use at the ground floor level or below will be strongly resisted, and only acceptable where:

a. It is demonstrated through a marketing exercise, of a minimum continuous period of two-years, that the unit has been vacant during this time and there is no reasonable prospect of retaining it in an appropriate main town centre, community or employment generating use; and
b. There would be no adverse impact on local area character, including the continuity of the shopping frontage.

Explanation

8.83 Local Centres complement Lewisham's larger Major and District Centres. They play an important role in providing a range of shops and services that meet the day-to-day needs of residents and others within the Borough. Local centres are particularly important for less mobile members of the community, including the elderly and people with mobility issues, who may be not be able to visit larger town centres on a regular basis.

8.84 We have reviewed the Borough's existing network of Local Centres and shopping parades, taking into account the number of units and mix of uses within them, their local function and the need for provision to support the levels of growth anticipated over the plan period. This research suggests that there is scope to consolidate and increase the number of centres, as reflected in Table X (Town centre network and hierarchy) and the Policies Map. A number of new Local Centres have been designated by elevating their status from shopping parades. This is because they exhibit a critical mass of business units with a mix of town centre uses, host a key community facility as an 'anchor' attracting visitors and are relatively accessible to the local catchment.

8.85 Development proposals for retail uses consisting of smaller and moderately sized units and floor-plates are encourage to locate in District Centres. Where such shopping provision already exists, this should be protected in order to ensure that centres accommodate a balanced mix of uses. We will seek to prevent against the loss of retail units in these locations, whilst providing a measure of flexibility to take account of viability, and to allow centres to adapt in response to local demand. Where proposals involve the change of use away from a Class A1 retail use, they should provide sufficient evidence to demonstrate that suitable alternative provision is easily accessible nearby. This is particularly in respect of more essential day-to-day services, such as grocery shops and chemists.

8.86 Active frontages are vital to maintaining the vibrancy of Local Centres. All development must make a positive contribution to the townscape and interface well with street level activity. Where a new non-retail use is introduced within a frontage it will be required to provide an active frontage, preferably associated with the use itself and where this is not suitable through a window display or other feature creating visual interest.

8.87 We will strongly resist the conversion of main town centre uses at the ground floor or below to residential use. This is in order to protect the function of Local Centres and the character of their townscape. Only where it can be demonstrated through an active marketing exercise that there is no continued demand for the existing or an appropriate alternative use will proposals be considered. Viability will then be considered in combination with impact on the continuity of frontages and local character. Development that results in a 'harmful break' will not be supported. This will be considered on a case by case basis, but generally refers to the introduction of a use that detracts from the continuity of a publicly accessible and active frontage, and is incoherent with the prevailing streetscape and townscape.

EC16 **Shopping parades, corner shops and other service points**

A Class A1 (retail) uses located at shopping parades, corner shops and other service points (i.e. outside Town Centres and Local Centres) provide important day-to-day provision for Lewisham's neighbourhoods and should be protected wherever possible. Development proposals involving the loss of Class A1 retail uses at these locations will only be supported where:

a. It is demonstrated through an active marketing exercise, of a minimum continuous period of six-months, that there is no reasonable prospect of retaining the unit in Class A1 retail use;
b. Similar alternative provision is available within a comfortable walking distance, normally within 400-800 metres;
c. The replacement use is an appropriate main town centre, community or employment generating use; and
d. An active frontage is provided or where this is not suitable a window display or other positive frontage.

B Outside of Town Centres and Local Centres, proposals for the change of a main town centre use to a residential use at the ground floor level or below will be resisted, and only acceptable where:

a. It is demonstrated through an active marketing exercise, of a minimum continuous period of one-year, that the unit has been vacant during this time and there is no reasonable prospect of retaining the unit in an appropriate main town centre, community or employment generating use; and
b. There would be no adverse impact on local area character, including the continuity of the shopping parade or other frontage.

Explanation

8.88 There are a number of shops located outside of the designated Town Centres and Local Centres. These are dispersed across the Borough in shopping parades, at corner shops and other locations. These shops support Lewisham's communities by offering easily accessible goods and services and help cater to the essential day-to-day needs of residents, workers and visitors, including those with mobility issues. These shops are distinguished from units in out-of-centre retail parks and large format retail warehouses, such as at Bell Green Retail Park, which are dealt with elsewhere in the Local Plan.

8.89 Given the context of growth within the Borough and future demand for retail provision, we will seek to ensure that shops outside of centres are retained wherever possible. Proposals involving the change of use will only be considered where it is demonstrated through a continuous marketing exercise, covering a minimum period of six-months, that the existing or alternative retail use is not viable. Marketing must reflect a realistic and competitive price appropriate to the local area, with preference given to the use of agents with local or specialist expertise. Furthermore, changes of use will only be appropriate where it can be shown that there is similar alternative provision available locally, normally within 5 to 10 minutes walking distance (roughly 400-800 metres). In terms of alternative provision, some flexibility may be applied where the use in question provides a bespoke offer which is not necessarily an essential good or service, such as a wine merchant or chocolatier. Where these requirements are satisfied, we will support proposals for alternative employment generating or community uses that are compatible with the local area.

8.90 Out-of-centre shops and facilities are facing significant pressure for change of use, particularly to housing, given the improving residential land values in the Borough. However the introduction of residential uses within shopping parades and other local service destinations can compromise both their functional integrity and townscape value. We will therefore seek to ensure that all reasonable efforts have been made to actively market units for other employment generating or community uses, before giving consideration to residential uses. In this instance, marketing should cover a minimum continuous period of one-year.

8.91 All changes of use must maintain the continuity of shopping or other frontages in the locality. We will resist proposals that result in a harmful fragmentation of shopping frontages, either individually or by virtue of their cumulative impact. Additionally, development proposals will not be supported where they fail to make a positive contribution to local character, consistent with other Local Plan policies. Ground floor residential development, in particular, has the potential to interrupt the established rhythm of the streetscape and townscape in neighbourhood shopping parades.

EC17 Concentration of uses

A All development should contribute to the delivery of mixed and balanced communities, including by supporting the vitality and viability of the Borough's town centres. Proposals will be resisted where they result in a harmful overconcentration of night-time activities, hot food takeaways, betting shops and associated uses, and financial and professional services (including payday loan shops and other similar uses).

B The concentration of uses will be assessed having regard to the number of units within a 400 metre radius of a proposed development site. Applications must be accompanied by sufficient information to allow for an assessment of concentration and potential impacts arising from the use.

Hot food takeaways

C Proposals for hot food takeaways (Use Class A5) will only be supported where it is demonstrated that:

a. They will not result in a harmful overconcentration of uses, having regard to (A) and (B) above;
b. They are located at least 400 metres away from the boundary of a primary or secondary school; and
c. The proportion of takeaways in the shopping frontage complies with the thresholds set out in **Table 8.3** .

Food and drink services

D All development proposals for uses involving the service of food and drink must make adequate arrangements to protect the amenity of adjoining and neighbouring properties, in line with Policy QD9 (Amenity).

E Where proposals for uses involving the service of food and drink are acceptable in principle, a condition will be sought requiring the operator to achieve and operate in compliance with the Healthier Catering Commitment Standard.

Table 8.3: Shopping frontage thresholds for takeaways

LOCATION	ROLE/FUNCTION
Primary or secondary School	400m away from school boundary
Major / District Centre	Proportion of A5 uses does not exceed 5% of units
Local Centre	Proportion of A5 uses does not exceed 10% of units
Shopping Parade (20 units or more)	Maximum of 2 units in A5 use
Shopping Parade (19 units or less)	Maximum of 1 unit in A5 use

Explanation

8.92 Lewisham, like other inner-London Boroughs, features areas that are densely developed and where a wide range of uses are located in close proximity to each other. As the Borough continues to grow and develop in the future, it is important that its communities can benefit from an appropriate mix and balance of uses. The Local Plan seeks to carefully manage the location of uses recognising that excessive concentrations of particular uses can have harmful impacts, including on the liveability of residential areas, the vitality of town centres and the well-being of the local population.

8.93 Development proposals that are likely to result in a harmful concentration or saturation of similar uses in a locality, including within town centres, will be resisted. This is particularly in respect of night-time economic activities (including nightclubs and bars), hot food takeaways, betting shops and associated facilities (such as adult gaming centres), and some financial and professional services (particularly payday loan shops and pawnbrokers). However, proposals for all uses will be considered on their individual merits.

8.94 Proposals will be assessed having regard to the nature and scale of development, servicing requirements, operating hours, security and community safety, transport and other amenity impacts, along with compatibility with local character. We will consider if a proposal is likely to result in a negative impact on the surrounding area, whether on its own or cumulatively in combination with other similar uses. A 400 metre radius, established as a straight line distance from the proposed site, is considered an appropriate range from which to assess impacts. This measure is generally accepted as 5 minutes walking distance and provides a useful benchmark against which other similar provision could be easily accessed in the locality. We will have particular regard to the Borough's more deprived areas, where the impacts of some uses may be more pronounced.

8.95 Town centres are now accommodating a wider range of services and facilities that complement their traditional retail function. This extended offer includes food and drink establishments. These uses can play an important role in supporting town centre vitality and viability, such as by generating activity and providing opportunities for extended visits and linked trips. Food and drink establishments can also promote well-being, with provision of space for people to relax and socialise during the daytime and night-time. For these reasons we are broadly supportive of food and drink establishments. However we will seek to guard against excessive concentrations or clusters of uses where these threaten to undermine the liveability of local communities and the vitality of town centres.

8.96 Hot food takeaways are now recognised as an ongoing concern with respect to the wider systems approach to health and well-being. This policy helps give effect to the draft London Plan Policy E9 (Retail, markets and hot food takeaways), which encourages Boroughs to manage the concentration of such A5 uses.

8.97 Food and drink establishments regularly attract a high number of visitors and by virtue of their operation may give rise to environmental and amenity issues. Proposals will be expected to make adequate arrangements for operational requirements whilst ensuring protection of amenity. This includes consideration of litter, commercial waste disposal, fumes, noise, traffic and parking. Planning conditions may be used to ensure there are no adverse impacts on local area amenity.

8.98 The Healthier Catering Commitment is a scheme that helps food businesses in London to provide healthier food to their customers. Hot food takeaways are often associated with unhealthy food, however it is accepted that other uses supporting the food and beverage industry also make provision for items that are high in calories, fat, salt and sugar and which could adversely impact on health outcomes. This includes A1 and A3 cafes, restaurants and coffee shops. To make it easier to access healthy food options in Lewisham, we will seek that operators achieve compliance with the Healthier Catering Commitment Scheme.

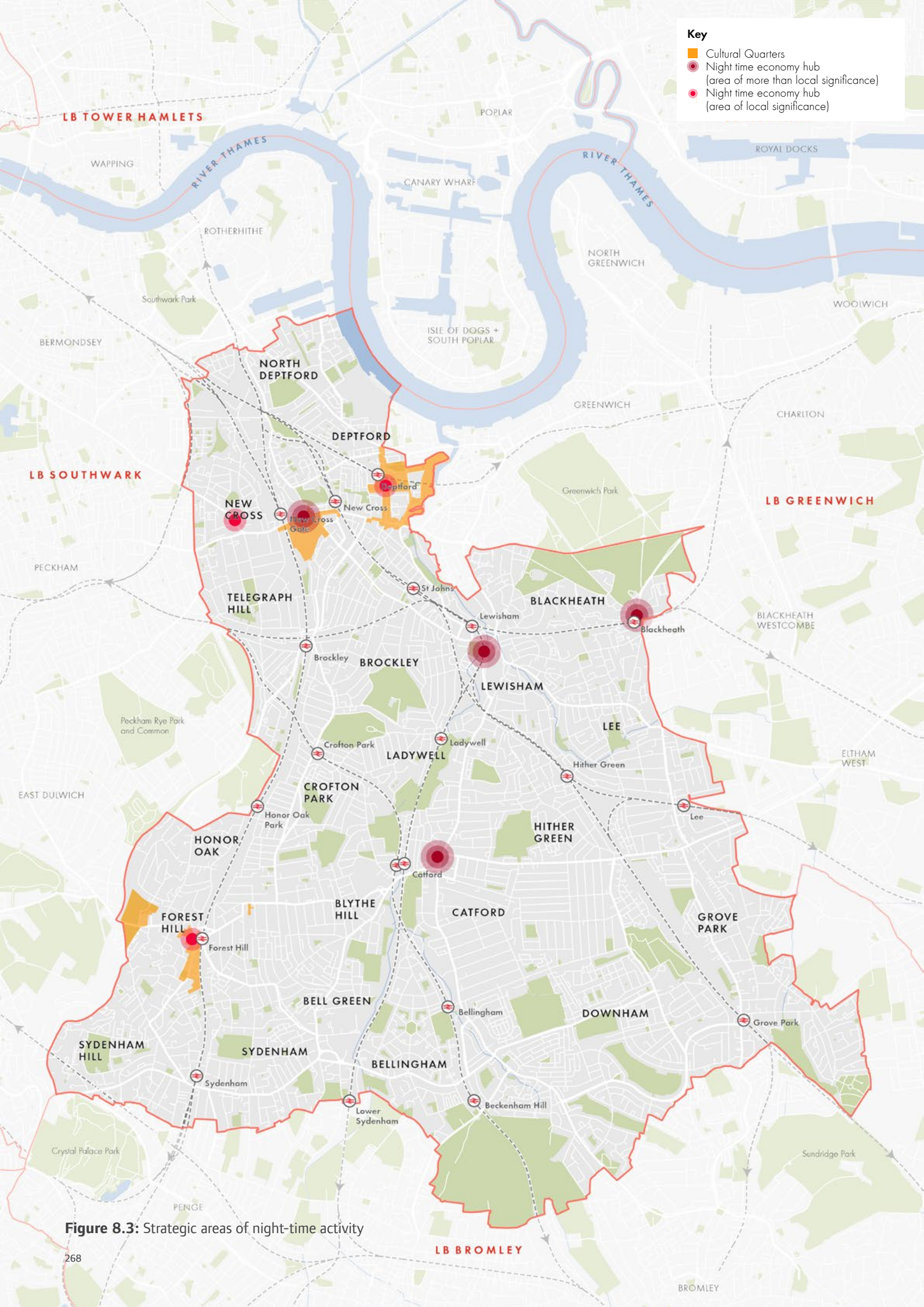

Figure 8.3: Strategic areas of night-time activity

EC18 **Culture and the night-time economy**

Cultural quarters

A Lewisham benefits from the presence of Cultural Quarters comprising local clusters of cultural, community and commercial activities. The following Cultural Quarters are designated in the Local Plan:

a. Deptford Creekside;
b. New Cross; and
c. Forest Hill

B Proposals for cultural, community and commercial uses within Cultural Quarters will be encouraged and supported, having regard to other Local Plan policies. Development proposals should seek to retain or make appropriate re-provision to accommodate existing cultural, community and commercial uses where these make a positive contribution to the area. Development proposals that would adversely impact on the distinctive character and function of the Cultural Quarter will be strongly resisted.

C Temporary activities and meanwhile uses (such as festivals, markets, exhibitions, performances and other cultural events) will be supported within Cultural Quarters where these will not have an adverse impact on local amenity, public safety and the highway network or compromise the function of employment locations.**Night-time economy**

D Night-time economic activities should make a positive contribution to the communities within which they are located by:

a. Supporting the local economy through provision of a wide range of employment generating uses and jobs along with opportunities to carry out business beyond normal daytime hours;
b. Enhancing the vitality and viability of town centres;
c. Reinforcing local character and identity, and creating more inclusive communities, through provision of a locally distinctive and expanded leisure, cultural and entertainment offer; and
d. Protecting and improving local amenity.

E Proposals for night-time economic activities should be directed to appropriate town centre locations, giving priority to the following designated areas of night-time activity:

a. Areas with more than local significance:
   i. Major centres of Catford and Lewisham;
   ii. District centres of Blackheath, Deptford, and New Cross Gate;
   iii. Local centre of New Cross Road;
b. Areas with local significance:
   i. District centres of Deptford and Forest Hill.

F Proposals for night-time economic activities located outside of town centres will only be supported where it can be shown that the use will complement and not undermine existing venues in town centre locations.

G All proposals for night-time economic activities must demonstrate that they:

a. Will not result in an unacceptable impact on the amenity of properties in the immediate and surrounding area;
b. Will support town centre vitality and viability by ensuring an appropriate balance of uses, and will not result in a harmful overconcentration of uses, in line with other Local Plan policies;
c. Are located in places of good public transport accessibility with easy to reach Night Service transport options; and
d. Can be safely accessed during all hours of operation.

Explanation

Cultural Quarters

8.99 Lewisham benefits from the presence of its distinctive Cultural Quarters. These are local concentrations of cultural, community and commercial activities (particularly in the creative and digital industries). The Cultural Quarters reflect the unique character and diversity of the Borough, along with performing important economic and social functions. The designation of the Cultural Quarters helps to formalise and build on the existing character and uses within these locations. They reflect the presence of a mix of complementary uses, along with a key community anchor, such as an education or cultural institution. Further detailed policies for Cultural Quarters are set out in the character area section in Part 3 of the Local Plan.

8.100 We will seek to promote Cultural Quarters as an integral component of Lewisham's local economy and cultural offer. Development proposals for community, cultural and complementary commercial uses will be supported within these locations, having regard to other Local Plan policies. Cultural Quarters include Locally Significant Industrial Sites and it is vital that the functional integrity of the LSIS is secured and not compromised. Temporary activities and uses such as festivals, markets, exhibitions, performances and other cultural events will be supported within Cultural Quarters where they do not impact on local amenity.

Night-time economy

8.101 The night-time economy refers to economic activity taking place between the hours of 6pm and 6am. Night-time economic activities cover a broad range of uses but typically concern leisure, cultural and entertainment venues associated with the Class A (retail) and D2 (assembly and leisure) Use Classes, along with some Sui Generis uses (such as night clubs). The London Plan considers the night-time economy a strategic priority and seeks to promote the Capital as a 24-hour global city in order to maximise opportunities for economic and cultural development. Lewisham is well placed to play a key role in this regard, with vibrant and diverse communities and town centres that can both anchor and benefit from night-time activities.

8.102 The draft London Plan identifies several categories of night-time economy clusters across the Capital. It recognises that Lewisham is host to several Major and District Centres that exert "more than local significance" in this function, including Lewisham, Catford, Blackheath, and New Cross. We also recognise the important role of the Deptford and Forest Hill in contributing to community vitality through their cultural and leisure offer. Accordingly, Deptford and Forest Hill District Centres will also be considered an appropriate location for night-time economic activities. For the most part these centres are located in Lewisham's Creative Enterprise Zone where night-time economic activities will help to support and strengthen the Borough's cultural capital.

8.103 Consistent with other Local Plan policies that support the town centre hierarchy, night-time activities should be directed to the above noted strategically important locations. Proposals in other town centres will be considered having regard to the nature and scale of the development in relation to role and function of the centre. Whilst we are broadly supportive of appropriately located night-time activities, we will seek to ensure that proposals do not result in excessive concentrations of uses that adversely impact on town centres and local amenity.

8.104 Proposals for night-time activities at out-of-centre locations are generally discouraged. They should only be taken forward when it is demonstrated through the sequential approach that no suitable town centre sites are available. This will help to avoid situations where clusters of activity develop cumulatively over time as these threaten to undermine town centres, as well as the viability of the established economic and cultural facilities within them. However, we will allow some flexibility for consideration of out-of-centre locations recognising these may be preferable in certain circumstances, such as where there are site constraints or to better manage particular impacts on local amenity. In these circumstances, we may use temporary consents so that we can monitor and review impacts over time.

8.105 Irrespective of site location all development for night-time activity must benefit from good public transport accessibility. This includes options for night-time public transport such as the Night Bus or Overground Night Service – the strategic clusters are already serviced this way. Proposals are also encouraged to incorporate public realm treatments, including appropriate lighting, wherever possible in order to create a more attractive and legible environment. These measures will help to ensure that all visitors and workers can easily and safely access venues.

The Brockley Jack, Crofton Park

EC19 **Public houses**

A Public houses are unique and integral features of Lewisham's neighbourhoods and cultural identity, and perform important community, social and economic functions locally. There will be a presumption in favour of the retention of public houses in Lewisham. Development proposals involving the loss of a public house that has heritage, economic, social or cultural value to the community, including through change of use or redevelopment, will be refused unless there is robust and authoritative evidence to demonstrate that:

a. Legitimate efforts have been made to preserve the facility as a public house, including through evidence of regular maintenance and upkeep, good management and through business diversification;
b. The public house is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use, in the foreseeable future as evidenced through attempts at different business models and management, and an active marketing exercise of a minimum continuous period of three-years; and
c. All feasible options for the re-provision of the public house have been fully investigated, and where these are not considered deliverable sufficient justification is provided.

B Development proposals affecting a public house, including its operational and ancillary amenity space, will be refused unless there is robust and authoritative evidence to demonstrate that the viability of the pub, and its current and future operation, will not be compromised and development will not detract from the character and appearance of the building, including any features of historic or cultural significance.

C Development proposals involving the replacement or re-provision of a public house must ensure the replacement facility is of comparable character and quality as the existing public house and has an appropriate amount and configuration of floorspace to enable the continued viability of the public house.

D Where the change of use of a public house is considered acceptable, development proposals will be expected to retain the building and other associated features where these makes a positive contribution to local character, including by their historic, streetscape and townscape value.

Explanation

8.106 Public houses, or pubs, are a unique and integral feature of the British cultural identity of Lewisham. They are fundamentally community facilities that promote social cohesion, offering a welcoming environment for people of all backgrounds to socialise and interact. Many local pubs are heritage assets in their own right, or have played a part in the Borough's cultural and historical development. This may be reflected in their built form or through a pub's association with people or events that have shaped the Borough's history. Pubs often have longstanding ties to their neighbourhoods and strong affiliations with local communities and community groups, and therefore contribute to people's sense of place and belonging.

8.107 There are many different community functions that pubs can perform. For example, pubs often include amenity space which is used as venues for functions, performance space, and informal meeting space for residents and community groups. Pubs also support the local economy and are particularly vital to the visitor and night-time economy. In recent years Lewisham, like many other London Boroughs, has experienced a decline in public houses. Recognising the important social and economic role they play, we will seek to guard against the loss of these community and cultural facilities. Particular consideration will be given to the need to protect purpose built, historic pubs (built in the 20th Century or earlier), especially where these are landmark features in the townscape or sited at prominent positions, within town and local centres or elsewhere in the Borough.

8.108 Development proposals involving the demolition or loss of an existing public house, including through change of use, must submit evidence to demonstrate that the pub is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use. We will expect to see full details of patronage levels and trading accounts over the past 3 years, including accounts from previous management where appropriate. In addition, applicants must provide a statement documenting the steps taken by the owner or operator to respond to viability concerns, including falling patronage levels and profit margins. This might cover considerations given to business diversification (for example, expanding the food and beverage offer), promotions or building refurbishment. Finally, proposals will need to provide proof of a marketing exercise covering a minimum continuous period of three-years, including details of commercial agents, advertisements and lease terms offered. During this time the pub must be actively marketing at a reasonable local market rent. We will consider whether any ties or restrictive covenants have affected interest. Proposals will be resisted where there is good reason to believe that the viability of the pub has been compromised by deliberate neglect or mismanagement.

8.109 Public houses require dedicated operational spaces. They also often feature function rooms or ancillary amenity space, including outdoor gardens, which are critical to supporting their role as community facilities and places of gathering. Where proposals involve a reduction or reconfiguration of such operational and ancillary

spaces, it must be demonstrated that this will not have a detrimental impact on the financial viability of the public house. Furthermore, proposals must show that the remaining residual space will be of a sufficient amount and quality to continue to meet the needs of pub users. Operational and ancillary spaces include, but are not limited to, beer gardens, function rooms, kitchens, cellars and accommodation integrated into the building.

8.110 Where sites are redeveloped, including through comprehensive redevelopment, our priority is to protect pubs particularly where they are of historic, cultural or community interest. However, in certain circumstances it may be acceptable that a facility is replaced or re-provided. Proposals will be required to demonstrate that they have considered all reasonable options for retaining the pub in situ. Where this is not possible, the replacement provision must be designed to a sufficient quality and standard to ensure the continued viability of the pub. This aim of this policy is to ensure there is a genuine intention to retain the facility in viable use, so to prevent against future changes to alternative uses.

8.111 National planning policy recognises the value of public houses as community facilities. We will therefore seek to protect against their loss, having regard also to Policy CI 1 (Safeguarding and securing community infrastructure). Where the loss of a pub is proposed, proposals must suitably demonstrate that there is similar alternative provision elsewhere in the local area. If there is sufficient evidence to support that the loss is acceptable in principle, proposals will be expected to retain the building and any ancillary land or other features, where these makes a positive contribution to local character.

8.112 Development proposals involving the loss of public houses listed as Assets of Community Value will be assessed against this and other relevant Local Plan policies.

8.113 To support the implementation of this policy, we have set out marketing requirements for proposals affecting public houses in an Appendix to the Local Plan, which all proposals will be required to comply with, as appropriate.

Deptford Market

EC20 **Markets**

A Development proposals should protect and seek to enhance existing markets. New markets or market spaces will be encouraged where they complement and support Lewisham's town centre network and hierarchy, along with the cultural vibrancy of the Borough.

B Proposals for new markets or market space should be directed to appropriate town centre locations. Where such provision is proposed outside of centres, proposals will only be supported where it is demonstrated that there are no suitable town centre sites available, with preference given to edge-of-centre locations, and they:

a. Do not adversely impact on the vitality and viability of the town centre network and hierarchy;
b. Make beneficial use of vacant or underused sites;
c. Are located in areas of good public transport accessibility and can be accessed safely by visitors;
d. Can be appropriately accommodated on streets, where appropriate; and
e. Are temporary in nature.

C Proposals for new development affecting existing markets within town centres will be considered having regard to:

a. The priority given to retaining markets as part of the town centre offer and ensuring appropriate re-provision of market space, where there is a demonstrable demand; and
b. The impact on town centre vitality and viability with particular consideration given to:
   i. Provision of a range of premises and floorspace to support small and start-up businesses;
   ii. Local character, including distinctive character of the market; and
   iii. Public realm and townscape.

D All proposals for markets and market space must demonstrate that there will not be an unreasonable adverse impact on the amenity of adjoining and neighbouring properties, or have a detrimental effect on the functioning of the local road network.

Explanation

8.114 Lewisham is well served by local markets (including street markets, specialist and farmers' markets) that complement and support the vitality and viability of the Borough's town centres. These markets play a vital economic role by extending consumer choice and access to a wide range of goods and services as well as supporting employment, including through provision of local jobs and operating space for start-up, small and independent businesses. Markets also have an important social and cultural function. They serve as hubs for community activity and help to reinforce local identity and character. Some of Lewisham's markets, such as Douglas Way market in Deptford, have strong historical connections and are renowned for their unique offer, attracting visitors both from the local area and further afield.

8.115 Proposals for new markets and market space will be expected to apply the 'town centre first' principle of site selection. Markets should complement and support the vitality and viability of the Borough's town centre network and not compete with existing centres for trade. However it is recognised that site availability and other constraints may prohibit additional provision from coming forward. Further, there may be vacant or underutilised sites (such as those with planning consent but where development has not yet commenced) which offer interim opportunities for optimising the use of land in the Borough. We will therefore give consideration to out-of-centre proposals where it can be demonstrated the town centre hierarchy will not be compromised. Applications should detail how the goods and services provided will not undermine the offer in existing centres. Proposals in areas of low public transport accessibility are discouraged. Given the high levels of footfall markets attract it is important that visitors can easily and safely access them during their operating hours. Temporary consents will be used in order to ensure flexibility for assessment of impacts over time.

8.116 Where new development concerns or may impact on existing markets, proposals must demonstrate consideration to the safeguarding of market space including appropriate re-provision, having regard to any identified demand. Where market space is to be reconfigured or reduced proposals will be expected to show that sufficient provision will remain to meet local needs for employment floorspace, particularly for small and start-up businesses. Development offers the opportunity to improve the functional and aesthetic quality of town centres and the market spaces within them. All proposals should seek to maintain and enhance the unique features of the market and its associated public realm where these make a positive contribution to local character. This is particularly important given the historical and cultural value of many of Lewisham's markets.

8.117 All proposals must make adequate arrangements to avoid or mitigate unreasonable impacts on the amenity of adjoining and neighbouring occupiers, and wider local area. This includes consideration of congestion on footpaths and the road network, refuse storage and collection, noise and odour. Proposals for street markets must demonstrate that there will be no detrimental effect on the functioning of the road network.

EC21 **Visitor accommodation**

A Local provision of visitor accommodation can help to meet the growing demand across London. Development proposals for new visitor accommodation will be supported where they are appropriately located within or at the edge of town centres, or other well-connected locations where there are good levels of public transport accessibility.

B Development proposals for new visitor accommodation should ensure a range of high quality provision in the Borough catered to the varying needs of visitors. Proposals will be supported where they:

a. Do not result in the net loss of existing housing;
b. Are proportionate to their location in terms of size, scale and function;
c. Do not result in a harmful overconcentration of similar uses in the locality;
d. Provide a level of car parking that is appropriate to the site's public transport accessibility level, whilst seeking to minimise car parking wherever possible;
e. Ensure adequate access, drop off / pick up and servicing arrangements appropriate to the size and location of the accommodation;
f. Maximise pedestrian linkages and opportunities for walking, cycling and sustainable travel;
g. Demonstrate high quality and accessible design standards, with an adequate standard of amenity for occupants and provision of accessible accommodation, in line with draft London Plan requirements;
h. Make appropriate arrangements for long-term adaptability and sustainability; and
i. Demonstrate that an agreement is in place to secure an operator prior to the commencement of the development.

C Proposals for visitor accommodation should contribute to local area vitality by providing active ground floor frontages and incorporating ancillary uses and facilities that are accessible for public use, where appropriate.

D The council will seek to resist the use of visitor accommodation for permanent occupation. Proposals for serviced apartments will be expected to demonstrate appropriate management arrangements for their use as short-term accommodation (up to 90 days).

Explanation

8.118 The visitor economy is an integral part of the local and wider regional economy. It provides residents with job opportunities, supports local businesses and helps to ensure the viability of cultural and leisure facilities. Lewisham boasts an array of leisure, cultural and historic attractions. The Borough is also within easy travelling distance of central London, making it a convenient base for visitors to explore the Capital. The draft London Plan estimates that an additional 58,000 bedrooms of serviced accommodation will be needed in London by 2041, and Lewisham has a role to play in meeting this demand.

8.119 For the purpose of this policy, visitor accommodation pertains to uses within the C1 Use Class including hotels, bed and breakfasts, traveller / youth hostels, short-term holiday lets and serviced self-catering apartments.

8.120 It is important that visitor accommodation contributes to sustainable communities. The location of visitor accommodation is important, particularly given the strategic objective to minimise reliance on car borne transport. We will encourage that new visitor accommodation is located where there is good public transport accessibility. This includes town and edge of centre locations, which are well suited to supporting visitors with a range of complementary facilities and services. Proposals for visitor accommodation outside of town centres will need to be sufficiently justified, for example, with evidence demonstrating a lack of availability of suitable sites.

Premiere Inn

8.121 Visitor accommodation, like all new development, must positively contribute to the character and setting of its site. The nature and scale of the accommodation should be proportionate to its surroundings, recognising the various typologies of visitor accommodation within the C1 use class. For instance, a large format hotel may be more appropriate at a prominent town centre location or at a key transport interchange, whereas a smaller scale boutique hotel or serviced apartment may be more sensitively integrated elsewhere in the Borough.

8.122 All visitor accommodation should be designed to a high quality standard. Proposals will be expected to positively respond to the local context, taking into account the distinctive features of the built, historic and natural environments. Particular attention should be given to the quality of materials. We will expect that new development is able to achieve accreditation by the National Quality Assurance Scheme.

8.123 Proposals will also need to demonstrate that the accommodation is both sustainable and deliverable. Through the Green Tourism for London programme, hotels should seek to reduce carbon dioxide emissions, water use and waste generation. Speculative development will not be acceptable as the bespoke nature and requirements of hotel operators may result in the construction of visitor accommodation that does not serve their intended purpose and runs the risk of dereliction. Proposals for visitor accommodation will need to demonstrate that an operator will be identified and secured prior to the commencement of the development. This is necessary to guard against speculative hotel development for which there is no clearly established business demand, and which might preclude the use of land for more beneficial public uses.

8.124 Development will be expected to maximise opportunities to deliver active ground floor frontages and appropriate ancillary uses, particularly in town centre locations. This is important to ensure the visitor accommodation enhances and does not detract from local area vitality. Ancillary uses may include receptions, cafés and restaurants, conference facilities, salons, fitness studios and other space that can be made available for use by the local community as well as visitors using the accommodation.

8.125 In recent years the visitor economy has been bolstered by the growth in short-term serviced accommodation, often offering a more unique and affordable alternative to conventional hotel rooms. It is important that conventional housing supply is not compromised by unlawful use of residential premises for visitor accommodation. Therefore, proposals for serviced apartments will be required to provide details of a management plan, so to ensure rooms will not be occupied for periods of 90 days or more. The council will expect that the use is secured in the form of a licence and not a lease.

Catford Town Centre

EC22 **Meanwhile uses**

A Proposals for the meanwhile (temporary) use of vacant sites or units in town centres and designated employment areas will only be supported where the site or unit:

a. Is being actively marketed; or
b. Falls within the boundary of a site allocation that is not expected to come forward for comprehensive redevelopment in the short term; and
c. The meanwhile use sought:
    i. Is appropriate to its location, with priority given to suitable employment generating, community or cultural uses;
    ii. Will not adversely impact on the amenity of adjoining and neighbouring occupiers, in line with the Agent of Change principle (Policy QD 9);
    iii. Does not preclude the permanent use of the site for appropriate commercial or main town centre uses, or prohibit delivery of the site allocation; and
    iv. Will be temporary in nature.

B Proposals for the meanwhile (temporary) use of vacant land and buildings outside of town centres and designated employment areas will be considered on a case-by-case basis, having regard to their contribution to supporting the Borough's spatial strategy and compliance with other Local Plan policies.

Place Ladywell

Explanation

8.126 Vacant premises and sites can have a detrimental impact on the vitality and viability of places. This is especially in town centre locations where vacant units can visually detract from local character and result in lower levels of footfall. The Local Plan seeks to optimise the use of land in the Borough including by ensuring that land and buildings do not go unnecessarily unused. We will therefore give consideration to meanwhile (temporary) uses of vacant units or sites, particularly where they support beneficial uses that might not otherwise have site opportunities available. This includes uses that support business development, community activities and those that help to address acute specialist, local housing needs.

8.127 Where meanwhile uses are proposed, applicants must submit evidence to demonstrate that the vacant unit or site is being actively marketed, including during the period of meanwhile activity, at market rates that are reasonable to the local economic area. The intention here is to ensure that sites or units are taken up for their intended use whilst recognising some flexibility is needed to respond to fluctuations in the market or other factors. If we consider that a site or unit has been made deliberately vacant in order to secure a temporary consent, the application will be refused.

8.128 The Local Plan includes a number of strategic site allocations, some of which are expected to come forward over the medium to long-term. Our priority is to ensure that development is delivered as quickly as possible. However, there are circumstances where site allocations may take longer to be realised, such as when development is phased or time is needed to allow for coordination between different landowners. In the interim period we are keen to ensure that active uses are maintained wherever appropriate. Place Ladywell is a successful example of a temporary use in the Lewisham town centre area, where an innovative modular mixed-use scheme was consented for a fixed period. This meanwhile use provided local provision of specialist accommodation and workspace, and has now been re-located to enable comprehensive redevelopment in line with the site allocation. The scheme has been recognised with several planning and design awards.

8.129 All proposals for meanwhile uses must not preclude the future permanent occupation of the site or unit for an appropriate main town centre, commercial or other use. Further, in line with other Local Plan policies, we will expect that meanwhile uses do not have an adverse impact on the amenity of neighbouring properties. Where located in town centres or employment areas, meanwhile uses must not compromise the employment generating function of nearby sites in line with the Agent of Change principle.

8.130 To encourage meanwhile uses, the council may consider the future use of Local Development Orders (LDO) allowing temporary uses in specific locations subject to certain conditions being satisfied.

8.131 Where meanwhile uses are approved they will be considered for monitoring purposes. This includes meanwhile residential uses, where conventional units and non-conventional bedrooms will be counted towards the Borough's housing target. This approach is consistent with that advocated in the draft London Plan.

9 COMMUNITY INFRASTRUCTURE

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TNG (RCKa and Jakob Spriestersbach)

CI1 Safeguarding and securing community infrastructure

A The council will work collaboratively with stakeholders to identify current and projected future requirements for community infrastructure, and to secure the necessary provision of this infrastructure. Need for provision in the Borough will be considered having regard to the Infrastructure Delivery Plan, along with the relevant corporate plans and strategies of its key stakeholders, including for healthcare, education, recreational and other community services.

B Proposals for major development will be expected to, and all other development should, plan positively to meet local area needs for community infrastructure. Major developments may be required deliver community infrastructure on-site, where feasible, particularly in those areas where there are acute deficiencies in facilities or services, as identified in the Infrastructure Delivery Plan.

C All development proposals should make the best of use of land, including the public sector estate. Innovative approaches to community infrastructure provision (such as the co-location of services, shared use of facilities and development of multi-use facilities) will be encouraged.

D New development will be supported where it safeguards and enhances community infrastructure. Where development would result in the loss of an existing community facility, or land and buildings formerly in community use, proposals must demonstrate that:

a. There is no current or future need for the existing or an alternative community use, including evidence of an active marketing campaign for the site covering a minimum continuous period of twelve months, and there is adequate alternative provision elsewhere to serve the needs of the area; or
b. Replacement provision of an equivalent or improved standard, including in terms of design quality and functionality of use, is proposed to serve the needs of the area; or
c. The development is directly associated with a public service transformation programme and necessary to enable or sustain the delivery of service improvements and related investment in community infrastructure.

E In exceptional circumstances, where there requirements of (D) above cannot be satisfied, consideration will be given to the use of payment-in-lieu contributions. Proposals will be expected to provide evidence to demonstrate that the existing or an appropriate alternative community use is not viable.

Explanation

9.1 Community infrastructure is also commonly referred to as social infrastructure. It covers a range of services and facilities that contribute towards inclusive and sustainable communities by providing residents and visitors with opportunities to enjoy a good quality of life. Community infrastructure includes provision for health services, education and training, community facilities (including public houses), places of faith, and sport and recreation facilities for people of all ages and abilities. Green infrastructure is also a component of social infrastructure, although it is addressed separately in this Local Plan.

9.2 Community infrastructure is essential to supporting inclusive communities along with enabling healthy lifestyles, providing vulnerable people with support and care, and giving children and young people the best start in life. We will therefore ensure that community infrastructure is safeguarded where there is a strategic or local need for it, having particular regard to Lewisham's growing population and the different requirements of the groups within it. At the same time, it is important that opportunities are taken to improve or replace existing infrastructure in order to ensure that facilities within the Borough are maintained at a good modern standard.

9.3 New models of community infrastructure provision (such as multi-use and shared use facilities, or co-location of uses) can enable the consolidation or reconfiguration of services, which in turn can provide opportunities to make better use of land and assets. However, any such process to consolidate or reconfigure services, including the disposal of surplus or redundant assets, will need to be carefully managed. It

Grow Mayo Community Garden

is essential that the Borough's community infrastructure capacity is not compromised and that essential facilities and services are not unnecessarily lost, particularly where there is a demand from a growing population.

9.4 Where replacement community infrastructure is proposed applications must include a statement explaining how the new provision will result in demonstrable improvements, both in terms of design quality and functionality of use. This should include an assessment of the existing facility giving consideration to factors such as building condition, flexibility of use, amenities, safety, accessibility and current usage. If the replacement provision is proposed at a different site, applications should clearly set out the reasons why this is necessary and how local area needs will continue to be met. We will seek that new provision does not result in a net loss of floorspace for community use. However some flexibility may be applied where it can be shown that a reduction would not compromise the delivery of services or provision of facilities.

9.5 Assessments will be required to justify the loss or transfer of community infrastructure within the Borough. The starting point for any such assessment should be the Infrastructure Delivery Plan (IDP) and, depending on the nature of uses involved on individual schemes, relevant key plans and strategies, whether from the council or its partners. Unless the development proposal is demonstrably associated with a public service transformation programme, in line with Policy CI1.D(c) above, applications must be also accompanied by evidence of an active marketing exercise, normally for a minimum continuous period of 12 months. This should take into account the type of provision involved, its condition and site location. The loss of community infrastructure will be strongly resisted where these requirements cannot be satisfied.

9.6 The loss or a change of use of existing community infrastructure will be acceptable where it is clearly demonstrated that the disposal of assets is directly associated with a service transformation programme and necessary to deliver investment in public infrastructure and related services. Applicants will be required to demonstrate through this programme that the facility in question is surplus to requirements or unviable in its current format, and that adequate provision will remain available to meet the needs of the local population. Where the public estate is involved, marketing information will not normally be required. The council will continue to engage with key stakeholders in health, education and other areas to ensure that key corporate programmes and priorities are reflected in the Infrastructure Delivery Plan, so that needs for provision can be appropriately identified and planned for.

9.7 In limited and exceptional circumstances, where it is suitably demonstrated that the requirements of (D) above cannot be satisfied we may consider payment-in-lieu contributions. In these circumstances, we will require a statement clearly justifying why it is not feasible to re-provide the infrastructure, whether on-site as part of the redevelopment or off-site in kind. Where a loss is judged to be acceptable by the council, payments will be negotiated on a case-by-case basis having regard to the type of provision in question, with contributions being invested in community infrastructure improvements within the Borough. Further details will be set out in an update to the council's Planning Obligations SPD.

Hill Station community cafe, shop and exhibition space

The Green Man community building

CI2 New and enhanced community infrastructure

A Development proposals for new community infrastructure, or the alteration, extension or reconfiguration of existing facilities, will be supported where:

a. The site and building is appropriately located for the intended use and is easily accessible by public transport, walking and cycling;
b. The development has been designed to maximise the flexibility and adaptability of space to accommodate a range of community uses and users, wherever practical and feasible;
c. The development includes provision of well-integrated facilities that enable it to effectively function as a community use, such as meeting spaces, kitchen facilities, toilets and dedicated storage space;
d. The facility is made available for use by the public as much as reasonably practical, and does not unreasonably restrict access to the wider community;
e. There are clear arrangements to ensure the facility will be appropriately managed and maintained to an acceptable standard; and
f. There is no significant adverse impact on neighbouring uses and the surrounding area (including amenity, traffic, parking and safety impacts) consistent with other Local Plan policies.

Explanation

9.8 Community infrastructure is vital to securing inclusive communities and to meeting the needs of different groups within the Borough. We will therefore be broadly supportive of proposals involving new or enhanced provision. Facilities and services should be easily accessible by walking, cycling and public transport. Applicants are encouraged to give priority to town and local centres in the site selection process. However other locations will be considered on an individual basis, recognising that some uses may not be ideally located in centres owing to space constraints, site availability or other requirements specific to the community service or facility. All proposals will be expected to demonstrate that the proposed site location is appropriate to the community and group(s) it is intended to serve. This includes consideration for the development's functional relationship and compatibility with adjoining and neighbouring uses.

9.9 All proposals for community infrastructure, whether new build or changes to existing facilities, will be expected to investigate opportunities to incorporate design features that allow for flexibility and adaptability of use over the lifetime of the development. These design features should be implemented wherever practical and feasible. It is important that consideration is given to the use of space in accommodating a wide range of uses and end users. Service providers and developers are encouraged to engage with each other and to refer the council's Infrastructure Delivery Plan to identify whether there are opportunities for co-location or shared use of facilities. In addition to enhancing the overall functional integrity of the facility, such interventions can help to support the viability of community infrastructure by making it more adaptable to changing needs over the long term.

TNG (RCK and Jakob Spriestersbach)

9.10 Community facilities must be designed to a high quality standard. They should be accessible and inclusive places that help to promote social cohesion. Development proposals will be expected to include well-integrated facilities that enable the effective use of the building as a community space. This may include kitchen areas, toilets and washing facilities, communal areas and meeting spaces, and generous dedicated storage space. We will resist proposals that do not suitably demonstrate that full consideration has been given to the main community function of the development, or the elements within the development intended for community use, through the design-led process.

9.11 Applicants are encouraged to investigate opportunities for the shared use of facilities. This will help to ensure that a wide range of individuals and community groups can benefit from provision in the locality, and that facilities are not underused particularly during non-peak hours. Where facilities are integrated into new development, for example in major residential development schemes, these should be made as accessible as reasonably practical. We will resist proposals for facilities where these unreasonably restrict access, for example, for reasons of resident tenure. A statement setting out arrangements in respect of site management and maintenance should accompany proposals, and the council may require a Management Plan prior to occupation.

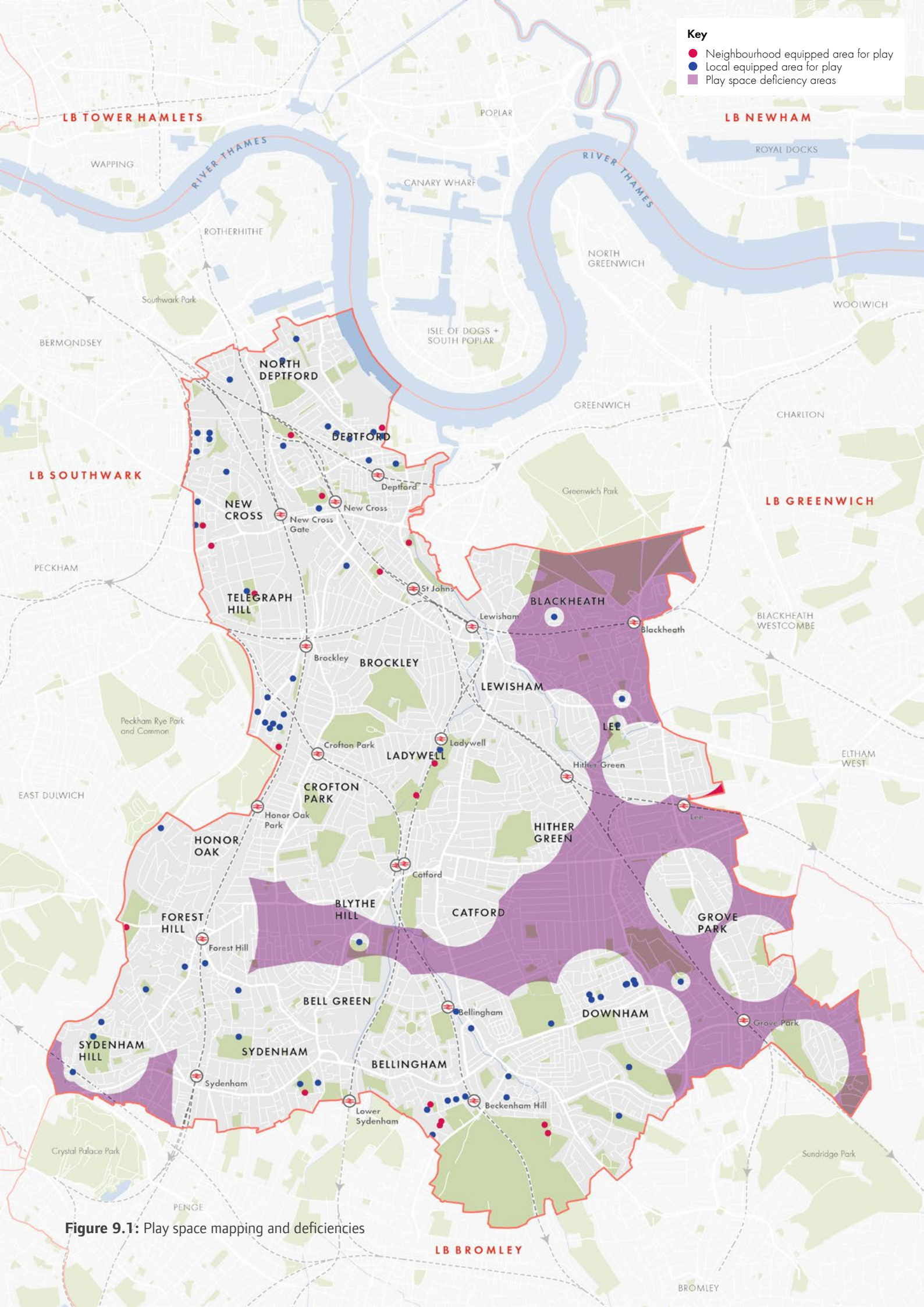

Figure 9.1: Play space mapping and deficiencies

CI3 Play and informal recreation

A All people, and particularly children and young people, should have access to a wide range of opportunities for play and informal recreation with facilities that can be reached safely and easily. Development proposals that are likely to be occupied or used by children and young people should seek to increase opportunities for play and informal recreation, particularly in areas where there are identified deficiencies in provision.

B New housing development will be expected to incorporate well-designed and high quality formal play provision of at least 10 square metres per child. Provision should be provided on site and made accessible to all children in the development irrespective of housing tenure. Off-site provision will only be acceptable in exceptional circumstances, where it can be suitably demonstrated that delivery of play provision on site is not feasible and residents of the development will not be adversely impacted. Off-site provision will be required to be provided in line with the council's Planning Obligations SPD.

C All new play space and provision for informal recreation should be sensitively integrated into the site and locality, and be designed and managed to:

a. Ensure the provision is free to use, with unrestricted public access;
b. Provide a stimulating and pleasant environment that promotes inter-generational integration, and enables users of different ages and abilities to interact as well as to move around and play independently;
c. Help ensure the safety of children and young people, including through layout and design features that allow for informal community supervision;
d. Integrate natural features such as trees, landscaped play areas and other greening measures; and
e. Maximise the use of permeable surfaces.

D Where large-scale public realm is provided as part of a development proposal, this should incorporate incidental play space to make the public realm more playable. Incidental play space should supplement formal play provision elsewhere in the Borough and provide additional opportunities for physical activity in the urban environment.

E Development proposals that result in the net loss of existing play space will be strongly resisted unless:

a. Replacement provision of at least an equivalent size and improved quality will be provided, either on the site or in its vicinity, to meet the needs of children and young people in the locality; or
b. It can be suitably demonstrated that the loss would not result in a shortfall of provision in the locality, having regard to existing and projected future need.

Explanation

9.12 We are committed to ensuring that children and young people in Lewisham are given the best start in life. In order to achieve this objective it will be necessary that an abundance of opportunities are available for play and informal recreation. Safe and stimulating play is essential to childhood development. It can positively impact on physical health with particular benefits in helping to address and prevent childhood obesity, which is a key issue in Lewisham. Play is also important to mental health and wellbeing as it provides opportunities for learning and social interaction at the early stages of life.

9.13 The Lewisham Open Spaces Assessment (2019) undertook an audit of formal play provision in the Borough by looking at the various types of existing provision suited to different age groups. The study concluded that whilst there is satisfactory provision across the Borough there are deficiencies present in some areas, most notably to the south-east of Catford[24]. All new development should therefore investigate and seek to increase opportunities for play, including by enhancing existing provision, particularly in areas where there are deficiencies. This includes consideration for the types of provision required by different age groups.

9.14 New residential development schemes will be required to provide formal play space of at least 10 square metres per child in order to address child occupancy and play space requirements generated by the development. This benchmark is consistent with that set out in the draft London Plan. Provision should be proportionally based on the number of children expected to occupy the development and an assessment of future needs. The expectation is that provision will be delivered on-site. Only in exceptional circumstances should off-site provision be considered. Applicants will be required to provide evidence to demonstrate that delivery on-site is not feasible and the needs of existing residents will continue to be met. Normally, off-site provision will be more appropriate for older children and young people as they are able to travel slightly longer distances. As well, suitable play provision for this group might not be compatible within the development and could be better provided elsewhere, for example, as with skateboard parks. Additional details on the application of this policy and the benchmark requirement are set out in the council's Planning Obligations SPD and relevant London Plan supplementary planning guidance.

9.15 All new play space should be designed to a high quality standard. It should also be sensitively integrated into the site and its surrounds. Play space should be central to the design-led process with careful consideration given to the specific play requirements of the intended users. Applicants are strongly encouraged to integrate natural or semi-natural features into play space provision, including tree planting and landscaped play areas. Naturalised spaces provide for stimulating and pleasant environments. This is important in an urbanised setting like Lewisham, where it can be more challenging for children and young people to access biodiversity on a regular basis. Naturalised play spaces also help to reduce

[24] The scope of the open space assessment only included play sites that are in ownership and/or management of Lewisham council. It is recognised that overall levels of play provision will also be influenced by private providers. The assessment provides a baseline position for applications to consider appropriate provision of play space in the locality.

the need for hardstanding which is important for climate change adaptation and mitigation, for example, by reducing the heat island effect and enabling sustainable drainage.

9.16 To support inclusive communities we will seek to ensure that all play space is free to use and accessible to the wider public. We will strongly resist proposals that unreasonably restrict access to play space, for example, by fencing or other interventions designed to provide for exclusive access to residents of particular developments. It is recognised that play provision may need to be limited to regular daytime or early evening operating hours to protect the amenity of residents.

9.17 Activity and play need not be restricted to parks and other types of formal play spaces. Incidental play space can be provided where features of the urban environment are made more playable. This is particularly in areas with large-scale public realm (for example around town centres, stations and community facilities) where people of all ages are likely to visit. The design of the wider urban environment should encourage children and young people to move around freely and independently in active ways. Therefore all development should give consideration to the design and configuration of spaces and buildings, and how these might function to impede or enhance safe access to play opportunities.

Horniman Triangle Play Park

CI4 Nurseries and childcare facilities

A Development proposals for day nurseries and childcare facilities (including child minding, playgroups and related activities) must be appropriately located and designed having particular regard to:

a. Accessibility by walking, cycling and public transport;
b. Impact on traffic movements and car parking including access, egress, cross-site movement and drop-off areas, with consideration given to needs of disabled users;
c. Protection of amenity of adjoining and neighbouring uses;
d. Local character; and
e. Provision of fit-for-purpose facilities to accommodate the intended use and all likely users, including suitable outside play space where appropriate.

B The use of residential floorspace for day nurseries and childcare facilities will only be supported where it is demonstrated that:

a. The development does not result in the loss of a dwelling and the residual residential floorspace meets the requirements and standards for self-contained housing, as set out in elsewhere in the Local Plan;
b. The community use is ancillary to the residential use;
c. There is a specific local area need for the community use proposed; and
d. There are no suitable and available non-residential premises to accommodate the use.

Explanation

9.18 As with all types of community infrastructure, nurseries and childcare facilities should be appropriately located within the Borough. Priority should be given to well-connected and easily accessible sites, and where the impacts of additional movements arising from the use can be appropriately managed and mitigated. We will expect that applicants fully investigate opportunities to locate such uses in existing D Use Class premises, or other appropriate sites, before considering the use of existing residential premises. Where it is proposed to incorporate a nursery or childcare facility within an existing self-contained (C3 Use Class) property, this must not result in the loss of a dwelling unit, consistent with other Local Plan policies. In most circumstances a detached C3 use will be seen as more appropriate than a semi-detached unit, which in turn is preferential over a terraced dwelling. End of terrace locations will be treated the same as semi-detached properties. We may apply conditions to ensure residential uses are reinstated in any future change of use from a community facility.

9.19 Lewisham's Childcare Sufficiency Assessment (2016) provides a baseline assessment of early education and includes key priorities for the childcare market in Lewisham. We are committed to ensuring that there is sufficient provision of good quality, affordable and flexible provision to accommodate the diverse needs of households within the Borough. All proposals for nursery and childcare provision should therefore engage with the most recently published assessment to identify opportunities for meeting demand and area specific requirements. Such evidence can help to support proposals where conversion of a self-contained dwelling is proposed.

9.20 It is important that nurseries and childcare facilities are designed to a high quality standard and are fit-for-purpose, meaning that they function to meet the needs of specific uses and likely range of users. All proposals will be expected to be accompanied by a statement setting out details of operations including: nature of activity; numbers of staff and visitors expected; days and hours of operation; access, parking and servicing arrangements; and measures to protect local amenity. Proposals will be resisted where the development is not sufficiently suited to meeting the needs of all users of the facility, or where it will give rise to significant adverse impacts on the local area.

CI5 **Burial space**

A The council will help to ensure that provision is made for the different burial needs of Lewisham's communities by maintaining existing cemeteries and ensuring access to existing spaces for new burials, where appropriate.

B Development proposals involving the provision of new burial space or related facilities must demonstrate that the provision:

a. Adequately meets the requirements of the various groups within the Borough, including those groups for whom burial is the only option;
b. Is appropriately located and within close proximity to the community it is intended to serve; and
c. Identifies and appropriately responds to potential flood risk issues, including through the incorporation of mitigation measures.

Explanation

9.21 Burial requirements vary amongst London's diverse communities and different faith groups. Community cohesion and integration can be undermined in the absence of suitable local provision. There is no statutory duty for the council to provide burial spaces however recognising the importance of providing opportunities for all individuals and communities to practice their faith, we have an interest in supporting provision to meet local needs wherever possible.

9.22 Information on burial space provision is drawn from Lewisham's Open Space Study (2019) and the Greater London Authority commissioned research report, An Audit of London Burial Provision (2011). There are four cemetery sites in Lewisham: Brockley and Ladywell, Hither Green, Grove Park, and Bromley Hill (which is run by Bromley council). The GLA audit concluded that Lewisham is in the 'adequate' category of capacity typologies. This is owing to the amount of reserve land in Lewisham's cemeteries, which indicates it is probable that demand for burial space over the short to medium term can be met. We will therefore seek to protect the Borough's existing provision of burial space.

9.23 The council is currently in the process of carrying out a local assessment of burial space provision. This will support our ongoing monitoring of provision and assist stakeholders in planning positively to meet community needs. We will continue to assess capacity available to meet Lewisham's identified needs over the plan period, taking into account new planned provision and the impact of changes in legislation, including The Social Fund (Children's Funeral Fund for England) Regulations 2019.

9.24 Where capacity issues arise the re-use of existing spaces can assist in meeting demand and would be considered. The re-use of burial space is encouraged by the London Plan, following provisions set out in Section 74 of the Local Authorities Act 2007 and Section 25 of the Burial Act 1857 allowing for the re-use of graves in certain circumstances. The council will seek to ensure that any proposals for re-use of burial space comply with the statutory requirements and are sensitive to the site, its surroundings and the local community.

10 GREEN INFRASTRUCTURE

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Ladywell Fields

GR1 **Green infrastructure**

A Lewisham's network of green and open spaces, waterways and green features (such as parks, street trees and residential gardens) make an important contribution to local character and heritage. They are also integral to supporting sustainable communities and healthy lifestyles, providing a wide range of environmental, social and economic benefits. Green infrastructure should be protected and opportunities taken to enhance provision across the Borough, including by enhancing or creating new links between green infrastructure.

B Development proposals will be expected to investigate and maximise opportunities for enhancing existing green infrastructure and creating new provision on site through the design-led process. Consideration should be given to the site setting within the wider landscape and the long-term management of green areas and planting. This includes provision of sufficient space where large canopy trees can be retained and new trees established without pressure for their future removal.

1 Sayes Court Park
2 Hilly Fields
3 Sydenham Wells Park
4 Manor House Gardens
5 Beckenham Place Park

Explanation

10.1 Green infrastructure refers to the network of green and open spaces, waterways, street trees, green roofs, public and private residential gardens, allotments and other assets, such as semi-natural and natural drainage features, across the Borough. It includes parks and public spaces as well as private gardens and other spaces with vegetation. Together these elements of the environment help to support strategic objectives across a number of policy areas such as: promoting public health and wellbeing, mitigating against and adapting to the impacts of climate change (including by reducing flood risk), improving air and water quality, and conserving natural habitats and species. A strategic approach to green infrastructure is necessary to ensure that green assets are planned, designed and managed in an integrated way. In London's metropolitan and heavily urbanised setting, it is important that green infrastructure is not considered in isolation of other features of the built environment.

10.2 Whilst the environmental value of green infrastructure is clearly evident its social and economic value is becoming increasingly recognised. Lewisham's Open Spaces Assessment (2019) includes information on the natural capital account, which considers the economic, social and environmental value of green infrastructure.[25] Research indicates that Lewisham currently enjoys benefits accruing from green infrastructure to a value of up to £2.1 billion, a figure that is comparable to the adjacent inner-London Boroughs. This helps to put into perspective the wider benefits of the local network of green infrastructure.

10.3 In addition, the protection and enhancement of green infrastructure in Lewisham is necessary to support the draft London Plan objective to make London at least 50% green by 2050, so that it can achieve National Park City status. Many of the Borough's trees are located in private gardens especially at the ends of rear gardens where combined garden areas provide the space for large canopy trees to develop and mature. These trees contribute to the Borough's urban forest providing rear outlook amenity, wildlife habitat, air pollution reduction, improved ground drainage, climate change mitigation and health and wellbeing benefits. Development proposals need to maximise opportunities to retain these trees for their ecosystem services and avoid compromising and encroaching available space for them, for example when considering rear extensions, the location of garden studios, when redeveloping whole sites and subdividing houses and gardens.

[25] The Corporate Natural Capital Accounting (CNCA) is a methodology used to assess the social, economic and environmental value of green infrastructure, and was developed by the Natural Capital Committee in its report to the UK Government. It considers factors such as the costs of public inactivity, the value of recreational visits to green infrastructure, impact of green infrastructure on property values, and the value of the various environmental functions green infrastructure performs. See Lewisham's Open Space Assessment (2019) for further details.

Figure 10.1: Green Grid Framework

GR2 Open space and Lewisham's green grid

A Open spaces are integral components of Lewisham's network of green infrastructure and will be protected.

B Development proposals, particularly those located within areas that are deficient in open space, should maximise opportunities to introduce new publicly accessible open space and improve connections to existing open spaces. All major developments will be expected to incorporate publicly accessible open space unless it can be clearly demonstrated that this is not feasible.

C Development proposals involving the loss of open space will be strongly resisted. In exceptional circumstances the loss of open space will be permitted where replacement provision of at least an equivalent amount and better quality is provided within the local area catchment. All replacement open space must be publicly accessible.

D Development proposals involving the reconfiguration of existing open space will be supported where:

a. There is no net loss of open space and net gains are achieved wherever possible;
b. There is no detrimental impact on the environmental function of the open space, including support for nature conservation;
c. Demonstrable improvements in open space provision will be achieved, particularly in addressing identified deficiencies in the quality and quantity of open space in the locality and public accessibility to it;
d. The reconfiguration is delivered through comprehensive development, in line with a site wide masterplan, and will ensure a viable future for the open space.

E Development proposals for ancillary uses on open space (such as outdoor leisure facilities, outdoor play and fitness equipment, refreshment facilities, event space and public toilets) that help to improve the quality of open space and promote access to a wide range of users will be supported where they:

a. Are demonstrably ancillary to the use of land as open space;
b. Are necessary to facilitate or support the appropriate use of the open space;
c. Do not have a detrimental impact on the environmental function of the open space, including support for nature conservation;
d. Positively respond to local character, including by maintaining or enhancing the visual quality of the open space and its setting;
e. Are of a scale and function that is proportionate to the nature of the open space; and
f. Are designed to a high quality standard, are accessible and inclusive to all, and do not detract from the amenity provided by the open space.

F Development proposals will be expected to maintain and enhance Lewisham's network of open spaces, including by improving access to and connectivity between these spaces. Priority should be given to measures that encourage walking, cycling and other active travel modes along routes that link open spaces such as the South East London Green Chain, Waterlink Way, the Thames Path and other local elements of the All London Green Grid.

G Development proposals located adjacent to open space should positively respond to the character of the open space and seek to protect and enhance the habitat value and visual amenity provided by it.

H Neighbourhood forums are encouraged to undertake detailed assessments to identify appropriate sites to designate as Local Green Space in neighbourhood development plans.

Explanation

10.4 Open spaces form a vital component of Lewisham's infrastructure and particularly its network of green infrastructure. Open spaces, including waterways and water spaces, make a significant contribution to the character of the Borough. They also play a key role in supporting the physical health and mental wellbeing of the local population by providing opportunities for recreation and supporting active lifestyles. Lewisham benefits from provision of a wide range of good quality open spaces which total around one-fifth of the area of the Borough. They include urban green spaces, green corridors and a variety of public open spaces such as parks, cemeteries, churchyards, allotments and community gardens. There are also areas of Metropolitan Open Land which are designated through the London Plan.

10.5 As the Borough's population increases the pressure on existing parks and open spaces will invariably rise. The Lewisham Open Spaces Assessment (2019) considers the amount of open space that is needed to support the projected future population over the plan period, based on a fixed quantity standard. This suggests that a significant amount of additional provision will be required to maintain the standard over the long-term. Due to the finite availability of land and pressure to accommodate new development, such as for housing and workspace, there will be limited opportunities to create new open space. It is therefore vitally important that open spaces are protected, measures are taken to improve their functional quality, and that public access to open space is enhanced.

10.6 The Lewisham Open Spaces Assessment (2019) provides an overview of existing open space provision across the Borough and in neighbouring authorities. It includes an assessment of public access to these open spaces and identifies areas where there are deficiencies in access to certain types of provision. Whilst all development proposals should investigate and maximise opportunities to enhance open space this is particularly important in areas of deficiency. We will expect all applications to engage with the Open Spaces Assessment (2019), or any subsequent update, to inform the planning and design process. Furthermore, applicants should refer the deficiency maps developed by Greenspace Information for Greater London (GiGL). These are regularly updated taking into account the latest available information on open spaces, and use a method of accurately mapping areas of deficiency in public access based on actual walking distances along roads and paths.

Ladywell Fields

Figure 10.2: Open spaces

10.7 New development can help to enhance provision even where it is not feasible to deliver new public open space on site. Through the design-led process proposals should seek to create new routes or improve connections to existing spaces, including through public realm enhancements, particularly in areas of deficiency. Planning contributions towards open space provision may be sought, particularly where development is likely to increase pressure on existing provision in the local catchment area such through the introduction of more residential units and households. Contributions may include measures that support public access to open space, along with the functional quality and amenity value of it.

10.8 The reconfiguration of open space can be an effective approach to addressing deficiencies in the quantity and quality of provision. It can also help to overcome site constraints where it would otherwise be difficult to deliver new development, such as for housing, workspace or community facilities. We will therefore give consideration to proposals involving the reconfiguration of open space where they provide demonstrable improvements in the functional value of open and public access to it. In order to ensure certainty over the protection of open space and beneficial outcomes for the wider community, all proposals for reconfiguration must be delivered through comprehensive redevelopment and in line with a site-wide masterplan.

10.9 The London Mayor has prepared supplementary planning guidance on the All London Green Grid (ALGG).[26] The ALGG promotes the creation of a high quality and multifunctional green infrastructure network across London with the principal aim of supporting sustainable communities. The ALGG includes different types of open spaces, green corridors and the linkages between these (including wider public realm, corridors along transport routes, footpaths and cycle ways). The ALGG defines a number of Green Grid Areas across the region and Lewisham sits within the 'South East London Green Chain Plus' area. The Local Plan helps give effect to the ALGG and some of the key strategic objectives are reflected in the sub-areas section of this Plan. All development proposals will be expected to positively engage with the ALGG guidance in supporting a linked network of green infrastructure locally that improves public access to open spaces.

10.10 The NPPF provides scope for neighbourhood forums to designate Local Green Space through the neighbourhood plan process. National policy provides that Local Green Space is afforded the same level of protection as Green Belt land. Neighbourhood forums are well placed to identify high quality green spaces that are valued by the local community and whose protection could help to support Local Plan objectives. We will therefore encourage forums to undertake detailed assessments to support the designation of Local Green Space. It is recommended that all such assessments apply a robust methodology and are published as part of the technical evidence base. This will assist with public understanding of the proposals and support the plan examination process.

[26] Green Infrastructure and Open Environments: The All London Green Grid. Supplementary Planning Guidance. 2012. Mayor of London.

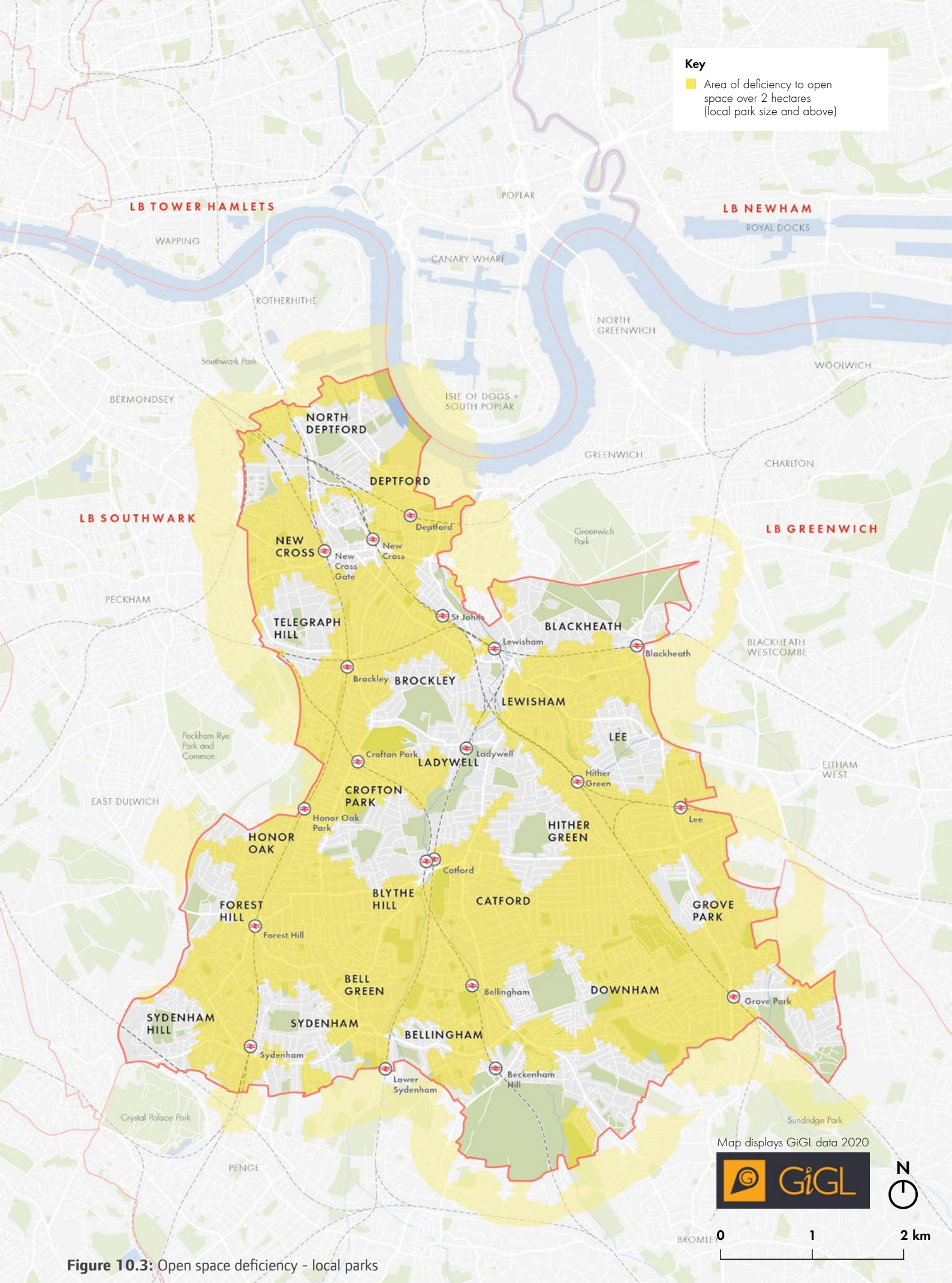


Figure 10.3: Open space deficiency - local parks

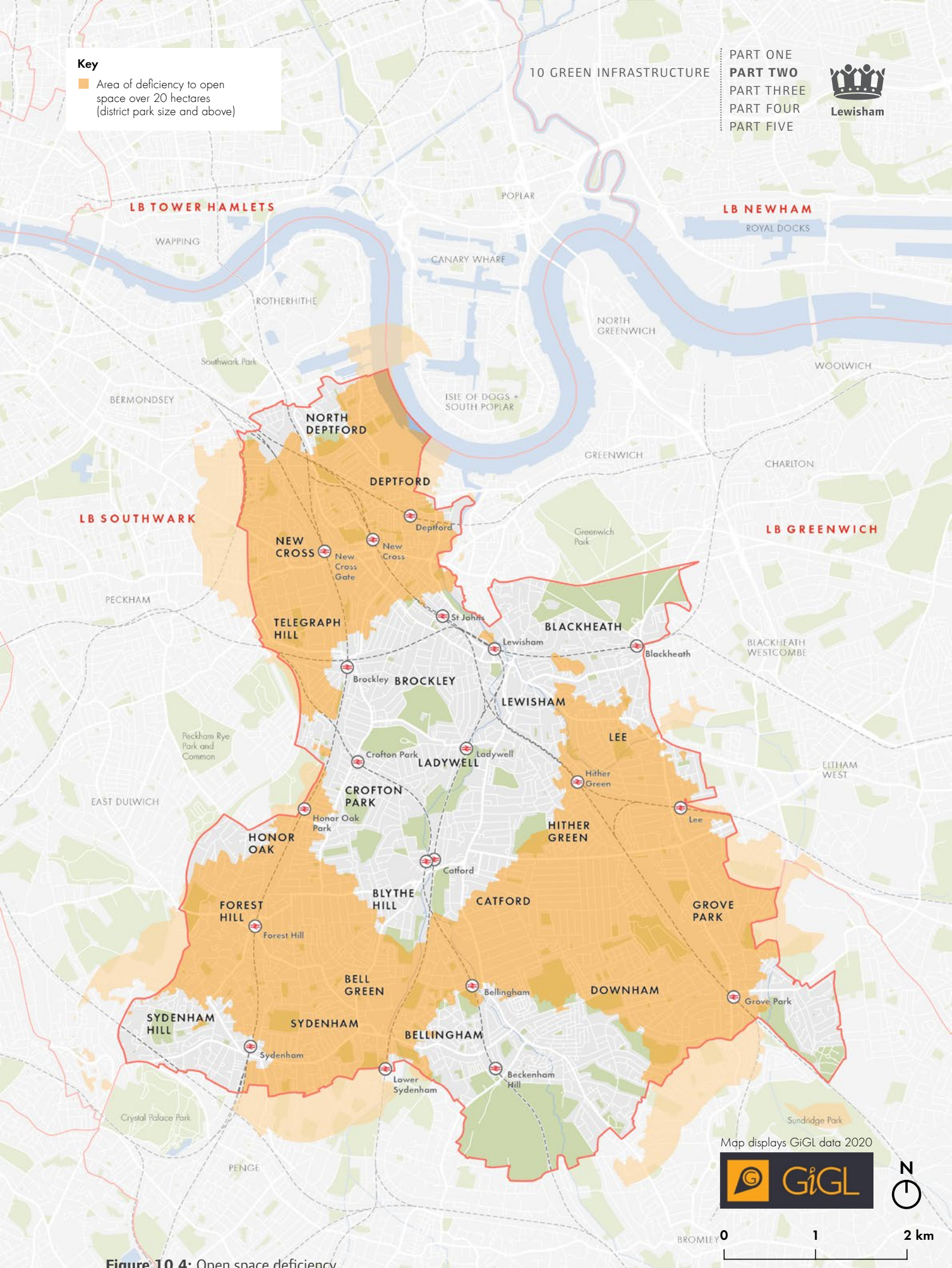


Figure 10.4: Open space deficiency

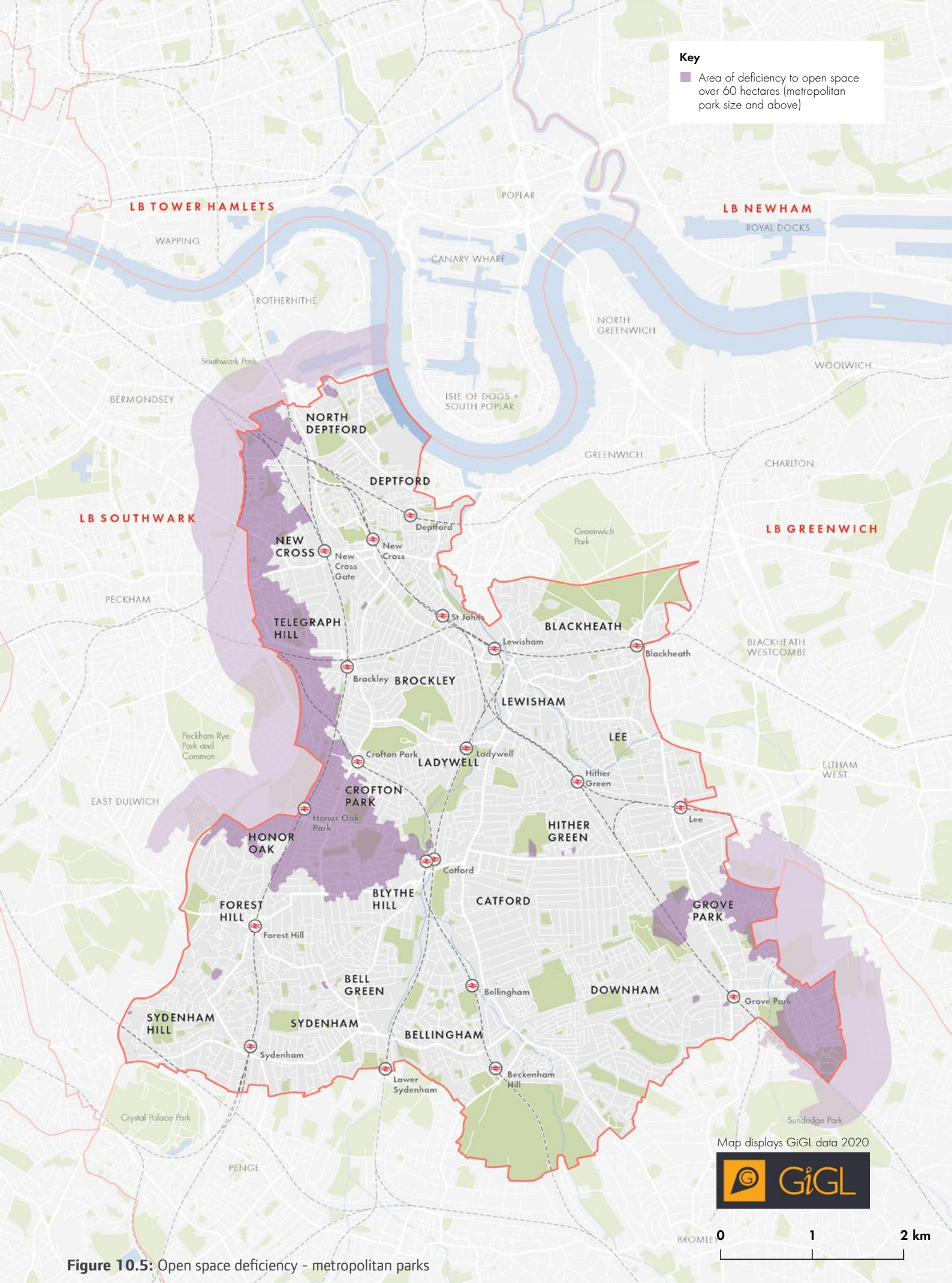


Figure 10.5: Open space deficiency - metropolitan parks

GR3 **Biodiversity and access to nature**

A Nature conservation sites will be safeguarded and protected in order to preserve or enhance priority habits and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.

B Development proposals will be expected to identify and retain existing habitats and features of biodiversity value. They should also seek positive gains for biodiversity wherever possible, particularly in areas that are deficient in public access to nature conservation. Biodiversity should be fully integrated into the design-led process with consideration given to the site setting within the wider landscape, as well as the layout, design, construction and management of buildings, spaces and their associated landscaping.

C Development proposals on sites that are within or adjacent to Sites of Importance for Nature Conservation, Local Nature Reserves, Ecological Corridors or other sites of special biodiversity interest must protect and enhance the nature conservation value of the site. Development that has a direct or indirect harmful impact , either individually or in combination with other development, will only be supported where it can be demonstrated through the following approach that:

a. The harm to the special biodiversity interest cannot be reasonably avoided;
b. Where avoidance is not possible, the proposal will minimise and mitigate the impact;
c. Appropriate compensation is provided in exceptional circumstances where the benefits of the development clearly outweigh the harm to the biodiversity interests.

D Development must not adversely impact on internationally designated nature conservation sites that are located outside of the Borough.

E All major development and other development proposals likely to impact on sites with special biodiversity interests must be accompanied by an Ecological Assessment carried out by a suitably qualified assessor.

F The council will seek to manage positively the nature conservation value of habitats and sites by:

a. Securing management plans, where appropriate, in order to ensure the achievement of conservation objectives; and
b. Positively engaging with stakeholders, including the Lewisham Biodiversity Partnership, to protect and enhance the Borough's open spaces and sites of conservation value.

Explanation

10.11 Lewisham features a wide variety of important wildlife habitats and sites of biodiversity value. These include Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves and other areas of habitat value such as parks and open spaces, ecological corridors, waterways and incidental green space. It is imperative that wildlife habitats are protected and appropriately managed so that their special biodiversity value is maintained and, ideally, improved over the long-term. Protection is important not only to support nature conservation objectives but also to maximise the many other benefits associated with green infrastructure including the management of flood risk, air and water quality, and climate change adaptation and mitigation.

10.12 Growth and regeneration can be compatible with nature conservation objectives when development is considered in a holistic way. In order to deliver sustainable communities we will require that nature conservation is fully integrated into the site selection, design and development process. All development proposals should seek to protect habitats and species and further maximise opportunities to enhance biodiversity wherever possible. Applicants should refer the local Biodiversity Action Plan, "A Natural Renaissance for Lewisham", which sets out information on the vision and opportunities for the Borough in this regard along with details on priority habitats and species.

10.13 Access to nature is a key component of living in an urban environment as it offers opportunities for respite, relaxation and education. Lewisham residents generally benefit from good access to green and open spaces. However in some parts of the Borough people do not enjoy easy access to green spaces with wildlife value. Localities where people are further than 1 kilometre walking distance from a publicly accessible site of Metropolitan or Borough level significance for nature conservation are defined by the London Plan as 'areas of deficiency'. Lewisham has 5 such areas covering 14 per cent of the Borough. The largest of these is located in the northwest, spreading from the River Thames in the north to Brockley in the south and the boundary with Southwark in the east. The other four areas, which are smaller and more discrete, are located around Deptford, Forest Hill, Lee and Lewisham town centre. Where new development comes forward opportunities should be taken to introduce additional biodiversity features across the Borough, and particularly in the areas of deficiency. Further information is set out in the Lewisham Re-Survey of Sites of Importance for Nature Conservation Study (2016). For development proposals, applicants should refer the deficiency maps developed by Greenspace Information for Greater London (GiGL). These are regularly updated taking into account the latest available information on nature sites, and use a method of accurately mapping areas of deficiency in public access based on actual walking distances along roads and paths.

10.14 All proposals will be expected to clearly identify biodiversity interests both within and in proximity to the site. They should set out how the development will positively respond to these interests whilst also demonstrating how harm will be avoided. In line with national policy, if significant harm resulting from a development cannot be avoided then mitigation measures will be required. This could include biodiversity offsetting or other measures to support implementation of Lewisham's Biodiversity Action Plan, which will be secured

by way of planning obligations or planning conditions. Applications must clearly address why mitigation measures are necessary and any such mitigation must be agreed with the council in advance of the commencement of development. Mitigation measures should only be considered in exceptional circumstances. Proposals will be resisted where it cannot be suitably demonstrated that all reasonable efforts have been made to avoid harm to biodiversity interests at the outset of the site selection, design and development process.

10.15 Proposals for major development and other development with a potential to impact on the nature conservation value of sites, including designated sites with special biodiversity interests, will be required to submit an up-to-date Ecological Assessment. A suitably qualified ecologist, such as one registered with the Chartered Institute of Ecology and Environmental Management (CIEMM) will be expected to undertake this assessment. Surveys should be carried out during an optimal time of the year for observation. They must contain a sufficient amount of detail to identify and consider the relevant biodiversity interests and potential impacts on them. Applicants are expected to make surveys available to Greenspace Information for Greater London (GiGL) to assist in the collection of information in Lewisham and the region.

10.16 Lewisham does not contain any designated European nature conservation sites.[27] However there are 4 such sites within 15 kilometres of the Borough boundary which, given their proximity, have the potential to be impacted by development. These sites include the Lee Valley Special Protection Area (SPA) and the Richmond Park, Wimbledon Common and Epping Forest Special Areas of Conservation (SAC). Where a development proposal has the potential to impact on a European site by virtue of its location, nature of use or scale, then applicants should consult Natural England to confirm whether a Habitats Regulations Assessment is required. Proposals that are likely to have significant adverse impacts on European sites will be strongly resisted.

10.17 Development proposals may be required to be accompanied by a site management plan. This will normally be secured by way of planning condition. The need for a management plan will be established on a case-by-case basis taking into account the biodiversity interests on or in proximity to the site, as well as the nature and scale of development proposed. Management plans can help to ensure that habitats and species are not harmed during the construction process, and that that site specific interventions and mitigation measures are fulfilling their objectives over the lifetime of the development, including through regular maintenance and monitoring. Applicants are strongly encouraged to liaise with local stakeholders, including the Lewisham Biodiversity Partnership, to discuss opportunities for support in this regard.

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

Figure 10.6: Designated nature conservation sites

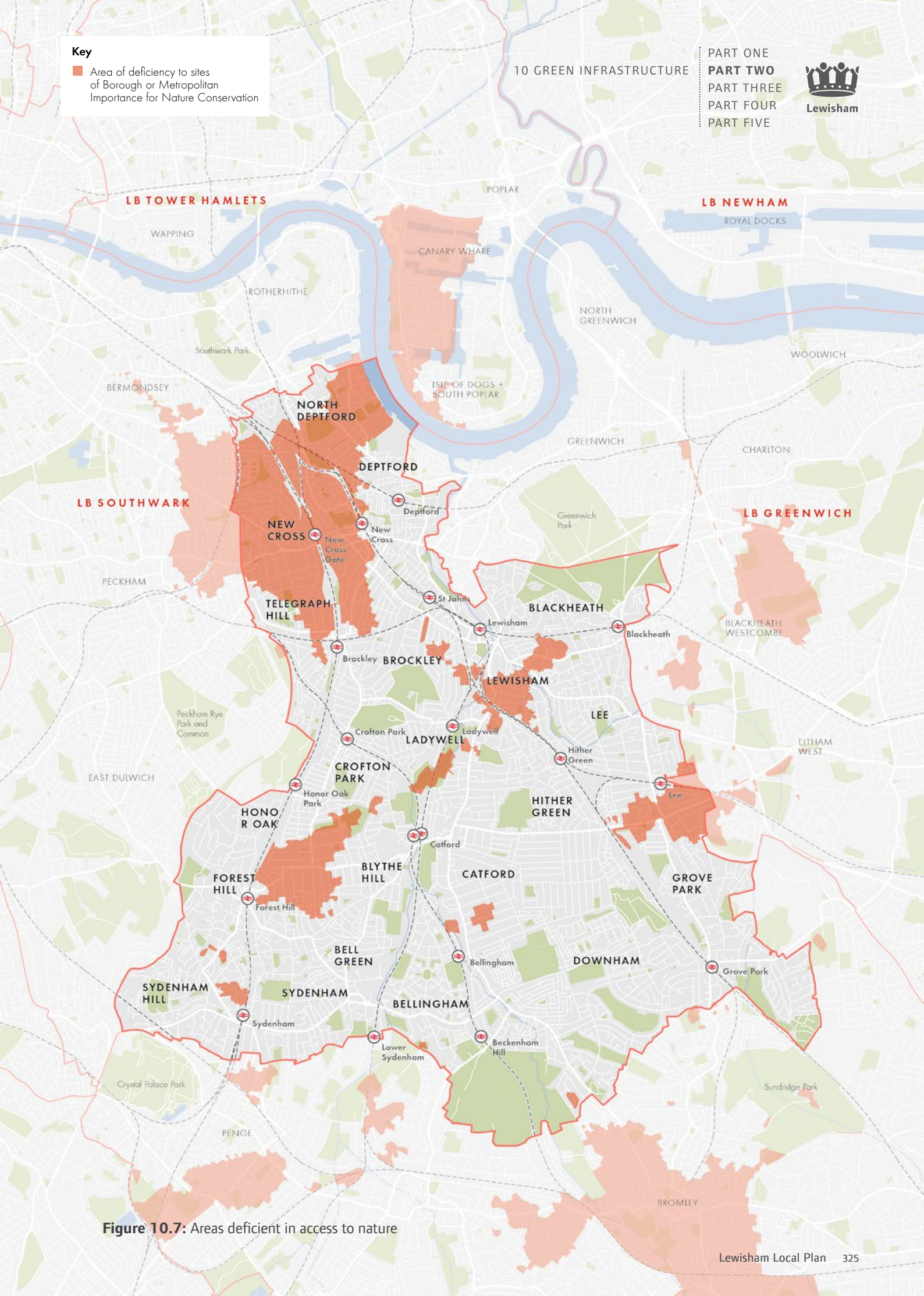


Figure 10.7: Areas deficient in access to nature

Cornmill Gardens, Lewisham Town Centre

GR4 **Urban greening and trees**

A Development proposals should incorporate high quality landscaping and optimise opportunities for urban greening measures, including by incorporating high quality and species diverse landscaping, wildlife habitat, green roofs and walls, and sustainable drainage systems. Urban greening should be fully integrated into the design led-process with consideration given to the site setting within the wider landscape, as well as the layout, design, construction and long-term management of buildings and spaces.

B Development must positively respond to landforms including by retaining or enhancing landscape features of historic, ecological and visual amenity value.

C Major development proposals will be expected to increase green cover on site to achieve the target Urban Greening Factor (UGF) in the draft London Plan, unless it can be suitably demonstrated that this is not technically feasible. The target UGF score is 0.4 for predominantly residential development and 0.3 for predominantly commercial development. Existing green cover retained on-site will count towards the target score. Planning contributions may be sought where the target UGF is not achieved.

D Development proposals should maximise the use of living roofs and walls. Major development proposals will be expected to demonstrate that the feasibility of integrating these features has been fully investigated, and minor development proposals are strongly encouraged to incorporate them. Living roofs and walls will be supported where they are appropriately designed, installed and maintained. Proposals should have regard to the latest industry good practice guidance to help ensure that green roofs and walls are designed to maximise environmental benefits and will function effectively over the lifetime of the development.

E Development proposals should seek to retain existing trees, as well as the associated habitat with regard for the urban forest, and maximise opportunities for additional tree planting and green infrastructure, particularly trees in characteristically urban settings such as streets. All proposals must suitably demonstrate that tree retention along with tree and other green infrastructure planting have been considered as part of the design-led process and the development will:

a. Provide for the sensitive integration of all trees whilst ensuring any new or replacement on-site provision is of a high ecological quality (including appropriate species, stem girth and life expectancy) and positively contributes to the microclimate;

b. Protect veteran trees and ancient woodland;
c. Retain trees of quality and associated habitat, wherever possible, with appropriate arrangements to secure their protection throughout demolition, construction, and external works, to the occupation stage of development;
d. Avoid the loss of, and mitigate against adverse impacts on, trees of significant ecological, amenity and historical value;
e. Ensure building foundations are sufficient to be climate change resilient in proximity to trees; and
f. Ensure adequate replacement tree planting where the retention of trees is not reasonably practical, with replacement provision that meets the requirements of (a) above.

F Proposals involving the removal of protected trees (i.e. those covered by a Tree Protection Order and trees within Conservation Areas), or those that would have a detrimental impact on the health and visual amenity provided by protected trees, will be strongly resisted. The council may identify and seek to protect trees that are of a significant amenity, heritage, ecological, or other value through the development management process.

G Major development proposals, and where appropriate other development proposals, will be required to submit a Landscape Design Strategy and Arboriculture Survey to demonstrate that landscaping and other urban greening measures are appropriate to the site, can be implemented effectively and suitably managed over the lifetime of the development.

Explanation

10.18 Urban greening is a term used to describe a wide range of measures that can be incorporated into buildings and spaces to increase green cover in the Borough. These measures include, but are not limited to, tree planting, naturalised biodiverse landscaping, green roofs and walls, hedges, climbers, plants for pollinators, de-paving, rain gardens and sustainable drainage systems using natural or semi-natural features. Urban greening offers a number of environmental benefits including for biodiversity enhancement and climate change resilience, particularly by helping to reduce the urban heat island effect and flood risk. Greening can also enhance the character of areas and improve the visual amenity of spaces and buildings, and provide green corridors for connecting wildlife habitats, which is particularly important in a highly urbanised setting like Lewisham.

10.19 The draft London Plan introduces the Urban Greening Factor (UGF) requirement for major development proposals. The UGF is a model used to provide a baseline for the amount of green cover that development will be expected to achieve, taking into account various site development factors. We will apply the recommended interim UGF factors for major residential and commercial development as advocated by the draft London Plan. Existing green cover retained on site as part of a development proposal will count towards the target UGF score. Relevant major development proposals should meet and seek to exceed the target score. Some flexibility may be applied on a case-by-case basis where it is suitably demonstrated that the target cannot be achieved for reasons of technical feasibility or financial viability, in which case proposals should show that they have been designed to achieve the highest score possible.

10.20 Living roofs and walls will normally be required as part of the package of urban greening measures delivered on sites. They will be supported where they appropriately respond to local character and comply with other Local Plan policies. This includes consideration for the historic environment, where development must preserve the significance of heritage assets. Green roof assembly should as a minimum consist of a root repellent system, a drainage system, a filtering layer, a growing medium and plants, and be installed on a waterproof membrane on an applicable roof. Buildings should be designed to have sufficient structural capacity and integrity to resist all loads for soil, moistures, plants, rain and wind uplift, safely, effectively and permanently. It is important that living roofs are included in the early planning and design stage and supported by a qualified and accredited installer. Green and living roofs should be designed in with photovoltaic panels. Proposals must demonstrate how the installation and maintenance will comply with the standards in the Green Roof Code of Best Practice for the UK 2014, or any national equivalent.

Trees

10.21 Trees and the urban forest are an integral part of the Borough's network of green infrastructure and have many beneficial functions. In addition to enhancing local character and amenity, including air quality, they provide extensive areas of habitat for wildlife, which is particularly important in an urbanised setting like Lewisham. Trees also have an important role in climate change adaptation and mitigation. For example, they reduce strain on drainage systems by absorbing rainfall and enable positive microclimatic effects through cover and shade. Recognising the significant environmental value of trees the draft London Plan sets out the Mayor's aspirations to increase tree cover in London by 10 per cent by 2050, which this policy provides support for.

10.22 Trees should be considered at the early stages of the planning and design process in order to maximise their many beneficial effects including on ecology, local character and amenity. Where proposals include elements of public realm we will require tree provision that is commensurate with the nature and scale of development. All proposals will be expected to retain and protect existing trees, ensuring they can be sustained over the long-term. This includes trees of quality which are Category A and B trees as defined by British Standard BS5837:2012 and also Category C & U trees within biodiverse habitat areas. New development should not result in an unacceptable harm to or loss of trees, particularly where these are protected by a Tree Preservation Order, are located in a Conservation Area or make a significant contribution to local ecology, public amenity and local character, including historic character.

10.23 Where it can be suitably demonstrated that the loss of a tree is acceptable, such as when the tree is considered dangerous to the public or where removal is necessary to secure site redevelopment consistent with the spatial strategy, then replacement planting will be required. We will prioritise on-site replacement unless there are exceptional circumstances that necessitate off-site provision, in which case planning contributions may be sought. When a financial obligation is required for replacement trees the value may be calculated using the Capital Asset Value for Amenity Trees (CAVAT) or a similar methodology. Financial contributions will be expected to include on-going maintenance costs where trees are planted in the public realm.

10.24 New or replacement species should be selected to avoid the risk of decline or death arising from increases in non-native pests and diseases. Where new trees are to be planted, the species type should be chosen using the 'Right Place Right Tree' approach as advocated by the Mayor's London Tree and Woodland Framework. When purchasing trees, they should be responsibly sourced ideally from a domestic nursery with UK grown or imported trees appropriately quarantined for a minimum of one year within the UK before sale. This ensures plant health and non-infection by foreign pests or disease.

10.25 The council makes Tree Preservation Orders (TPOs) to protect specific trees or particular areas, groups or woodland with amenity value from deliberate damage and destruction. If a tree is subject to a TPO, consent will be required before any work that might affect the tree can be carried out. It is a criminal offence to prune, fell or damage protected trees without appropriate consent and the council will enforce breaches in accordance with relevant policy and legislation.

Landscape design strategy

10.26 A site's landscape and its relationship to existing and future development, and immediate surrounds, should be considered comprehensively from the start of the design-led process. Proposals should have regard to the existing character of the site including landform and features of the natural landscape (such as trees on or in proximity to the site). Where existing landscapes contribute to local distinctiveness, development should positively respond to those features. Applicants are encouraged to refer Lewisham's Characterisation Study as a useful starting point for understanding landscape features in the Borough.

10.27 A Landscape Design Strategy must be included with all major development proposals and proposals for sites where a Tree Preservation Order is in place. Other applications may also be required to provide this information having regard to individual site circumstances and the biodiversity interests involved. The Landscape Design Strategy will be expected to include an assessment of the relevant site features and nature conservation interests, details of work required to ensure the successful implementation of the strategy, and a management plan. The management plan should address maintenance of hard and soft landscaping features over the lifetime of the development, with specific details covering a minimum 5-year period from occupation. Considerations may include: planting plans with species, frequency of maintenance operations such as weeding, irrigation and the use of hydration bags for trees, checking stakes and ties, plant condition, mowing times for long grass sward areas, materials and minimising hard surfacing, details of building subsidence and other liabilities such as climate change resilient foundations within zone of influence of trees, permeable surfacing and SUDs drainage, wildlife connectivity such as hedges for boundary treatment and hedgehog gaps when fencing is used, underground services and infrastructure in relation to root protection areas of existing trees and new tree planting areas, security and access arrangements to landscaped areas.

10.28 Arboriculture Surveys should be undertaken separately and help to inform the Landscape Design Strategy, where one is required. Surveys should provide details of existing species (with information on spread, roots and position of trees), details of trees affected by the development (including measures to be taken to protect retained trees during the construction process), and other plans for the positive management of trees. Plans and documents will be expected to be submitted in accordance with the British Standards 5837 (2012).

GR5 **Food growing**

A Allotments and community gardens will be protected in order to support sustainable food growing locally and to enhance opportunities for leisure, social interaction and education.

B Major development proposals for housing and proposals for community facilities are encouraged to include provision of space for community gardening and food growing. Where such existing provision exists and a site is to be redeveloped, this should be retained or re-provided.

Explanation

10.29 Allotments and community gardens form part of the Borough's network of green infrastructure. They are an important resource for local food production, support biodiversity and promote sustainable communities, for example, by providing opportunities for recreation and social interaction. For children and young people food growing offers opportunities for education outside of the traditional classroom setting. Allotments and community gardens are invaluable to those who do not have access to a private garden and therefore help to promote more inclusive communities.

10.30 All major development proposals for residential and community uses are encouraged to incorporate provision for food growing. This should be considered early in the design-led process, so that provision is of a high quality standard, suitably meets the needs of the intended end users, and is accessible to people of all ages and abilities. Consideration should also be given to the integration of ancillary facilities, such as storage space for equipment and connections to water sources, which are vital to ensuring that provision is convenient and useable

Grow Maynow Community Garden

GR6 **Geodiversity**

A The council will protect the Borough's geodiversity assets and seek to promote understanding of them by:

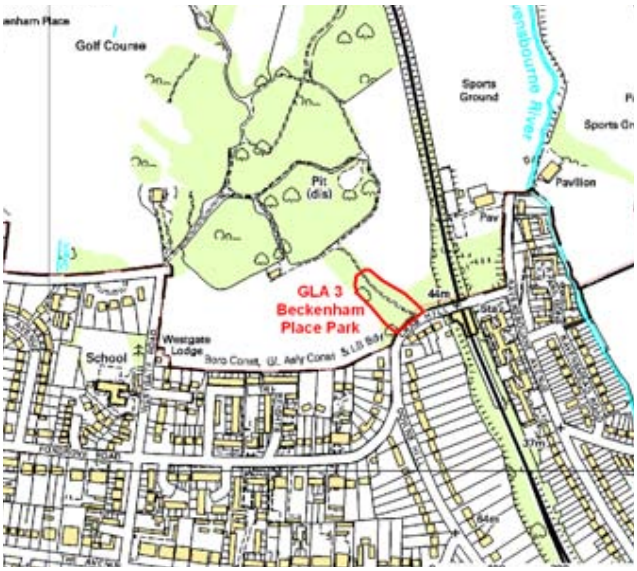
a. Designating a Regionally Important Geological Site at Beckenham Place Park; and

b. Ensuring development proposals make a positive contribution to the protection and enhancement of geodiversity

Explanation

10.31 Geodiversity involves the many components that make up the landscape and its character. This includes physical features, such as rocks and soils, as well as the processes that help shape landforms such as erosion and sedimentation. An awareness of geodiversity helps us to understand our environment and how we can better adapt to it. As geodiversity is a natural resource that cannot be replaced or recreated it is important that geological interests are appropriately managed.

10.32 Informed by research prepared by the Natural England and the London Geodiversity Partnership, the London Plan identifies scope for the designation of a Regionally Important Geological Site at Beckenham Place Park, which the Local Plan takes forward. This RIG consists of a small portion of land near the park's entrance which is notable for its natural exposures of clay and sands, known as the Harwich Foundation. The exposure benefits from its location at either side of a Green Chain walk within the park where there is good opportunity for public access. We will protect the geodiversity interests at this site and promote appreciation and understanding of them, such as by supporting way finding signs, interpretative boards and public access improvements where appropriate.



Site of geological interest in Beckenham Place Park

Harwich Formation boulders and outcrop at Beckenham Place Park

11 SUSTAINABLE DESIGN & INFRASTRUCTURE

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SD1 Responding to the climate emergency

A Lewisham council has declared a climate emergency. In response to this a strategic and coordinated approach will be taken to ensure that the Borough contributes significantly to mitigating climate change and is made more resilient to its environmental, social and economic impacts. Local actions are both necessary and integral to supporting wider regional and national actions to address global climate change.

B To help ensure that the Borough develops in a way that is environmentally sustainable the council will:

a. Help Lewisham to become a net zero-carbon Borough as part of a zero-carbon London;
b. Designate, protect and seek to enhance a network of green and open spaces, as well as improve linkages to and between them;
c. Designate sites of importance for biodiversity, protect habitats and species within the local ecological network, and seek net gains in biodiversity wherever possible including through urban greening;
d. Implement measures to reduce flood risk and ensure resilience against the impact of flooding across the Borough, and seek to improve the quality of water bodies;
e. Ensure that new development does not adversely affect the amenity of the local population and habitats, including by mitigating impacts on and improving air quality in the Borough;
f. Help London to achieve net waste self-sufficiency by promoting the circular economy in order to increase the re-use and recycling of materials and achieve reductions in waste going for disposal.

C A plan, manage and monitor process will be used to support the successful transition to a net zero-carbon Borough. This process will help to ensure that the Local Plan reflects the most current national and regional planning policy requirements and standards for carbon management, along with the council's latest technical evidence and strategies to deliver low and zero carbon outcomes.

Explanation

11.1 Lewisham council is one of the first local authorities in the UK to declare a climate emergency.[28] This declaration has been made recognising that a changing climate will have severe and enduring social, economic and environmental implications, and that tackling climate change is an issue of inequality as the greatest impact will be on the most vulnerable and those least able to protect themselves. A strategic and coordinated approach to addressing climate change is necessary. Collaborative action will need to be pursued by authorities at different levels and across administrative boundaries – in London, the UK and beyond – in order to realise significant positive gains in carbon reduction and to limit global warming. At the same time it is imperative that Lewisham's communities are made more resilient to the on-going effects of climate change. We are committed to accelerating action on climate change understanding that locally specific responses are urgently needed to help address this global issue in a meaningful way, and that local authorities will need to show more leadership in this regard.

11.2 The Local Plan will play an important role in helping the Borough respond to the climate emergency. It provides the strategic framework for climate change mitigation and adaption in respect of the future use and management of land within Lewisham. It also sets out policies to ensure that new development is designed, constructed and operated in a sustainable way. These policies cut across a number of topic areas, many of which are included in the following section, and reflect the complexity of matters that must be taken into account when planning positively for climate change resilience.

11.3 The draft London Plan sets a strategic objective for London to become a zero-carbon city by 2050, which we are committed to helping achieve. A plan, manage and monitor process will be used to support the successful transition to a net zero-carbon Borough. We will regularly assess performance against our strategic objectives through the Authority Monitoring Report process. This will help to inform any necessary changes to our policy approaches. In addition, we will take the opportunity to regularly review policies to ensure they reflect the latest requirements and standards at the regional and national levels, also taking account of the council's latest technical evidence and strategies. For example, we have committed to preparing a future Climate Change Action Plan and to investigate options and feasibility of becoming a net zero-carbon Borough by 2030. Through the Local Plan review process we will seek to align any future corporate strategies and actions with the local planning framework.

[28] London Borough of Lewisham. Meeting of council on 27 February 2019. Motion 2 declared to be unanimously carried.

SD2 **Sustainable design**

A Development proposals will be required to submit a Sustainable Design Statement. This should clearly set out how sustainable design principles have been integrated into the design-led process, including consideration of the construction and operation phases of development. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied. For major development proposals the Sustainable Design Statement should refer and complement other detailed statements including for:

a. Landscape design and urban greening;
b. Nature conservation;
c. Energy use and heat risk management;
d. Air quality;
e. Flood risk and water management;
f. Ground conditions; and
g. Waste reduction and the circular economy.

B Proposals for new self-contained major and minor residential development will be required to achieve the BRE Home Quality Mark.

C Proposals for major residential domestic refurbishment will be required to achieve a certified 'Excellent' rating under the BREEAM Domestic Refurbishment 2014 scheme, or future equivalent.

D Proposals for new non-residential development of 500 square metres gross floorspace or more, including mixed-use development, will be required to achieve an 'Excellent' rating under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or future equivalent.

E Development proposals for major non-residential refurbishment, including mixed-use development, will be required to achieve a certified 'Excellent' rating under the BREEAM Non-Domestic Refurbishment scheme, or future equivalent.

F Sustainable retrofitting measures to existing buildings and other development will be supported where they comply with other Local Plan policies, including on the historic environment.

Explanation

11.4 A significant step change in the design quality and environmental performance of buildings and spaces is needed to achieve the Local Plan's strategic objectives, particularly for climate change adaptation and mitigation. Sustainable design principles should therefore be considered early in the planning and design stages and be fully integrated throughout the development process, including the construction and occupation stages. The principles cut across a number of topic areas within the Local Plan but are most predominant in the policies included in this section. All applicants will be expected to submit a Sustainable Design Statement explaining how the proposed development positively engages with these principles. The statement will be a key consideration in the determination of planning applications. It should therefore address the relevant policy requirements whilst taking into account the nature and scale of development. The statement should clearly identify the need for any site-specific mitigation and demonstrate that adequate measures will be delivered and effectively implemented.

11.5 The Home Quality Mark is a nationally recognised standard for new housing that has been established by the Building Research Establishment. It provides an indication of the expected health and well-being benefits and environmental footprint of new residential development. All proposals for new self-contained residential development should achieve the Home Quality Mark, as demonstrated through an independent assessment by a qualified assessor. Proposals are strongly recommended to achieve a minimum 3 star rating and for developers and/or agents to make the Home Quality Mark assessment publicly available, for example, as part of any promotional material. Published ratings will also assist the council with monitoring implementation of the Local Plan policies.

11.6 Proposals for new non-residential development (including refurbishments) and non-self-contained housing will be expected to meet the Building Research Establishment Environmental Assessment Methodology (BREEAM) 'Excellent' standard. BREEAM provides a nationally recognised sustainable design standard for different types of development and covers a wide range of sustainability considerations. Applications for qualifying development are encouraged to submit BREEAM pre-assessments as part of the Sustainable Design Statement, identifying the credits to be targeted and measures to achieve these. All proposals will be considered having regard to individual site circumstances and the nature of development proposed. Planning contributions, such as carbon offsetting, may be sought where development proposals where the policy requirements cannot be sufficiently satisfied.

11.7 For commercial and industrial uses applicants must justify that the required 'Excellent' rating cannot be reasonably delivered on-site, including through evidence of a BREEAM pre-assessment. It is recognised that for some types of developments the BREEAM requirements may pose particular challenges, for example, where there is no defined end-user and/or the council has agreed that buildings do not need to be fully fitted. However, our expectation is that shell only and shell and core proposals should be capable of meeting the BREEAM credits, taking into account the flexibility provided by the BREEAM methodology.

11.8 Sustainable retrofitting measures can help to improve the energy performance of existing buildings and minimise carbon emissions in the Borough. Even small-scale development, such as householder schemes, can incorporate measures that improve the environmental performance of buildings. This may include internal roof, floor and wall insulation, energy efficient fixtures, or urban greening. We will therefore broadly support sustainable retrofitting recognising the positive contribution this can play locally. It is important that all such proposals preserve or enhance the significance of heritage assets and their setting (such as Listed Buildings and buildings within Conservation Areas) in line with other Local Plan policies. Where heritage assets are concerned, applicants are encouraged to refer the latest Historic England guidance for further information.

Horniman Museum conservatory, museum extension and timber Conservation Centre with green roof (Allies and Morrison / Peter Cook)

Arklow Road

SD3 Minimising greenhouse gas emissions

A Development proposals should help Lewisham to become a net zero-carbon Borough by reducing greenhouse gas emissions in the operation stage and minimising energy demand (annual and peak) in accordance with the draft London Plan energy hierarchy, as follows:

a. Be lean: use less energy and manage demand during operation.
b. Be clean: exploit local energy resources and supply energy efficiently and cleanly.
c. Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.
d. Be seen: monitor, verify and report on energy performance.

B Major development proposals will be required to demonstrate how the zero-carbon target will be met by applying the energy hierarchy, in line with draft London Plan policy SI2 (Minimising greenhouse gas emissions). Details of the approach used to meet the target should be clearly set out in an Energy Strategy submitted as part of the Sustainable Design Statement.

C Major development proposals will be required to achieve a minimum on-site reduction of at least 35 per cent (beyond the baseline of Part L) of the current Building Regulations.[29] They should also calculate and minimise emissions from any other part of the development that are not covered by Building Regulations (i.e. unregulated emissions).

D In exceptional circumstances where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, development proposals will be required to make contributions to address the identified shortfall through:

a. A cash-in-lieu contribution to Lewisham's carbon offset fund; or
b. Appropriate off-site measures where these can be demonstrated to be deliverable.

[29] Building Regulations 2013. If these are updated during the plan period, the policy threshold will be reviewed in accordance with the London Plan review process.

Explanation

11.9 The draft London Plan sets a strategic objective for London to become a net zero-carbon city by 2050. In order for the Borough to contribute to meeting these objectives in becoming zero-carbon itself, it will be necessary for new development to maximise energy efficiency and reduce carbon emissions. A zero-carbon target for major residential developments has been in place for London (and Lewisham) since October 2016 and will apply to major non-residential developments from 2019. To meet the zero-carbon target an on-site reduction of at least 35 per cent beyond the baseline of part L of the Building Regulations 2013 is required. Should the Building Regulations change over the plan period, then the policy threshold will be subject to review through the London Plan review process.

11.10 We will seek to ensure that all development proposals are designed giving priority to on-site carbon reductions. Consideration may be given to off-site contributions where it can be clearly and suitably demonstrated that carbon targets cannot be fully achieved on-site. These contributions will be required to address any shortfall and will be secured by planning obligations. Further details on carbon offset payments are set out in the council's Planning Obligations SPD. Carbon costing will be established in accordance with the London Plan and its associated guidance.

SD4 Energy infrastructure

A Development proposals should be designed in response to a site-specific assessment of the most effective and efficient energy supply options, taking into account energy masterplans where appropriate. For large-scale schemes, applicants are encouraged to engage at an early stage with the relevant energy suppliers and bodies to establish future energy and infrastructure requirements necessary to support the development.

B Proposals for new-build development, and wherever possible proposals for conversions or alterations to existing buildings, should prioritise connection to decentralised heat networks. Major development proposals will be expected to provide a feasibility assessment for connecting to, and if possible extending, existing or planned future heat networks on or in proximity to their site. Minor new-build development proposals should optimise opportunities to connect to existing heat networks.

C All major and minor development proposals should be designed for future connection to a heat network, having regard to Heat Network Priority Areas of the London Heat Map and other local area opportunities, including those identified in energy masterplans.

D Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system. The heat source must be selected in accordance with the draft London Plan heating hierarchy, as follows:

a. Connect to local existing of planned heat networks.
b. Use zero-emission or local secondary heat sources.
c. Use low-emission combined heat and power (CHP) where there is a case for CHP to deliver an area-wide heat network.
d. Use ultra-low NOx gas boilers.

E CHP and ultra-low NOx gas boiler communal or district heating systems will only be acceptable where it is demonstrated that these sources are necessary, with proposals having fully investigated other options in the heating hierarchy, and there will be no adverse impact on air quality. Proposals will be considered having regard to Policy SD6 (Improving air quality) and relevant London Plan policies. Air Quality Assessments will be required to include full dispersion modelling to assess impacts on nearby receptors.

F Where CHP and ultra-low NOx gas boiler systems are acceptable in line with (E) above, proposals should be designed in a way that enables, and does not preclude, the decarbonisation of the site wide communal network in the future.

G Major housing development proposals will be required to, and all minor housing proposals should, submit an estimated heat unit supply price (£/kWh), annual standing charges and projected annual maintenance costs for their proposed Energy Strategy. This should include information detailing any assumptions the calculations are based on.

H Where site-wide communal and district heating systems are operational, heat and energy service providers will be encouraged to enter into customer charters with domestic and small business customers.

Explanation

11.11 In order to achieve the strategic objective for Lewisham to become a net zero-carbon Borough it will be necessary to change the way in which energy is used and supplied locally. This means shifting from a reliance on natural gas as the main energy source to a wider range of low and zero-carbon and renewable sources. Decentralised energy covers a range of technologies that do not rely directly on the electricity transmission network or gas grid. It is expected to play an increasingly important role in London's energy supply. Decentralised energy is vital to energy security and helping the Capital become more energy self-sufficient. It also offers opportunities in respect of carbon reduction as a sustainable energy source. In responding to the climate emergency we are committed to promoting decentralised energy locally and will seek to exploit opportunities for network investment, particularly as new development comes forward.

11.12 Development proposals should prioritise connection to decentralised heat networks wherever technically feasible. The London Plan identifies Heat Network Priority Areas where there are opportunities to facilitate decentralised energy network development. These areas feature heat densities that are sufficient for heat networks to provide an economically competitive option for supplying energy. They include parts of Lewisham and areas in adjoining Boroughs. Applicants are encouraged to refer the London Heat Map for the latest information on heat demands, supplies and networks across London along with the extent of Heat Network Priority Areas. The Heat Map is accessible online and updated regularly.

11.13 The council has and will continue to prepare a suite of studies investigating the potential for decentralised energy network development in the Borough, drawing on the latest available information. This includes the Lewisham Energy Masterplan (2020), Lewisham Heat Network Feasibility Study (2016), New Cross Heat Network Route Feasibility Assessment (2015) and Lewisham Town Centre Low Carbon and Decentralised Energy Report (2010). Building on this evidence we will prepare an Energy Masterplan to provide an updated position on the most feasible options for network development. All proposals will be expected to refer to the latest local evidence for guidance in considering energy sources, and to ensure that opportunities for decentralised energy are maximised.

11.14 All proposals for major residential and commercial development will be expected to submit a feasibility assessment to fully evaluate connecting to an existing or planned future heat network where it is located on or in proximity to the site. The feasibility assessment should evaluate technical and financial viability and consider a range of factors included but not restricted to: capability of the network to supply part of the heat demand, location of development and distance to network pipes, physical barriers and other developments in

the areas that may also be required to connect. For the purpose of this policy, a planned future network is one that is considered by the council likely to be operational within 3 years of the grant of planning permission. All minor new-build development proposals should also seek to secure connection to heat networks. Proposals will be expected to include an Energy Statement as part of the Sustainable Design Statement. This should provide sufficient information to demonstrate that feasibility has been fully investigated, having regard to the latest London Plan supplementary planning guidance.

11.15 In areas where there are no existing or planned district heat networks proposals should be designed for future connection to a heat network. The latest London Heat Manual should be referred for further guidance. Designs should entail a wet heating system, single point of connection into heating system, additional plant room space for thermal substation and low temperature heating systems (60 degrees Celsius or lower) to support low temperature heat networks This will help to ensure that connection is made more financially viable and technically feasible in future years. Proposals should have regard to the spatial strategy for the Borough as this provides an indication of the areas that are expected to accommodate significant growth and where network development is likely to be delivered over the long-term.

11.16 Consistent with the draft London Plan, all major development proposals within Heat Network Priority Areas and elsewhere should have a communal heating system served from a single energy centre, with the heat source for the system selected in accordance with the heating hierarchy. Proposals will be expected to demonstrate that the feasibility and viability of implementing options at the higher end of the hierarchy have been fully investigated before considering the use of CHP or gas boiler systems. We will seek to resist proposals that rely on CHP or gas boiler systems where their use is not sufficiently justified. Where the use of an ultra-low NOx is justified, this should achieve an emissions rating of <40 mg/kWh. Furthermore, all such proposals must not result in any adverse impact on air quality, in line with Policy SD 6 (Improving Air Quality) and relevant London Plan policies.

11.17 Where development proposals including CHP and ultra-low NOx gas boiler systems are acceptable in principle, they should be designed in a way that enables, and does not preclude, the decarbonisation of the site wide communal network in the future. Proposals should include information on the opportunities and potential measures in this respect. This could include, for example, details describing how the development could accommodate the plant space required for such decentralised energy networks, and how the individual dwellings have been designed to allow for and accommodate future connections.

11.18 Heat networks and communal heating systems must be designed, constructed, commissioned and operated in accordance with CIBSE CP1.2: Heat Networks Code of Practice, or the latest version. All developments that are required to connect to an existing or planned heat network in accordance with policy must explicitly demonstrate in their Energy Strategy how the scheme will comply with the above Code of Practice.

11.19 Where households and businesses are reliant on decentralised heat networks it is important that there are clear expectations for service standards. We will encourage the use of customer charters or publically available right of challenge in a fair and independent way. Such charters and ombudsman are useful in establishing clarity on matters such as system maintenance and end-user pricing, and can be particularly helpful to more vulnerable uses (for example, those in or at risk of fuel poverty or start-up and micro-businesses). All developments that are required to connect to an existing or planned heat network in accordance with this policy should ensure that the future network operator will be registered with the Heat Trust Scheme (Heat Customer Protection Ltd.) The scheme sets out common customer service standards and protection requirements that are comparative to regulated utilities, drawing on legislation and good practice guidance.

Bermondsey aerial looking west with SELCHP in the foreground

SD5 **Managing heat risk**

A Development proposals must minimise internal heat gain and the impacts on the urban heat island through the design, layout and orientation of buildings and spaces, as well through the use of materials and urban greening measures, having particular regard to Policy GR4 (Urban greening and trees).

B All new development should be designed to reduce the potential for overheating and reliance on air conditioning systems in accordance with the London Plan cooling hierarchy, as follows:

a. Minimise internal heat generation through energy efficient design.
b. Reduce the amount of heat entering a building through orientation, shading, albedo, fenestration, insulation, and the provision of green roofs and walls.
c. Manage the heat within the building through exposed internal thermal mass and high ceilings.
d. Provide passive ventilation.
e. Provide mechanical ventilation.
f. Provide active cooling systems.

C Development proposals will only be supported where there is sufficient evidence to demonstrate that priority has been given to the implementation of feasible measures at the higher level of the cooling hierarchy through the design-led process.

D Major development proposals will be required to submit an Energy Statement to demonstrate how they will meet the requirements of (B) and (C) above

E Major development proposals incorporating amenity space and public realm should be designed to create a comfortable pedestrian environment, including through provision of shade and other passive cooling measures.

Explanation

11.20 In recent years London has experienced higher than historic average temperatures along with more severe hot weather events. Heat risk is becoming an increasingly important issue, particularly in the context of a growing population and global climate change. All new development should therefore be designed to manage heat risk.

11.21 The urban heat island is experienced in areas where there is extensive urban development. Buildings and spaces in these areas absorb and retain heat during the day and night. In a heavily urbanised place like London, this process results in the city being several degrees warmer than its surrounding areas. The urban heat island poses a significant health risk to vulnerable groups, such as older people or those with certain health conditions, particularly during peak summer months. All new development will therefore be expected minimise internal heat gain and manage heat risk through the design, layout and orientation of buildings and spaces, along with the use of materials. Proposals should incorporate measures in line with the Mayor's cooling hierarchy, recognising that Lewisham should play a role in positively supporting regional planning objectives. This will help to ensure that buildings are better equipped to manage their cooling needs in energy efficient ways over their lifetime.

11.22 Applicants should refer the latest Chartered Institution of Building Services Engineers (CIBSE) guidance on assessing and mitigating overheating risk in new developments, including TM59 for domestic development and TM52 for non-domestic development. The London Mayor's Energy Planning Guidance should also be referred. Proposals should undertake dynamic thermal modelling to ensure that development does not overheat, and this should address temperatures likely to be experienced over the lifetime of the development, having regard to CIBSE guidance and datasets included in document TM49.

11.23 Severe hot weather events can discourage pedestrian activity. Development will therefore be expected to be designed to promote a comfortable pedestrian environment, by helping to ensure that opportunities for respite, such as shaded areas, are integrated into the public realm and that and other indoor amenity spaces are cool and well-ventilated. Where necessary, a contribution to cooling measures for spaces and streets outside the development boundary may be appropriate, for example, to make the public realm more comfortable and attractive for pedestrian travel. This is consistent with the Healthy Streets approach advocated by the Local Plan, in line with the draft London Plan.

11.24 All major development proposals will be expected to submit an Energy Statement. This should clearly set out how measures at the higher end of the cooling hierarchy have been considered and given priority through the design-led process. We will seek to resist proposals that use measures at the lower levels of the hierarchy unless there is evidence to demonstrate that this is necessary, for example, for reasons of technical feasibility.

11.25 Whilst all development proposals will be expected to give consideration to managing heat risk, it is recognised that the feasibility of measures will be commensurate with the nature and scale of development. Minor developments, and in particular householder extensions, may have limited scope to implement some measures at the higher end of the hierarchy. However all minor development proposals are encouraged to investigate potential measures and incorporate these wherever possible. The urban heat island effect can be mitigated through the cumulative positive impacts of smaller developments. For this reason, the loss of established soft landscape features without replacement will be resisted for all proposals and new soft landscaping will be encouraged wherever possible.

SD6 Improving air quality

A Air quality is a significant public health issue in Lewisham. All new development should contribute to improving air quality within the Borough and reducing the population's exposure to poor air quality, in line with draft London Plan Policy SI1 (Improving air quality) and by supporting the achievement of objectives in Lewisham's latest Air Quality Management Plan.

B New major development must be at least air quality neutral and all development proposals must demonstrate that they will not:

a. Lead to further deterioration of existing poor air quality;
b. Create any new areas that exceed air quality limits, or compromise the achievement of compliance with targets in areas that currently in exceedance of the legal limits; and
c. Create an unacceptable risk of high levels of exposure to poor air quality.

C Development proposals should be designed to prevent or minimise exposure to existing air pollution and implement measures to help improve air quality. Particular consideration should be given to the siting, layout and design of proposals located in Air Quality Management Areas and Air Quality Focus Areas, as well as for developments that are likely to be used regularly by large numbers of people (including public open space) and vulnerable groups, such as children and older people.

D Air Quality Assessments will be required to be submitted with proposals for:

a. Major development;
b. Minor development within an Air Quality Management Area and/or Air Quality Focus Area if the development is likely to adversely impact on air quality or introduce new sensitive receptors to exposure to an area of existing poor air quality; and
c. Community infrastructure (including health, education and leisure facilities), or other uses that are likely to be used regularly by vulnerable groups.

E Development proposals must demonstrate how they will comply with the Non-Road Mobile Machinery Low Emission Zone requirements and reduce emissions from the demolition and construction of buildings following the Mayor's 'The Control of Dust and Emissions for Construction and Demolition' SPG (2014), or subsequent guidance.

F Development proposals will be considered having regard to their individual and cumulative impacts on air quality. Proposals that do not meet the requirements of (B) and (C) above will be resisted unless appropriate measures are implemented to ensure adverse impacts can be mitigated to an acceptable level. Mitigation should be provided on-site. In exceptional circumstances, where it is demonstrated that this is impracticable or inappropriate, off-site provision may be acceptable where equivalent air quality benefits will be delivered in the local area.

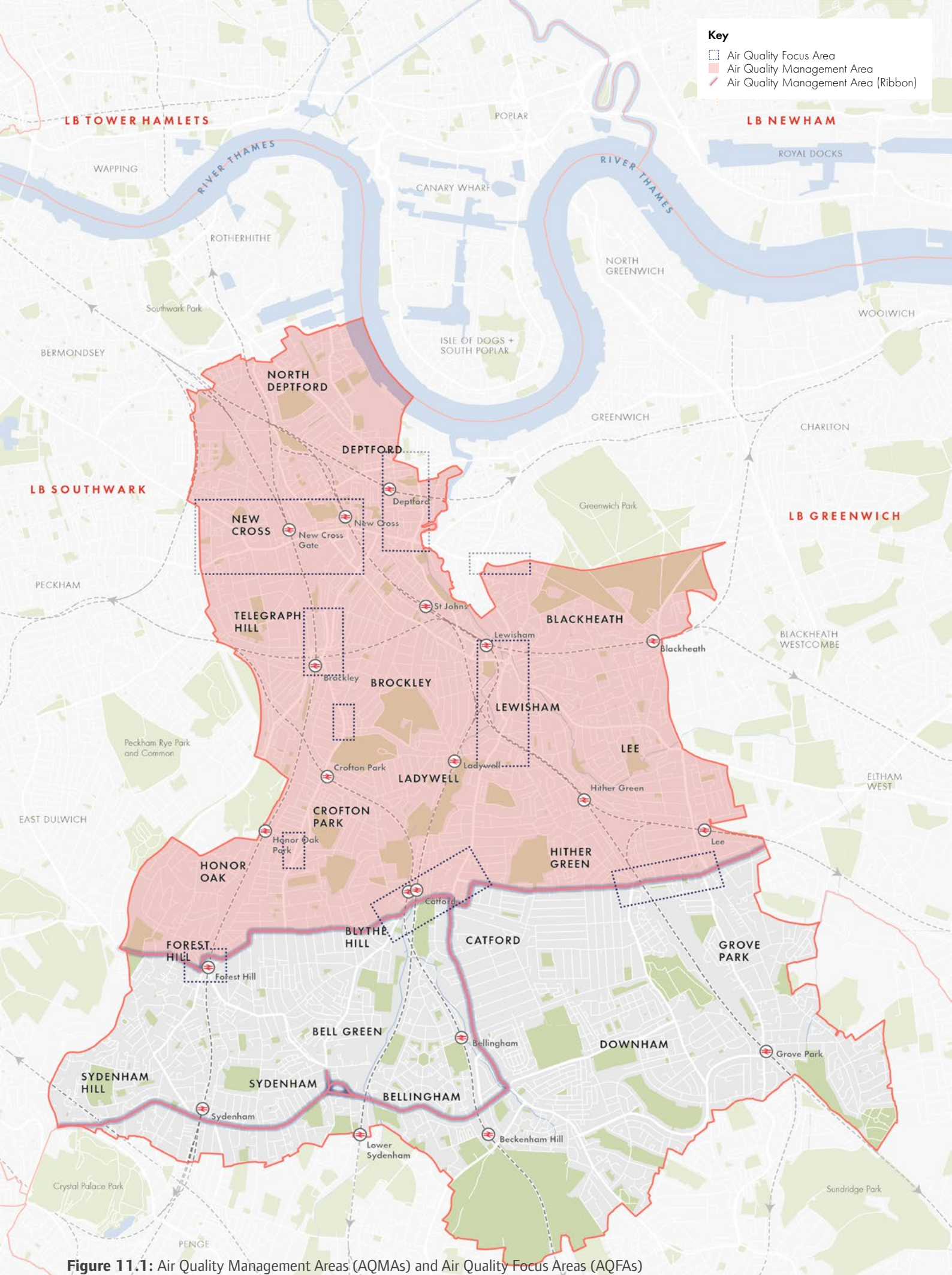


Figure 11.1: Air Quality Management Areas (AQMAs) and Air Quality Focus Areas (AQFAs)

Explanation

11.26 Air quality is a significant public health issue in Lewisham and across London. The link between air quality and public health outcomes is well documented. Air pollution is estimated to reduce life expectancy of every person in the UK by an average of 7 to 8 months and in Lewisham, the proportion of all-cause adult mortality attributable to air pollution is 6.5 per cent, which is higher than the national average.[30] This policy supports the London Mayor's commitment to making air quality in London the best of any major world city. It also helps give effect to the NPPF which sets out that local plans should sustain and contribute towards compliance with the relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMAs) and Air Quality Focus Areas (AQFAs).

11.27 Alongside London Plan, including draft Policy SI1 (Improving air quality), the implementation of this and other Local Plan policies on sustainable transport, green infrastructure, energy, sustainable design and waste management will together contribute towards the objective of improving air quality across the Borough.

11.28 There are currently 6 AQMAs in Lewisham. These cover all the areas north of the A205 (South Circular) together with major roads in the south. The AQMAs have been declared for several pollutants. Monitoring indicates that the Borough is exceeding the EU annual average limit for Nitrogen Dioxide at some locations. Furthermore, whilst the Borough is meeting the EU Limits for Particulate Matter (PM10) it is exceeding the World Health Organisation air quality guideline annual average for this pollutant. In addition to AQMAs there are also 10 Air Quality Focus Areas (AQFAs) in the Borough; these areas are locations that have been identified as having high levels of pollution and human exposure. The current AQMAs and the Mayor's 'London Datastore' maintains an up-to-date list of AQFAs across the Capital, taking account of changing circumstances and latest available evidence. AQMAs are identified in **Figure 11.1** and may be subject to periodic review and updating.

11.29 New major development will be required to be at least 'air quality neutral' and no development shall lead to a further deterioration of existing poor air quality. Development proposals should also reduce the population's exposure to poor air quality, particularly for those groups who are most vulnerable to its impacts such as children and young people and older people. New development, as a minimum, must not cause new exceedances of legal air quality standards or compromise achievement of compliance in those areas currently in exceedance, as currently provided by the Air Quality Standards Regulations 2010.

11.30 Applicants should refer to refer relevant London Plan supplementary planning guidance for further information on the Air Quality Neutral and Air Quality Positive standards. The council's latest Air Quality Action Plan and associated monitoring reports should also be referred, along with our Good Practice Guide: Control of Pollution and Noise from Demolition and Construction Sites.

[30] Lewisham Joint Strategic Needs Assessment, A Picture of Lewisham. 2019.

11.31 Proposals will be considered taking into account the individual and cumulative impacts of development in an area, consistent with national policy. We will have particular regard to proposals for major development and those located within AQMAs and AQFAs, recognising the existing localised levels of poor air quality and potential impacts of larger schemes. Applicants should take particular care where development is likely to be used regularly by vulnerable groups. This includes proposals community facilities and specialist housing. Exposure to poor air quality can be avoided through the site selection process and/or through site layout and design solutions. New developments will be expected to contribute to actively reducing air pollution in Air Quality Focus Areas, supporting measures to improve air quality.

11.32 Air Quality Assessments (AQAs) will be required for certain types of qualifying development. Assessments must address impacts arising during the construction, occupation and operational phases of development. They should also consider the wider cumulative impacts on air quality arising from development within the locality.

11.33 Where an AQA indicates a potential negative impact on air quality, appropriate measures that will minimise or offset impacts from the development should be identified and implemented on-site. Planning permission will be refused unless appropriate mitigation measures are adopted to reduce the impact to acceptable levels. In practice, it may not always be possible to achieve Air Quality Neutral standards or to acceptably minimise impacts using on-site measures alone. If on-site measures are insufficient to make the development acceptable, the AQA should demonstrate that it is possible to include measures in the local area with equivalent air quality benefits. Mitigation measures may be secured either by planning condition or legal agreement, where appropriate.

11.34 An AQA with full dispersion modelling is required for all proposed Biomass and CHP boilers and this must demonstrate that the impact on nearby receptors is minimal.

11.35 Development that involves significant demolition, construction or earthworks will be required to assess the risk of impacts according to the Institute of Air Quality Management Dust Guidance and the London Mayor's SPG on 'The Control of dust and Emissions during Construction and Demolition'. Mitigation measures should be included in the Construction Management Plan. All medium and high risk sites should include real time construction dust monitoring, in line with the London Plan guidance.

SD7 **Reducing flood risk**

A The council will seek to reduce flood risk and ensure resilience against the impact of flooding by:

a. Using a sequential approach to the location of new development to avoid, where possible, flood risk to the population and property whilst taking account of the long-term impact of climate change;
b. Directing new development to those areas of the Borough that are at the lowest risk of flooding, having regard to Lewisham's Strategic Flood Risk Assessment (SFRA), by applying the Sequential and Exception Tests in accordance with national planning policy;
c. Requiring that all new development does not increase flood risk in the Borough, reduces the risk of flooding from all sources and is designed to remain safe and operational under flood conditions;
d. Working in partnership with stakeholders to implement the flood risk management actions in the Thames Estuary 2100 Plan; and
e. Seeking that new development maximises opportunities for river restoration, in line with Lewisham's River Corridors Improvement Plan SPD

B A site specific Flood Risk Assessment will be required for all development proposals within Flood Zone 2, 3a and 3b, all major development in Flood Zone 1, and elsewhere in the Borough where development may be at risk of other sources of flooding. The assessment must provide sufficient evidence for the council to assess whether the requirements of the Sequential and Exception Tests have been satisfied, and will be expected to:

a. Be proportionate with the degree of flood risk posed both to and by the development;
b. Take account of all potential sources of flooding both on and off-site;
c. Make an appropriate allowance for the hazard posed by climate change over the lifetime of the development, informed by the latest Government guidance; and
d. Have regard to the recommendations of the latest Lewisham SFRA and the Lewisham Local Flood Risk Management Strategy.

C Where proposals satisfy the Sequential and Exception Tests the site layout and design of development should ensure that:

a. The most vulnerable land uses are directed to areas of the site that are at lowest risk of flooding;
b. There is no net loss of flood storage capacity and adequate provision is made for flood storage and compensation, with priority given to on-site provision;
c. There is no detrimental impact on the natural function of the floodplain and floodwater flow routes across the site;
d. Appropriate mitigation measures are incorporated to address any residual flood risk, including safe access and egress for all likely users of the development; and
e. Flood risk is not increased elsewhere.

D Development proposals will be required to provide a site-specific Flood Emergency Response Plan to manage actual and/or residual flood risk, where appropriate.

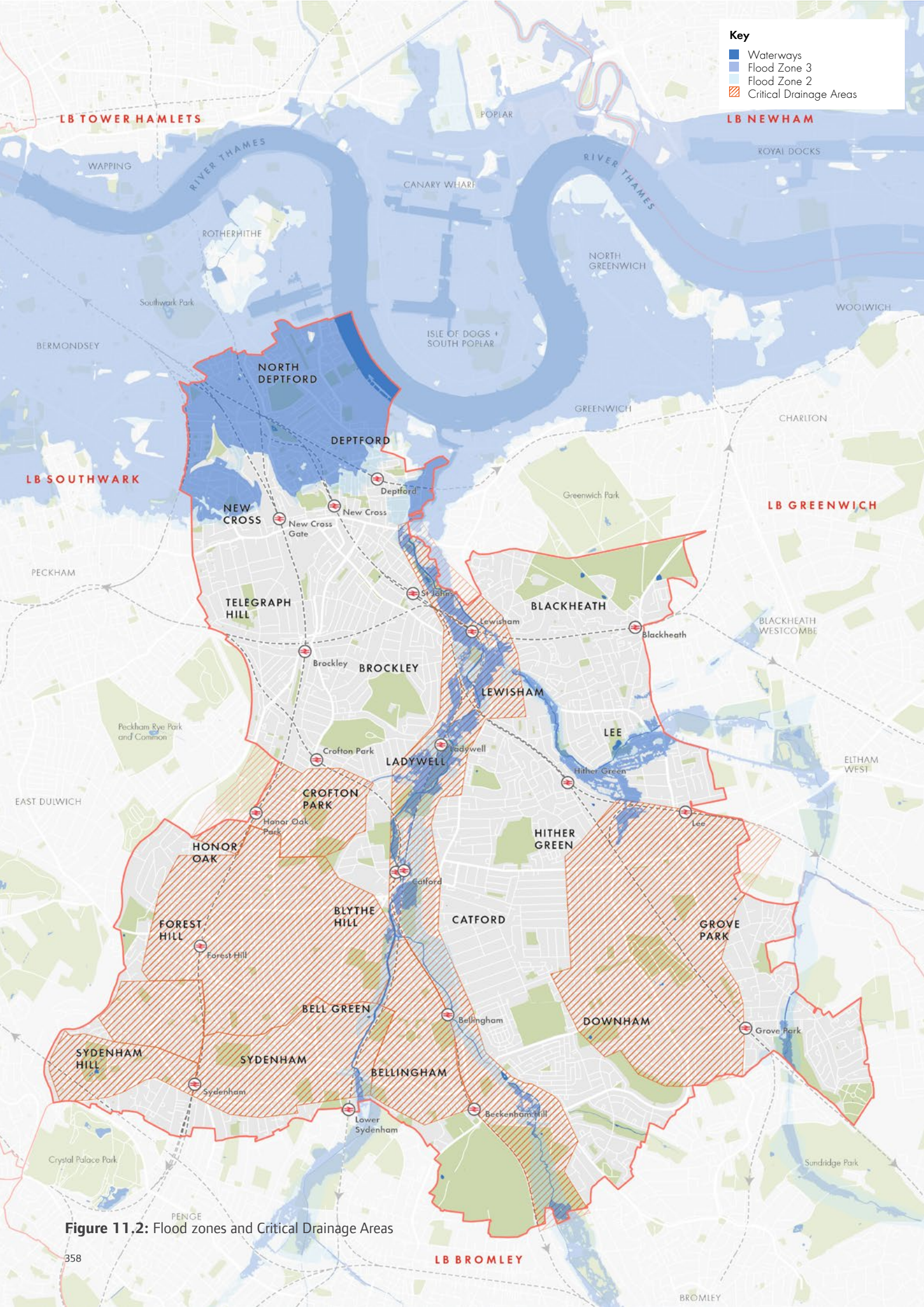


Figure 11.2: Flood zones and Critical Drainage Areas

Explanation

11.36 The water environment is a defining feature of Lewisham. The Borough fronts onto the River Thames and the river poses a potential risk of flooding, although the adjacent land area benefits from the River Thames Tidal Defences. Lewisham also falls within most of the catchment of the River Ravensbourne and its tributaries, including the Quaggy, the Pool and Kyd Brook, which outfalls into the River Thames at Deptford Creek. The Honor Oak Stream (Chudleigh Ditch), another tributary of the Ravensbourne, also passes through the Borough. Elsewhere there are localised areas that are at potential risk from other sources of flooding including through surface water run-off, ground water flooding, surcharge from the sewer network and the blockage of culverts and gullies.

11.37 It is important that development does not increase flood risk to people, properties and infrastructure and that all proposals proactively seek to minimise and mitigate risk wherever possible. This is particularly important in locations that are known to be at risk of flooding. Applicants will be expected to consider risk from all sources of flooding using appropriate and up-to-date information. Early engagement with relevant stakeholders, including the council as Lead Local Flood Authority, the Environment Agency (EA) and Thames Water Utilities is strongly advised.

11.38 The council regularly reviews its Strategic Flood Risk Assessment (SFRA), the latest of which was published in 2019 and includes a Level 1 and Level 2 SFRA. The SFRA maps the Borough into flood zones according to the probability of flooding occurring, discounting the presence of any flood defences and alleviation measures. The flood zone maps have been prepared using the latest available data from the Environment Agency however applicants should consult the EA to establish whether the flood zones have since been updated. Lewisham's Surface Water Management Plan (SWMP) provides additional information on other sources of flood risk. All proposals will be assessed against the latest available information.

11.39 In line with the NPPF and its associated guidance we will apply a sequential approach to the location of new development. This is in order to ensure that development is directed to those areas of the Borough, and locations within sites, that are at the lowest risk of flooding. We will consider the appropriateness of proposed uses within the different flood zones having regard to the Sequential and Exception Tests, and informed by Flood Risk Assessments submitted by applicants. Assessments are required to take into account the long-term hazard posed to development by climate change. The latest standing advice on climate change allowances published by the EA should be referred and form the basis of assessments. Furthermore, the Lewisham Level 2 SFRA (2019) sets out evidence of the flood characteristics in the Borough (including flood depth, velocity, rates of inundation and duration of flooding) that should also be considered.

11.40 As part of the preparation of the Local Plan the council has undertaken a Sequential Test to assist in identifying those areas of the Borough that are suitable for strategic sites. Allocated sites that have passed the Sequential Test will not need to apply this test again, unless the proposed use is not consistent with the site allocation.

11.41 Where the Sequential and Exception Tests are satisfied we will seek that proposals fully investigate opportunities to avoid, reduce, manage and mitigate flood risk through site layout and development design. This includes appropriate measures to ensure development is safe. Proposals should fully assess and address residual risk, including through flood resistant design (e.g. to prevent water from entering the building and damaging its fabric) and resilient design (e.g. to ensure the building's structural integrity is maintained and that drying and cleaning can be facilitated).

11.42 Proposals will need to be accompanied by a Flood Emergency Response Plan to ensure safe access and egress from actual and/or residual flooding, where appropriate. This measure is necessary to ensure that building occupiers can be made aware of the responses to various types and scale of flood threat, evacuation logistics, evacuation routes and other safety arrangements in terms of dry access, egress and refuge. Examples of such developments can include proposals with water compatible uses, alterations to existing buildings and building floor levels that have been raised, but where there is remaining flood risk under the 0.1% AEP event.

11.43 The Thames Estuary 2100 Plan sets out recommendations and actions that are needed to manage flood risk in the Thames Estuary, taking account of the long-term impacts of climate change. It promotes a multi-agency approach to implementation of priority strategic and local actions with partners including Government bodies, local authorities and developers. The TE 2100 Plan sets Lewisham Borough within 'Action Zone 2 – Central London'. The Local Plan both supports and helps to set a framework for positively managing development consistent with the TE2100 Plan.

SD8 Sustainable drainage

A Development proposals should aim to achieve greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Sustainable Drainage Systems (SuDS) should be incorporated into new development wherever possible, with priority given to green and blue over grey features, in line with the London Plan drainage hierarchy, as follows:

a. Rainwater use as a resource.
b. Rainwater infiltration to ground at or close to source.
c. Rainwater attenuation in green infrastructure features for gradual release.
d. Rainwater discharge direct to a watercourse, unless not appropriate.
e. Controlled rainwater discharge to a surface water sewer or drain.
f. Controlled rainwater discharge to a combined sewer.

B All SuDS will be required to meet the Department for Environment, Food and Rural Affairs'' Non-Statutory Technical Standards. They should also be designed to reflect guidance and principles set out in the London Plan Sustainable Design and Construction SPD and the SuDS Manual. In addition, all SuDS should:

a. Be located and designed having regard to the London Sustainable Drainage Action Plan along with the council's Surface Water Management Plan and Local Flood Risk Management Strategy;
b. Be sensitively integrated into the development;
c. Maximise opportunities to enhance biodiversity and local amenity;
d. Improve the quality of water discharges, with provision for clean and safe water at the surface; and
e. Function effectively over the lifetime of the development.

C All proposals for major development and development within a Critical Drainage Area must achieve a greenfield runoff rate and volume leaving the site, as demonstrated through a Drainage Strategy. All other development will be expected to achieve at least a 50% reduction in existing runoff rates. Where a greenfield runoff rate cannot be achieved, or SuDS cannot be implemented due to reasons of technical feasibility or financial viability, proposals must demonstrate that:

a. Surface water runoff (both in terms of volume and flow) has been reduced as much as reasonably practical; and
b. Measures to improve water quality have been investigated and implemented, wherever feasible.

D Development proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable paving, including on small surfaces such as front gardens and driveways, will be strongly resisted unless it can be suitably demonstrated that this is not technically feasible or appropriate.

Explanation

11.44 Surface water flooding occurs when high intensity rainfall generates runoff which flows and ponds in low-lying areas. It is generally associated with intense rain, saturated soils and an insufficient drainage capacity of the surface water system. Surface water flooding is becoming an increasing issue in London due to continued urban development (increased impermeable area) and climate change (greater rainfall intensity). Lewisham's Surface Water Management Plan (SWMP) identifies 9 Critical Drainage Areas (CDAs) which are particularly susceptible to surface water flooding. The CDAs fall within much of the London Plan Opportunity Area corridor and are also widely present in southern part of the Borough.

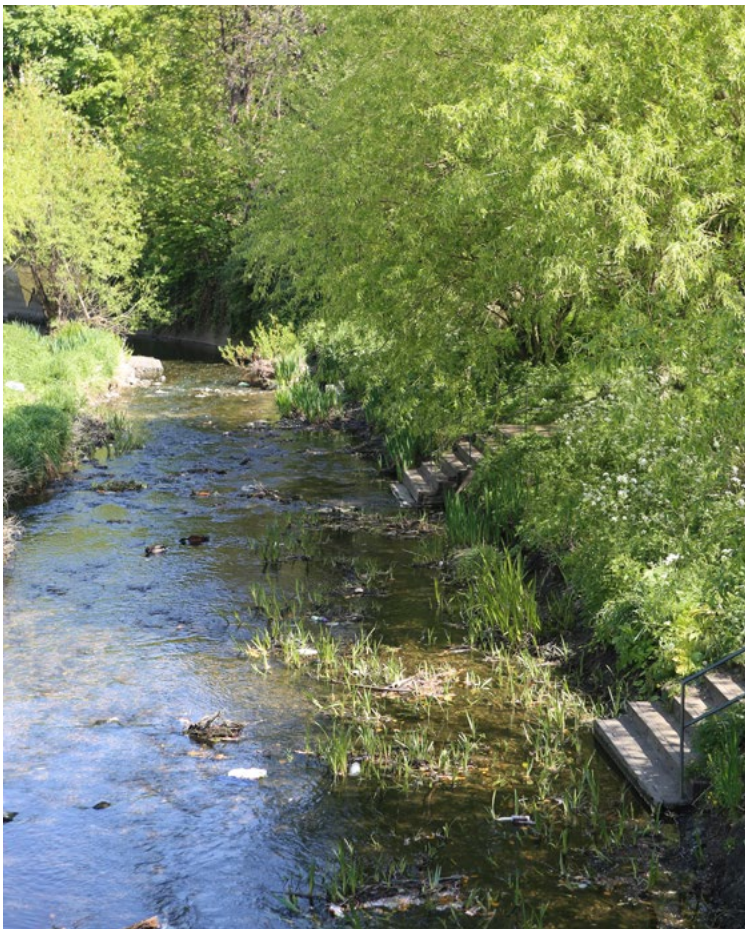
11.45 New development will be expected to contribute to minimising and mitigating flood risk through the use of Sustainable Drainage Systems (SuDS) and measures. SuDS comprise a sequence of management practices and techniques to slow the rate of surface water runoff and improve infiltration by mimicking natural drainage. This reduces the risk of flash-flooding which occurs when rainwater rapidly flows into the public sewerage and drainage systems. Drainage measures are particularly important in CDAs however we will seek to ensure that new development proactively responds to surface water management throughout the Borough.

11.46 Development proposals should seek to reduce flows to a greenfield runoff rate. This is the rate that reflects the natural rate of water runoff from an undeveloped, naturally permeable site. The volume of runoff must be stored on site and be calculated based on the nationally agreed return period value of a 1 in 100 year critical storm event, including an allowance for climate change. For major development and proposals within CDAs, it is particularly important that schemes optimise the use of Sustainable Drainage Systems to achieve these outcomes. The Government has published Non-Statutory Technical Standards for Sustainable Drainage Systems which proposals will be expected to comply with.

11.47 SuDs should be viewed as more than just a tool to manage surface water flooding. Where they are well designed and sensitively integrated into development, SuDS can enhance the amenity value of a site and area by improving the quality and attractiveness of the public realm and open spaces. Furthermore, they offer opportunities to support and enhance biodiversity through the creation of habitats such as ponds and wetlands, along with improving the quality of water discharges. All proposals should apply the principles of the latest SuDS Manual published by the Construction Industry Research and Information Association (CIRIA), which is nationally recognised good practice guidance, or other local guidance where appropriate.

11.48 SuDS should be designed giving priority to 'green' or 'blue' over 'grey' measures, although it is recognised that technical feasibility issues may constrain opportunities. This policy provides flexibility to implement a variety of SuDS measures, as the techniques used will depend on individual site characteristics and the nature of development proposed. Applicants will be expected to demonstrate that SuDS will function effectively over the lifetime of the development. A Drainage Strategy must accompany all major development proposals and other proposals within a Critical Drainage Area. This should include a SuDS Management Plan setting out long-term management and maintenance arrangements.

11.49 If it is suitably demonstrated that the policy requirements cannot be satisfied, for example, by reasons of site condition (e.g. land contamination or other site constraints) or financial viability, we will require applicants to provide evidence that runoff rates have been minimised as far as reasonably practical.



River Ravensbourne

Figure 11.3: Safeguarded Wharf at Convoys Wharf

SD9 Water management

Watercourses and flood defences

A Development proposals on sites containing or adjacent to a main river or ordinary watercourse will be required to:

a. Demonstrate how the objectives of the Thames River Basin Management Plan, London River Restoration Action Plan, Marine Plan for the South East and other relevant local guidance, including the River Corridors Improvement Plan SPD, have been taken into account;
b. Ensure that there is no adverse impact on the natural functioning of the watercourse, including by maintaining an undeveloped buffer zone with an adequate set back distance from the watercourse, as agreed with the council and the Environment Agency;
c. Investigate and maximise opportunities to enhance or restore river channels, flood flow pathways, floodplains and other natural flood management features with the objective of returning them to their natural state wherever possible;
d. Where appropriate, provide a condition survey of existing flood defence and other watercourse infrastructure and if necessary, provide for maintenance, repairs or remediation to secure the functional integrity of this infrastructure over the lifetime of the development; and
e. Incorporate measures to enhance the ecological, amenity, recreational and historic value of water spaces, including by enhancing public access to these spaces.

Water quality

B All development proposals should seek to improve water quality and must ensure that there is no deterioration in the quality of a watercourse or groundwater, in line with the European Water Framework Directive 2000.

C Where development is proposed within a Source Protection Zone it must not result in an unacceptable risk to groundwater quality.

Wastewater and water supply

D Development proposals will be supported where it is demonstrated that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve demand arising from the development; or where such capacity does not exist and there are no programmed works, arrangements are made to ensure adequate provision prior to the occupation of development. A Water Supply and/or Drainage Strategy may be required to demonstrate that suitable arrangements are in place to service the development.

E Development proposals should ensure the separation of surface and foul water systems, including by rectifying misconnections. The council will give preference to mains foul drainage and seek to restrict the use of non-mains drainage for foul water disposal, particularly in Source Protection Zones. Where non-mains drainage is proposed for foul water, proposals should implement the most sustainable drainage options as supported by a Drainage Strategy.

F All proposals for new development should maximise opportunities to alleviate water scarcity and be designed to minimise pressure on the combined sewer network by incorporating SuDs in line with Policy SD 8 (Sustainable Drainage), and by meeting the draft London Plan requirements for water efficiency, as follows:

a. All proposals for new residential development should achieve mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption);
b. Major non-residential development should achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent.

Strategic role of waterways

G Waterways provide multifunctional social, economic and environmental benefits that support sustainable communities. Development proposals should identify and positively respond to the unique attributes of waterways, giving particular consideration to their:

a. Environmental function and ecological qualities;
b. Contribution to the Borough's network of open spaces;
c. Recreational and amenity value;
d. Distinctive features that help to shape and reinforce the Borough's physical, cultural and historical character;
e. Support for the visitor economy; and
f. Potential to facilitate water transport.

H The Lewisham section of the Thames Policy Area is designated in the Local Plan, as reflected in the Policies Map. All new development within the Thames Policy Area will be expected to positively respond to the distinctive character and qualities of the River Thames and its surrounds, in line with Policy LNA 4 (Thames Policy Area and Deptford Creekside).

I Convoys Wharf is included within London's network of safeguarded wharves. The council will continue to safeguard Convoys Wharf taking into account extant planning consents and any future safeguarding Direction. Development proposals involving water transport at Convoys Wharf will be considered having regard to draft London Plan Policy SI15 (Water transport), along with other relevant policies.

J Proposals for water and marine based residential, commercial, community and transport uses (including moorings and jetties) alongside or within a waterway will only be supported where they:

a. Are demonstrably a water-dependent use;
b. Are appropriately located and designed, taking into account the nature and scale of the proposed use;
c. Positively respond to, and do not adversely impact on, the open character, historic setting and views of the waterway, its frontage (including foreshore) and the surrounding area;
d. Do not have a detrimental impact on river navigation and flood defence infrastructure;
e. Do not have a detrimental impact on the environment, including water quality in line with (B) above;
f. Do not impede or compromise existing public access points to the waterway, and extend or enhance access wherever possible; and
g. Ensure adequate access and servicing arrangements for all intended users of the development.

Explanation

Watercourses and flood defences

11.50 Watercourses within Lewisham form part of the network of rivers and streams within the London basin and are one of the defining features of the Borough. They contribute to local character and visual amenity, offer health benefits through recreational opportunities and provide the setting for Borough's historical past. Watercourses also have an important environmental role in supporting biodiversity and are critical to climate change adaptation through their flood management function. We will seek to ensure that watercourses are positively managed recognising the many important contributions they make to sustainable and resilient communities.

11.51 All proposals will be expected to demonstrate how they have taken into account the Thames River Basin Management Plan and the London River Restoration Action Plan, particularly in contributing to the European Water Framework Directive (WFD) 2000 objectives. Furthermore, applicants should refer Lewisham's River Corridors Improvement Plan SPD. The SPD sets out local guidance to secure high quality development along the Borough's river corridors whilst balancing objectives for environmental protection and flood risk management.

11.52 Lewisham's river corridors are heavily constrained by urban development along much of their respective lengths. The River Thames has been heavily modified over time with the growth of London, including the construction of raised defences along much of its width. Considerable modifications have also been made to other river channels in the Borough over the past decades including through canalising and culverting. The compromising of natural river processes can adversely impact on biodiversity and water quality. The council has recently worked with the Environment Agency and other partners to deliver investment in river corridor improvements as part of its ongoing regeneration programme. This includes works along the Rivers Ravensbourne and Quaggy to provide improved defences and dedicated landscaped areas for flood storage, local amenity and improved biodiversity . These schemes have demonstrated that it is possible to put rivers back at the heart of new development and we aim to continue building on these successes.

11.53 In order to ensure there is no adverse impact of the natural functioning of a watercourse, or the integrity of a flood defence, all new development must maintain an undeveloped buffer zone with an adequate set back distance from the watercourse. A relief of 8 metres from a main river and 5 metres from an ordinary watercourse should be secured, unless otherwise agreed by the council and the Environment Agency. Buffer zones should be left free of permanent structures, ensure adequate access for the maintenance of flood defences and be sensitively integrated into development in order to enhance their amenity value. Development within 20 metres of a bank of a main river will need Environment Agency consent. Some rivers have defined flood defence assets and proposals will be required to identify assets and these into consideration, where appropriate.

11.54 On sites with existing flood defence infrastructure we will seek to ensure that the functional integrity of this infrastructure is secured over the lifetime of the development. We may require proposals

to include a Condition Survey of all existing infrastructure and if necessary, make provision for any necessary repairs or maintenance, to be secured through a legal agreement or planning conditions. Culverts are considered flood defences and sites with existing culverts will be expected to investigate the feasibility of deculverting, with robust justification provided where this is not considered possible.

Water quality

11.55 The European Water Framework Directive 2000 (WFD) provides the legal framework for the protection, improvement and sustainable use of waterbodies including rivers and groundwater. The improvement of waterbodies to 'good' ecological status or potential, and not allowing the deterioration in the status of waterbodies, are key requirements of the WFD. Applicants are encouraged to refer the Thames River Basin Management Plan for details of the quality of waterbodies in the Borough and throughout the basin district, along with measures needed to meet the WFD objectives for water quality. Proposals will be expected to investigate and maximise opportunities to integrate these measures.

11.56 There are groundwater abstraction points in Lewisham that are used for the public water supply. It is important that groundwater at these points is protected from new sources of pollution, and its quality improved wherever possible. The Environment Agency has identified and mapped Source Protection Zones (SPZs) and aquifers within the Borough. We will seek to ensure that all proposals appropriately consider and manage risk to groundwater contamination in these areas and elsewhere across the Borough. Proposals that present an unacceptable risk to groundwater quality will be resisted.

Wastewater and water supply

11.57 It is vital that development sites and localities are supported by efficient and well-functioning sewerage and wastewater infrastructure, particularly as this plays an important role in the management of flood risk and water quality. Lewisham has a mix of separate and combined sewer systems. Sewer flooding can arise in the foul system when surface water enters via misconnection, or where the capacity of combined systems is exceeded. In both cases this results in surcharge of contaminated surface water. Applicants are encourage to consult with Thames Water who record sewer flooding incidents by postcode area, and this information gives an indication of sewer flood risk at sites across the Borough.

11.58 All proposals will be expected to demonstrate that there is adequate water supply, surface water, foul drainage and sewerage capacity both on and off-site to service demand arising from the development. Applicants are therefore encouraged to engage with Thames Water, or other water and sewerage undertakers as appropriate, early in the planning and design stage. Where there is a capacity issue and there are no planned capacity works or upgrades, the applicant should agree with the infrastructure provider a programme of necessary improvements. These should be implemented prior to the occupation stage. In some circumstances we may require submission of a Water Supply and/or Drainage Strategy, such as where major development is proposed in an area where there are concerns about existing infrastructure provision. This supporting information should include a detailed model of the network capacity to determine whether mitigation is required.

11.59 For surface water, development should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. Where it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where it is proposed to discharge to a public sewer prior approval from Thames Water Utilities will be required.

11.60 The Thames Tideway Tunnel is a major project being undertaken by Thames Water and Thames Tideway Limited. The project will assist in upgrading to London's sewerage system to cope with long-term future demands. A new 25-kilometre interception, storage and transfer tunnel is being constructed, running up to 65 metres below ground and below the River Thames. The sewer will run across London and capture flows from sewer overflow points along the River Thames. There are two temporary major works sites within Lewisham, one at Earl Pumping Station and one at Deptford Church Street. We will continue to work with stakeholders to secure the delivery of this strategic infrastructure.

11.61 The built environment plays a significant role in the way water is consumed, distributed and disposed of. London experiences lower rainfall than the national average while having a very large population. It has been declared an area of serious water stress and this trend is likely to be exacerbated by climate change. The council supports London Plan objectives for delivering a sustainable and secure water supply, and addressing water scarcity, particularly in the context of a growing population and increased demand for this valuable resource.

11.62 All development should be designed to maximise water efficiency. New residential development will be required to meet the draft London Plan target for mains water consumption, which reflects the Optional Requirement set out in Part G of the Building Regulations. Major non-residential development will be expected to meet BREEAM excellent standard for the 'Wat 01' water category, to achieve at least a 12.5% improvement over defined baseline performance standard. In addition, major developments and high or intense water use developments (such as hotels) should include a grey water and rain water harvesting system, and applications will be required to submit robust justification where such a system is not considered feasible.

Strategic role of waterways

11.63 The term 'waterways' refers to the network of linked waterways in London – also known as the Blue Ribbon Network – which includes the River Thames, its tributaries, canals and other water spaces. Waterways are of strategic importance, particularly in Lewisham given its Thames-side location, and provide multifunctional benefits to the environment and local communities. The Lewisham Characterisation Study (2019) is helpful in explaining the significant role waterways have played in the Borough's historical and cultural development, and the way in which they contribute to local character today. Waterways also form part of the local network of open space, offering recreational opportunities and amenity value for residents and visitors. Further, as set out elsewhere in this section, the water environment is crucial to supporting biodiversity and flood risk management. All development proposals will be expected to

positively respond to the unique attributes of Lewisham's waterways. Applicants should provide planning statements that detail how the different functional values of water spaces have been taken into account. This is particularly important for proposals within the Thames Policy Area, for which further detailed policies are set out in Policy LNA 4 (Thames Policy Area and Deptford Creekside), and reflect the key objectives for the Thames Policy Area: Bermondsey to Woolwich set out in sub-regional strategies.

11.64 There is a network of wharves along the River Thames that are protected for use as a wharf by a safeguarding Direction issued by the Secretary of State for Housing, Communities and Local Government. The existing network dates from 2005 and includes one wharf in Lewisham, Convoys Wharf. The London Mayor undertook a review of the network in 2018[31] and this included some recommended changes. The council submitted representations through the formal consultation process, and highlighted its position that the review did not reflect the extant outline planning permission at Convoys Wharf, granted by the Greater London Authority in 2015. In particular, the planning permission has effectively reduced the size of the wharf and sets conditions with respect to its future use. The London Mayor is currently considering consultation responses and will submit recommendations for safeguarding to the Secretary of State, who will then make a determination on the matter. The council will continue to safeguard Convoys Wharf taking into account the extant planning consent and any future safeguarding Direction.

11.65 We strongly support the use of Convoys Wharf to facilitate delivery of the Lenox Project, consistent with the extant planning consent at this strategic development site. This involves the restoration of the Lenox, a state-of-the-art naval ship that was built in 1678 in Deptford and was the first of Charles II's thirty ships. The project has significant potential for heritage-led regeneration in the Borough, and will help to promote the visitor economy as well as understanding of Lewisham's historical and cultural development.

11.66 It is important that water infrastructure, including residential and commercial moorings, do not adversely impact on the Borough's waterways. Where new development is proposed on or within a waterway, including the foreshore, we will expect applicants to consult with the relevant authorities and bodies including Environment Agency, Port of London Authority and the Canal and River Trust. Early engagement will help to ensure that development is appropriate to its location and does not result in a detrimental impact on waterways, including on navigation, water quality, biodiversity, flood defences and local character. Proposals must demonstrate that there will be adequate access and servicing arrangements to support all intended users of the development, and that any new provision is sensitively located into the site and its surrounds. We will strongly resist proposals that inhibit or detract from existing public access to waterways, or preclude future opportunities for enhanced access from being delivered.

[31] The Safeguarded Wharves Review 2018. Greater London Authority. 2018.

SD10 **Ground conditions**

Contaminated land

A Development proposals must demonstrate that any risks associated with land contamination, including to human health and the environment, can be adequately addressed in order to make the development safe.

B All proposals for development on land which is suspected of being contaminated or potentially contaminated, or if a sensitive use is proposed, will be required to submit a Preliminary Risk Assessment (Phase 1 Study) to identify the level and risk of contamination on the site and adjacent land, and where necessary:

a. Undertake a Site Intrusive Investigation (Phase 2 Study) to provide a detailed assessment of contamination and risks to all receptors;
b. Prepare a Risk Management and Remediation Strategy appropriate to the individual site circumstances; and
c. Submit a Verification Plan and Closure Report prior to the occupation of the development.

Hazardous substances

C Development proposals involving the storage or use of hazardous substances, or development of a site in the vicinity of a hazardous installation, will only be permitted where it is demonstrated that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, safety and the environment.

Explanation

Contaminated land

11.67 Contaminated land is defined within the Environmental Protection Act 1990. It refers to land that has been polluted with harmful substances to the point where it could pose an unacceptable risk to human health and the environment. Environmental health and planning legislation requires the council to ensure that land is assessed for contamination and made suitable for current and proposed future uses. Through the planning process we will seek that all development is appropriate to its location, whilst requiring landowners and developers to fulfil their responsibility for securing safe development where a site is affected by contamination.

11.68 In order to appropriately identify and manage the risks associated with land contamination we will require proposals to undertake a series of steps to ensure that development is safe. In the first instance a Preliminary Risk Assessment must be undertaken. This should consist of a desktop study and site walkover report that shows all previous and existing uses of the site and adjacent land. It should assesses the potential contamination risks to identified receptors. Following this preliminary assessment applicants will be required to submit, where appropriate:

- A Site Intrusive Investigation which provides a more detailed assessment of site characteristics and risks to receptors;
- Where contamination is present, a Risk Management and Remediation Strategy to deal with the identified hazards to human health and the environment, along with site management and monitoring arrangements;
- A Verification Plan for any remediation works, completed by a suitably qualified professional, in order to ensure effective measures to protect: occupiers of the development and neighbouring land uses; the structural integrity of new and existing buildings; and any watercourses or aquifers; and
- A Verification/Closure Report, to be submitted prior to occupation, which demonstrates completion and validation of the works set out in the approved Risk Management and Remediation Strategy, including results of sampling and monitoring carried out in accordance with the Verification Plan.

11.69 The council's Environmental Protection (EP) service maintains a Contaminated Land Register and the EP website pages provide information that can direct applicants to further resources which may assist with site investigations and possible remedial measures. Planning conditions may be used to secure appropriate measures prior to the commencement and occupation of development.

11.70 When contaminated land has the potential to affect watercourses or groundwater, the Environment Agency should be contacted, as in certain circumstances it is the responsible authority under the Environmental Protection Act 1990.

Hazardous substances

11.71 Hazardous installations consist of sites and facilities for chemical processing, fuel and chemical storage and pipelines. It is important that any risks associated with hazardous substances (including to human health, safety and the environment) are appropriately managed and mitigated. There are listed hazardous installations both within and in proximity to the Borough, including the Lower Sydenham Gas Holders. Whilst hazardous substances are controlled by the separate need for hazardous substances consent along with health and safety regulations, the Local Plan also has a role in ensuring public safety from major accidents, consistent with the NPPF and its associated guidance.

11.72 All planning applications for hazardous installations, or the use of land in proximity to them, must suitably demonstrate that development will not constitute a risk to the population or the environment. In considering proposals and potential risks, we will apply the Health and Safety Executive (HSE) land use planning methodology and consult with the HSE, Environment Agency and other stakeholders as appropriate. Depending on individual site circumstances proposals may be required to submit a Preliminary Risk Assessment and/or a Risk Management Strategy that clearly identifies risks and sets out measures to appropriately manage and mitigate these.

Table 11.1: Safeguarded waste sites

FACILITY	ADDRESS	SITE SIZE	LICENCED CAPACITY (TONNES)	AVERAGE ANNUAL THROUGHPUT (TONNES)
South East London Combined Heat & Power (SELCHP) energy recovery facility	Landmann Way, New Cross, SE14 5RS	2.30 ha	464,000	426,880
Deptford Recycling Centre	Landmann Way, New Cross, London SE14 5RS	0.63 ha	130,000	52,000
Landmann Way Reuse & Recycling Centre	Landmann Way, New Cross, Lewisham, SE14 5RS	0.24 ha	TBC	5,660

Figure 11.4: Safeguarded waste sites

SD11 **Reducing and managing waste**

A A circular economy approach will be promoted in Lewisham in order to make a more efficient use of resources, to achieve increases in the re-use and recycling of materials and reductions in waste going for disposal. Development proposals should apply circular economy principles in the design and construction process, in line with Policy SD 12 (Design to support the circular economy).

B To help London achieve net waste self-sufficiency and ensure the Borough's strategic waste apportionment target is met, the council will work in partnership with the local authorities comprising the South East London Joint Waste Planning Group to identify and safeguard strategic sites suitable for waste management. The following existing sites will be safeguarded in Lewisham:

a. South East London Combined Heat and Power (SELCHP) energy recovery facility, New Cross
b. Recycling Centre (HTL Waste Management Services), New Cross
c. Reuse & Recycling Centre (London Borough of Lewisham), New Cross

C Development proposals for new waste management facilities will only be permitted where:

a. They are required within the Borough to meet an identified strategic need;
b. It is demonstrated that the waste management capacity at existing safeguarded waste sites has been maximised, and there are no opportunities for appropriately increasing capacity at these sites to meet the identified need;
c. They are located within a Strategic Industrial Location;
d. They achieve a positive carbon outcome or demonstrate that steps are in place to meet the minimum greenhouse gas performance target, in line with draft London Plan Policy SI8 (Waste capacity and net waste self-sufficiency); and
e. They will not result in any adverse impacts on human health, the natural environment and local amenity, having regard to relevant legislation and other development plan policies.

South East London Combined Heat and Power (SELCHP) energy recovery facility, New Cross

Explanation

11.73 The draft London Plan advocates the 'circular economy' as a strategic approach to the sustainable use and management of materials and waste. The circular economy is one where materials are retained in use at their highest value for as long as possible and are then re-used or recycled, leaving a minimum of residual waste. The main principles of the circular economy, which are explained in detail in the draft London Plan, are reflected in the **Figure 11.5** below. These principles should be applied in the design and construction stages of all new development. The successful implementation of these principles will help to reduce the volume of waste that is produced and will need to be managed both in Borough and across London. Transition towards the circular economy in Lewisham is necessary to support wider regional and national strategies on sustainable waste management. This is recognising that the continuation of the current linear economy approach (where resources are taken to make products, which are then disposed of at the end of their useful lifetime) would require significant investment in additional waste infrastructure along with land to support this.

11.74 The draft London Plan includes a strategic objective for London to be net waste self-sufficient by 2026. This means that all waste generated in the city should also be managed within it, rather than being exported elsewhere. To support this objective the London Plan apportions a per cent share of London's total waste to be managed by each Borough, which is set out in tonnes. It then requires Boroughs to allocate sufficient land or sites, and identify facilities, to manage the apportioned tonnages of waste. The council will continue with the approach to pool and manage the waste apportionment within its sub-region, working in partnership with other local authorities in the South East London Joint Waste Planning Group. This includes Lewisham along with Bexley, Bromley, Royal Borough of Greenwich, Southwark and City of London. The South East London Joint Waste Technical Paper provides further details on the pooled apportionment and strategic sites with capacity to manage this over the long-term. There are 3 waste management sites safeguarded in the Local Plan, which are located within the Strategic Industrial Location at Surrey Canal Road.

11.75 The South East London Joint Waste Technical Paper provides that there is currently sufficient waste management capacity in the constituent Boroughs to meet the London Plan pooled apportionment. Proposals for new waste management facilities (including extensions to existing facilities) will therefore only be supported where they are required to meet an identified strategic need within the Borough, taking into account the pooled capacity within the sub-region. We will expect all applications to provide evidence of a local need and to demonstrate that capacity at existing sites has been fully maximised before pursuing other development alternatives. Consideration should be given to the enhancement of existing facilities through the site selection process. We will require that all proposals for new or enhanced waste management facilities are located within Strategic Industrial Locations, which are the Borough's designated locations for general industrial and storage uses. Other employment areas are not appropriate for this type of use. This is because the successful delivery of spatial strategy relies on the intensification of Mixed-use Employment Locations and Locally Significant Industrial Sites, giving priority to Class B1 (light industrial) uses to meet future employment needs. All proposals for waste management facilities will be required to demonstrate that there will be no adverse impacts on human health, the natural environment and local amenity. Proposals will be assessed against relevant London Plan policies, including draft Policy SI8 (Waste capacity and net waste self-sufficiency).

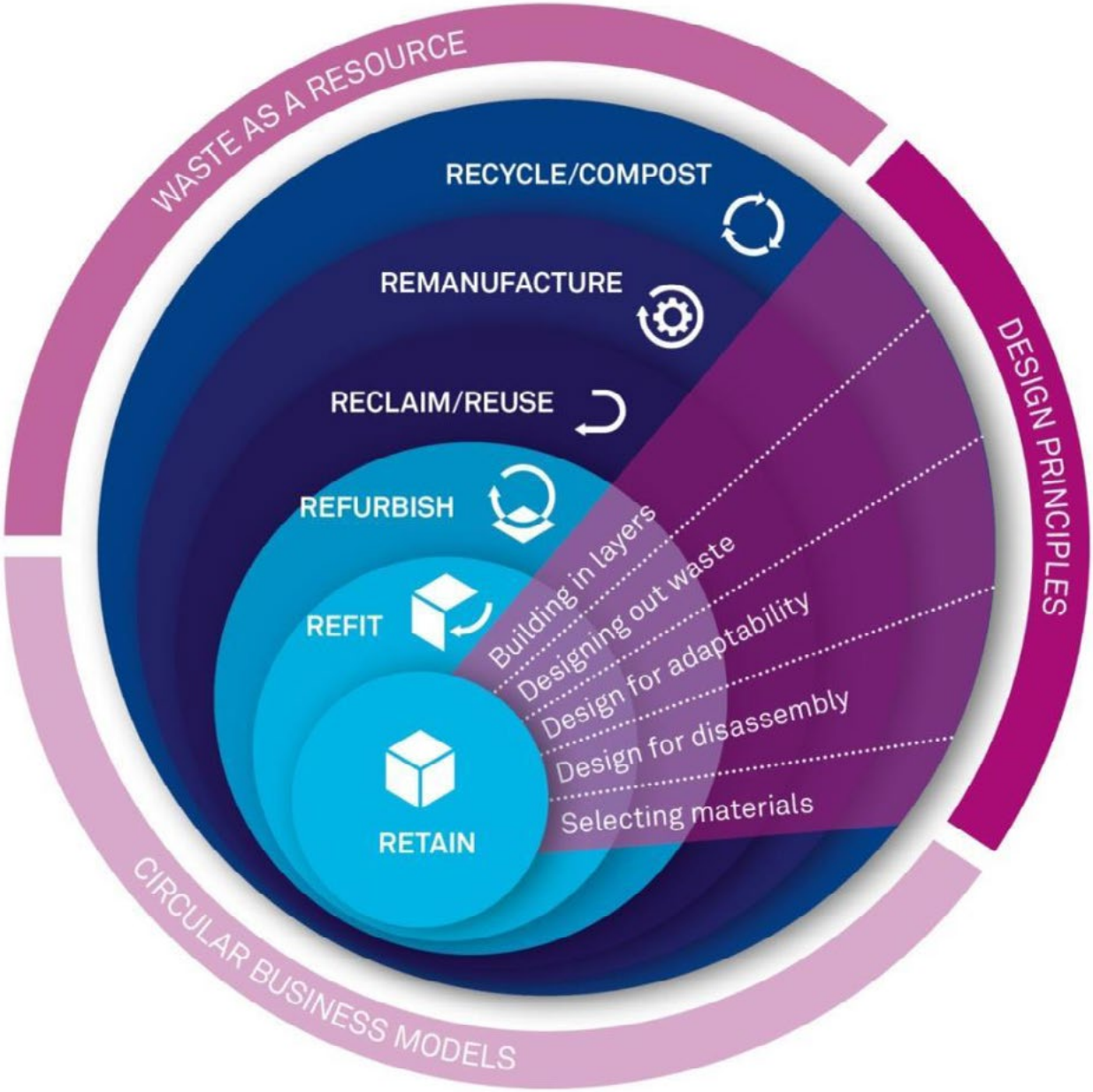


Figure 11.5: Circular economy principles
(London Plan and Dave Cheshire, AECOM)

SD12 **Design to support the circular economy**

A All development proposals will be expected to apply circular economy principles in order to minimise waste and support the delivery of sustainable development in Lewisham. Consideration should be given to the circular economy hierarchy for building approaches, as set out in the draft London Plan, at the start of the design process taking into account the following principles:

a. Building in layers, ensuring that different parts of buildings and spaces are accessible and can be maintained and replaced when necessary;
b. Designing out waste, ensuring that waste reduction is planned in from project inception to completion (including consideration of standardised components, modular build and re-use of secondary products and materials);
c. Designing for adaptability;
d. Designing for disassembly; and
e. Using materials that can be re-used and recycled.

B Major development proposals should aim to be net zero-waste. They will be required to submit a Circular Economy Statement, as part of the Sustainable Design Statement, in line with the requirements of draft London Plan Policy S17 (Reducing waste and supporting the circular economy).

C Development proposals will be expected to sustainably manage both the type and volume of recyclable materials and waste arising from the development during the construction and operational phases.

D Development proposals must be designed to ensure adequate on-site provision for the sorting of recyclable material, composting of organic material and the disposal of general waste during the occupation stage. Proposals will be expected to make provision for:

a. Dedicated internal and external storage facilities, with flatted residential development including temporary storage space for each unit and communal storage for waste materials pending collection;
b. Safe and convenient access to storage facilities, both for building occupiers and collection services;
c. Well sited and designed development that avoids and mitigates adverse impact on the amenity of building occupiers and neighbouring site users and uses; and
d. Separate provision for commercial and household waste where mixed-used development is proposed.

E All proposals for new multi-storey flatted residential development, including mixed-use development, must also make provision for sensitively designed storage and collection systems at each floor. Proposals should fully investigate design options for basement servicing before giving consideration to the use of forecourts or ground floor internal storage.

F Where public realm is included as part of a development proposal provision for recycling and waste management facilities appropriate to this element will be required. Provision should be sensitively located and designed. This includes accessible and clearly legible facilities to enable the public to easily distinguish between options for sorting of recyclable material, disposal of general waste and where appropriate, composting of organic material.

Explanation

11.76 The circular economy supports a holistic and sustainable approach to the use and management of materials. Lewisham can make a significant contribution to helping London achieve net waste self-sufficiency if new buildings and spaces within the Borough are designed in a way that avoids and reduces waste arisings and supports high recycling rates. By seeking that new developments apply circular economy principles in the design and construction process, we aim to prioritise the re-use and recycling of materials over their disposal.

11.77 Applicants should refer London's circular economy route map for further guidance on the application of circular economy principles. Large-scale developments present significant opportunities to support the transition to more sustainable and innovative building design and construction, particularly where they are to be delivered through the comprehensive redevelopment of sites. In line with the draft London Plan, major development proposals will be required to submit a Circular Economy Statement demonstrating how the circular economy hierarchy has been taken into account. This should be included as part of the Sustainable Design statement. The London Mayor has committed to providing further guidance on Circular Economy Statements, covering the construction phase of development.

11.78 Development proposals should seek to maximise opportunities for adaptable design of buildings and spaces. Residential developments are unlikely to come forward for a change of use over the long-term given housing needs in the Borough. However this should not discourage applicants from considering building options that can extend the life of developments, for example, by using durable materials and designing spaces that can be modified to the needs of different users. Non-residential developments, such as retail and commercial uses, are likely to have shorter lifespans and are therefore well positioned to support more comprehensive approaches to adaptive design. This is in part owing to the changing requirements of building occupiers and business turnover, particularly in the context of London's competitive and evolving economy.

11.79 All development proposals will be expected to consider options for sustainably managing the materials used and arising from the development. Consideration at the early stages in the design process will help to ensure the most appropriate and practical solutions are employed during the construction and occupation stages. It is important that recycling, composting and waste management facilities are well designed and sensitively integrated into new development. This will help to ensure protection of amenity and avoidance of nuisance, both for site occupiers as well as those in surrounding properties. New multi-storey flatted development poses unique challenges given the number of households that require provision, the limited space available for sorting, collection and servicing, and the unique nature of managing waste through vertically stacked buildings. However, this should not preclude occupiers benefitting from suitable and convenient access to facilities, and that waste collection services are not compromised by poorly designed and laid out buildings.

11.80 Public realm must also be adequately serviced with readily accessible and clearly legible recycling and waste management facilities. Public spaces should include adequate provision of facilities that encourage easy separation of recyclable and waste materials at the point of disposal. Not only will this assist with reducing waste but it can help to protect local amenity through the avoidance of unsightly litter.

12 TRANSPORT AND CONNECTIVITY

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Deptford Station

TR1 Sustainable transport and movement

A The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, healthy, liveable and sustainable neighbourhoods in Lewisham. Development proposals will be expected to make the most effective use of land, and optimise the capacity of sites, by taking into account connectivity and accessibility to existing and planned future public transport, along with the priority given to improving opportunities for active travel, including walking and cycling routes and other elements of the public realm.

B Development proposals must not adversely impact on the effective functioning and safe use of Lewisham's transport network and public realm.

C The land, buildings, space and supporting infrastructure required for the construction and operation of Lewisham's network of strategic and other transport infrastructure will be safeguarded, including for the schemes identified in **Table 12.1**. New development proposals will be required to provide adequate protection for, and positively respond to the need to facilitate the delivery of, the Borough's network of transport infrastructure.

Table 12.1: Indicative list of strategic transport schemes

SCHEME	TIMEFRAME
PUBLIC TRANSPORT	
Bakerloo line upgrade and extension	Medium
Lewisham Station and interchange	Short to medium
Brockley Station and interchange	Medium
Surrey Canal Road Station	Short to medium
New Cross to Lewisham Overground extension	TBC
'Metroisation' of London Overground services	Short to medium
HEALTHY STREETS AND ACTIVE TRAVEL	
A2 New Cross Road / Amersham Gyratory removal	Short
A21 Healthy Streets Corridor ('Lewisham Spine)	Short to medium
A205 (South Circular) Re-routing (Catford)	Short
Ringway Corridor (Southend Land and Whitefoot Lane)	Medium
Healthy Neighbourhoods	Short to medium

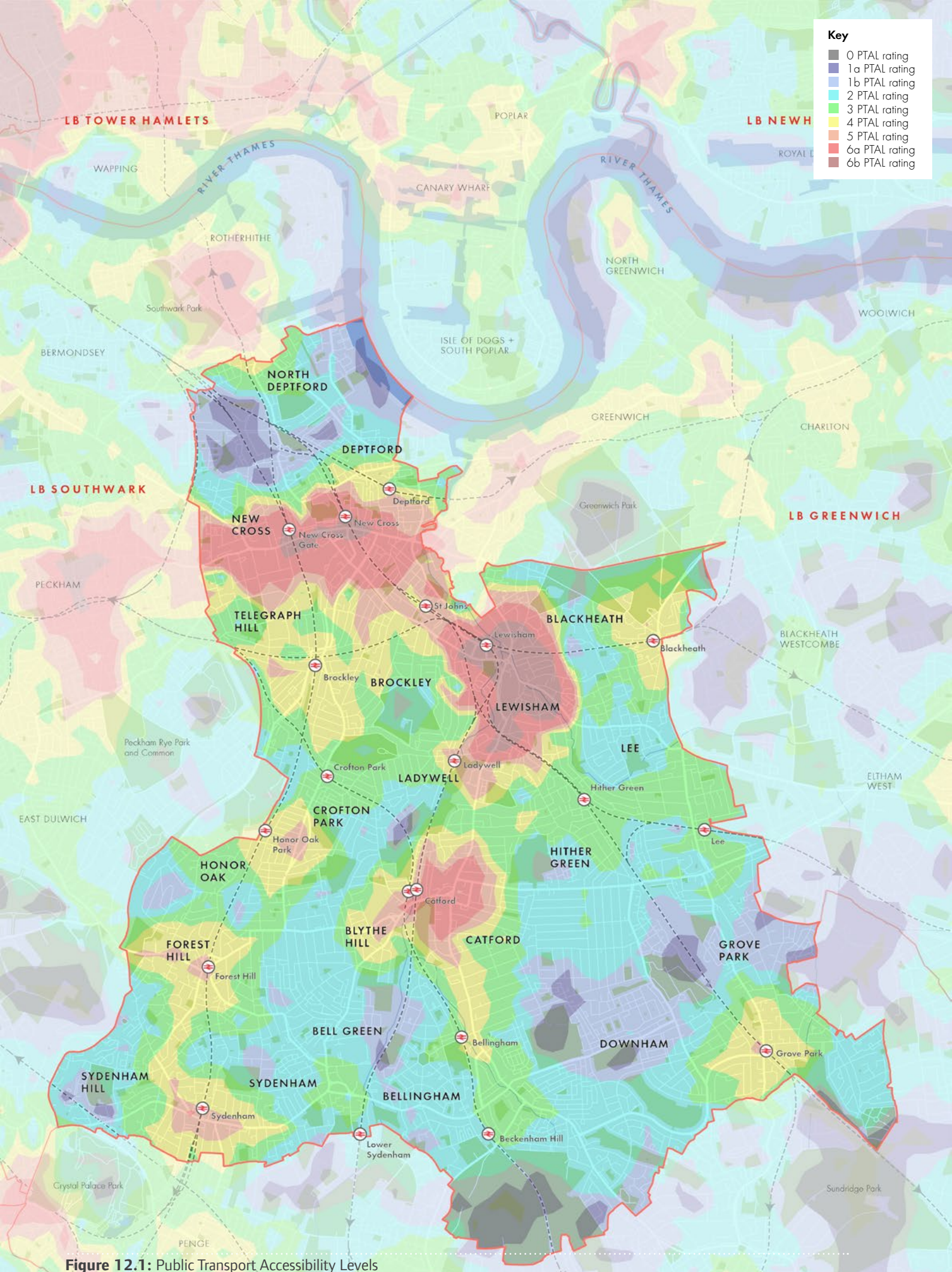

Figure 12.1: Public Transport Accessibility Levels

D To encourage a shift to more sustainable transport modes, as well as to tackle local deprivation by ensuring equality of access to opportunities, the council will work positively and in partnership with stakeholders to secure improvements to other elements of the public transport network including:

a. Improvements at Lewisham's stations, including enhancements to accessibility and interchange between modes, such as step-free access;

b. Bus priority and bus stop infrastructure; and

c. The use of the River Thames for passenger-based transport.

E Development proposals must contribute to sustaining and creating healthy and liveable neighbourhoods by applying the design-led process and maximising opportunities to improve the pedestrian and cycle environment. This will require that careful consideration is given to the movement and connective function of the public realm, along with its place qualities, having particular regard to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods).

Assessing and mitigating transport impacts

F Transport Assessments, Transport Statements and/or Travel Plans must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including the walking and cycling network). These should be commensurate with the nature and scale of development proposed, and provide sufficient information to address impacts at the local, network-wide and strategic level where relevant.

G Development proposals that do not comply with (B) and (C) above, or otherwise prohibit or prevent the necessary and safe functioning of Lewisham's strategic transport infrastructure and network, will be refused unless it can be demonstrated that adverse impacts will be avoided or appropriately mitigated. Proposals will be expected to deliver direct mitigation measures, with suitable alternative provision that is agreed by the relevant transport authorities and service providers, and/or planning contributions, where appropriate.

H Development proposals will be assessed having regard to the cumulative impact of development, including within Lewisham and neighbouring local authority areas.

I Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, planning permission will be contingent on the provision of the necessary public transport and active transport infrastructure to cater for this demand, in line with draft London Plan Policy T4.D (Assessing and mitigating transport impacts). Consideration will be given to both existing and planned transport infrastructure, taking into account timeframes and funding committed for any future schemes.

Explanation

12.1 An effective, resilient and safe transport network is necessary to ensure equality of access to opportunities for Lewisham residents and to facilitate growth in an efficient and sustainable way. The integration of land use and transport is an important consideration both at the strategic Borough-wide and individual site level. The Local Plan aims to support delivery of the London Mayor's Transport Strategy by rebalancing the transport system away from car use and towards more sustainable transport modes. This policy sets out our approach to facilitate this 'modal shift' so that Lewisham contributes to the achievement of the draft London Plan target for 80 per cent of all journeys in London to be made by walking, cycling or public transport by 2041. The policy also forms part of our response to the Climate Emergency as a means to significantly reduce greenhouse gas emissions locally, along with tackling the associated issues of air quality and noise.

12.2 There is an uneven distribution of transport provision in the Borough particularly in terms of public transport. Neighbourhoods around New Cross, Deptford, Lewisham and Catford are generally well served by rail and bus transport. A high concentration of stations link to frequent services on the Docklands Light Railway (DLR), National Rail and London Overground networks. However, other parts the Borough do not benefit from the same level of provision and connectivity. Furthermore, bus and rail orbital routes are somewhat limited, making radial movements typically faster than orbital trips. The main orbital road links, such as the South Circular Road, contribute to orbital trips being more attractive by car. This situation, combined with the uneven distribution of public transport infrastructure, has contributed to a greater reliance on car use in some areas.

Brownhill Road, A205 South Circular

12.3 Investment in transport infrastructure is necessary to support the levels of planned growth within the Borough over the plan period, as well as to substantially increase the proportion of journeys being made by walking, cycling and public transport. An indicative list of strategic transport schemes is set out in **Table 12.1**. These schemes have been signposted as they are critical to the delivery of the spatial strategy for the Borough. However a wider complement of investments and interventions are also needed to address the distinct accessibility issues in local areas. This list should therefore be read together with Lewisham's Infrastructure Delivery Plan and Table 10.1 in the draft London Plan. The Bakerloo line extension to Hayes and interchange upgrades at Lewisham and Brockley stations are noteworthy as they are vital to ensuring the development capacity of sites is optimised, and to addressing the increase in passenger demand arising from London's growth.

12.4 We will work proactively with key stakeholders (including the Greater London Authority / Transport for London and Network Rail) along with landowners and development industry partners to deliver new and improved transport infrastructure. This includes safeguarding the land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Lewisham's transport network. Development proposals will be required to provide adequate protection for, and positively respond to the need to facilitate, strategic and other transport schemes.

12.5 High quality public realm underpins the integrated approach to land use and transport. By improving the public realm and making places and streets well-connected, greener, safer and more accessible, we aim to encourage and better enable movement by sustainable modes. Development proposals will be expected to consider public realm at the early stage of the design-led process, having regard to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods). High quality public realm will be integral to increasing the number of trips made by walking, cycling and public transport, which in turn has the potential to lead to improved health outcomes, including through uptake in physical activity and improved air quality.

Assessing and mitigating transport impacts

12.6 It is important that opportunities are taken to avoid and/or mitigate any potential adverse impacts on the transport network. In order to ensure that impacts are appropriately considered and addressed through the planning process, development proposals will be required to include a Transport Assessment, Transport Statement and/or Travel Plan, where appropriate. The information should be sufficiently detailed and accurate to allow for the clear identification of specific impacts and to inform any necessary mitigation measures.

12.7 Transport Assessments should be undertaken in line with relevant good practice guidance, including that published by the Greater London Authority / Transport for London. Transport modelling may be required to demonstrate that a proposal will not result in any adverse impacts, either individually or cumulatively in combination with other development. Healthy Streets Assessments must be included as part of the Transport Assessment for major development proposals, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).

12.8 Travel Plans must reflect the Local Plan priority given to supporting and enabling sustainable transport modes, including active travel along with use of public transport. They should address the accessibility requirements of all likely users of the development, taking into account the needs of disabled people and others with specialist mobility requirements.

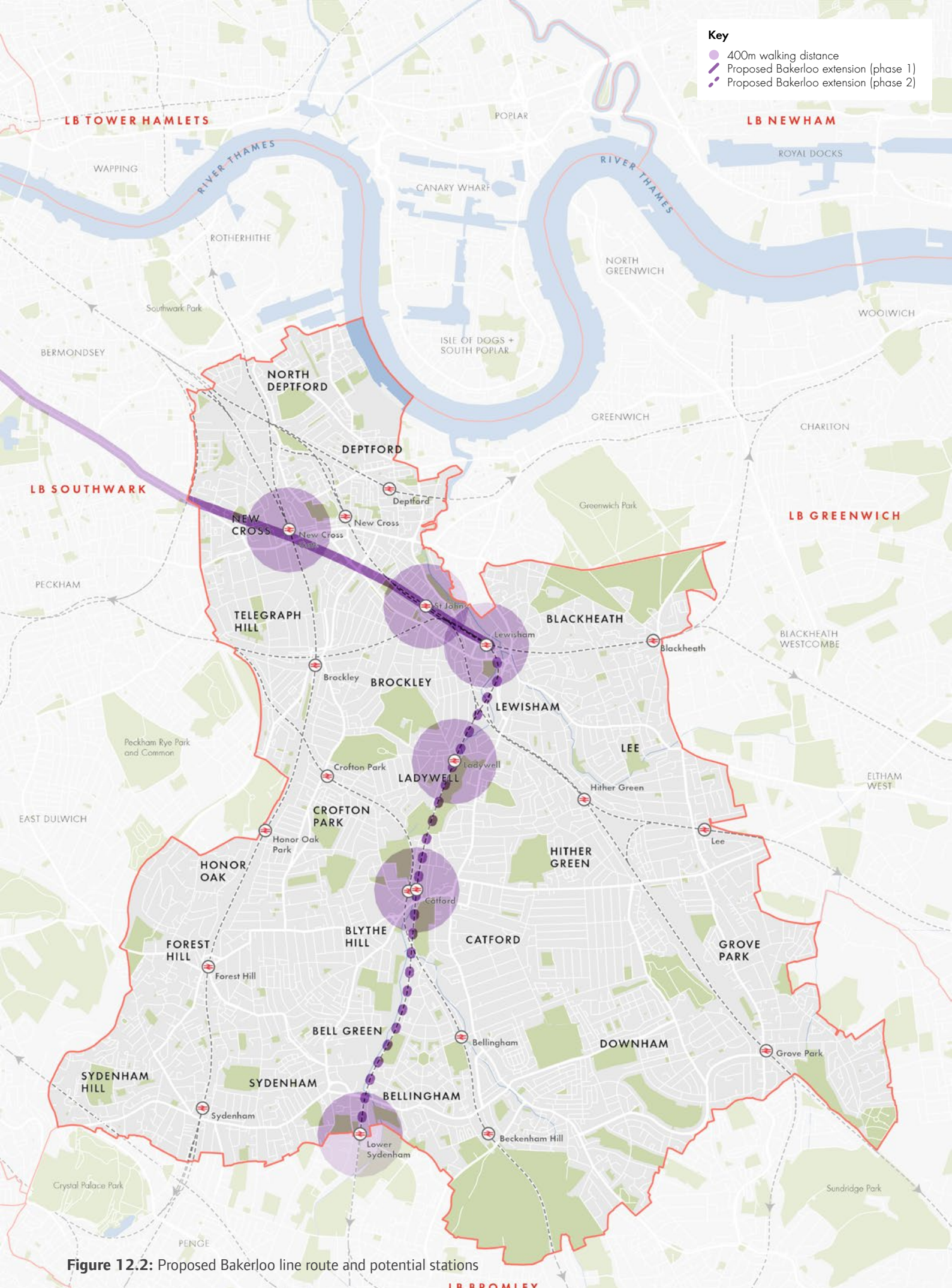

Figure 12.2: Proposed Bakerloo line route and potential stations

TR2 TR2 Bakerloo line upgrade and extension

A The Bakerloo line upgrade and extension is fundamental to supporting strategic growth and regeneration objectives in Lewisham and the wider London region. The council will work in partnership with stakeholders to secure the timely delivery of the Bakerloo line upgrade and extension, in accordance with the draft London Plan. It will also seek to maximise the opportunities associated with the Bakerloo line extension by directing investment in a way that significantly improves accessibility across the Borough, tackles deprivation and optimises the development potential of local areas and sites in a sustainable way.

B Development proposals will be required to facilitate the delivery of the Bakerloo line upgrade and extension, having regard to policies TR1.C and TR1.D (Sustainable transport and movement).

C Development proposals on sites located within 400 metres of a proposed Bakerloo line station will be closely scrutinised to ensure that development does not preclude the delivery of the Bakerloo line extension, and further optimises the future accessibility provided by its introduction into the local area. This may include provision for new or improved public realm and infrastructure enhancements.

D Development proposals should optimise the use of land and capacity of sites taking into account the Bakerloo line upgrade and extension and future improvements to Public Transport Accessibility Levels enabled by its delivery. The council will seek to ensure that development on sites in proximity to existing, planned or potential future Bakerloo line stations is appropriately phased in order to secure the most beneficial use of land, particularly to help meet Lewisham's housing needs, including by implementing Policy TR1.H (Sustainable transport and movement).

Explanation

12.9 Despite its inner-London location Lewisham does not currently benefit from direct access to the London Underground network. However, the draft London Plan sets out the proposal to upgrade and extend the Bakerloo line from Elephant and Castle to Lewisham and beyond. We strongly support this proposal and will continue to advocate and plan positively for the extension of the Bakerloo line through Lewisham to Hayes. This strategic transport scheme will improve connectivity, increase the capacity and resilience of the transport network in London, as well as support modal shift in the Borough. Some of the key benefits of the extension include:

- The opportunity to upgrade the existing line to allowing for levels of service similar to that of the Jubilee or Victoria Lines. The current Bakerloo line rolling stock and signalling dates from the early 1970s, and is the oldest on the Underground network. As a result, the service is slow and the line is one of the most underutilised in Central London
- Additional capacity by relieving existing demand on parallel lines (Southern/South-eastern/Jubilee) and modes (buses);
- Increased connections and alternative routes will also reduce the need to interchange from London Overground (East London Line) to Central London at New Cross Gate and Canada Water, alleviating crowding on the London Overground and Jubilee Line;

12.10 The Bakerloo line upgrade and extension is also critical to the achievement of our growth and regeneration objectives. The extension will assist in addressing the existing inequality in access to public transport, particularly in the Borough's southern area where we have designated a Strategic Area for Regeneration. The extension will also play a vital role in stimulating investment in helping to unlock the development potential of strategic sites, including those sites around stations and within areas along its route. In addition, the scheme could potentially enable a future London Plan Opportunity Area designation in the Bell Green and Lower Sydenham area.

New Cross Gate Station

Lewisham Station

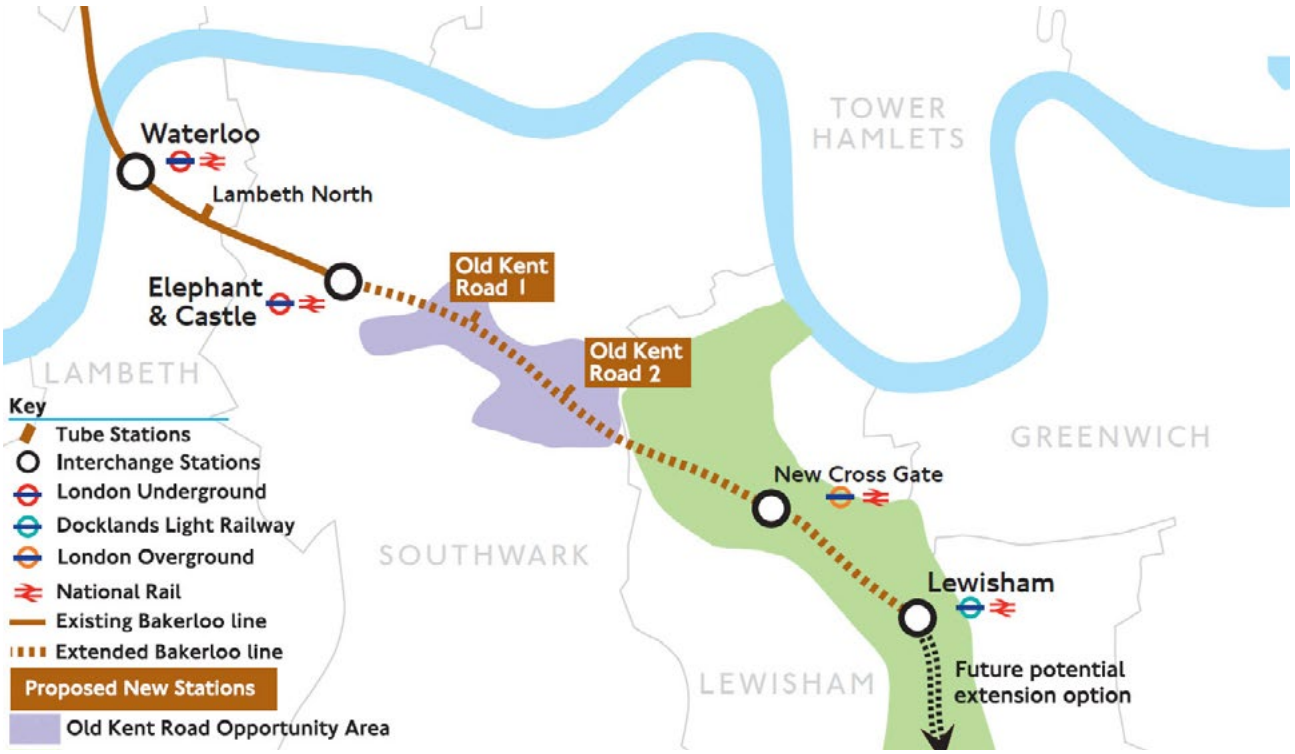

Figure 12.3: Bakerloo Line Extension map

12.11 Given the expected transformative effects of the Bakerloo line upgrade and extension it is important that new development helps to facilitate and does not preclude its delivery. Tvhis includes the safeguarding of land and buildings required for the construction and operation of the extension, including for its route, stations, portals, ventilation shafts and other operational functions. Proposals within 400 metres (approximately 5 minutes walking distance) of a proposed Bakerloo line station will be heavily scrutinised to ensure that development does not prejudice the scheme's delivery, and positively responds to its introduction in the locality. This includes transport and public realm measures to enhance legibility and access to the station and the surrounding area by all sustainable modes of travel.

12.12 Development proposals should optimise the use of land and capacity of sites taking into account the Bakerloo line upgrade and extension and future improvements to Public Transport Accessibility Levels enabled by its delivery. A pragmatic and carefully managed approach to site development will be required. This is in order to ensure that new development contributes to the delivery of sustainable communities, with density levels that are appropriate to the site context, including public transport accessibility and local area character. For major development proposals we will seek that development is appropriately phased. Planning permission may be contingent on the provision of the necessary infrastructure to cater for additional demand arising from the scheme, line with the Policy TR1.H (Sustainable transport and movement) and draft London Plan Policy T4.D (Assessing and mitigating transport impacts).

Figure 12.4: Strategic walking and cycling routes

TR3 Healthy streets as part of healthy neighbourhoods

A The Healthy Streets Approach will be promoted in Lewisham in order to support the delivery of sustainable, healthy and liveable neighbourhoods locally. Priority will be given to measures that encourage and help to facilitate the safe and convenient movement of pedestrians and cyclists along with travel by public transport, including investment in high quality public realm.

B Development proposals will be required to demonstrate how they have considered and applied the draft London Plan Healthy Streets Approach and Indicators. All major development proposals will be required to submit a Healthy Streets Assessment as part of the Transport Assessment. Proposals will be supported where they have positively engaged with the Healthy Streets Approach through the design-led process to deliver appropriate public realm and other improvements that support walking, cycling and the use of public transport.

C The Healthy Streets Approach will be given particular priority along key movement corridors that link Lewisham's neighbourhoods and town centres with each other and those outside of the Borough. This includes corridors located in areas with lower levels of public transport accessibility and/or areas experiencing deprivation. Development proposals must have regard to relevant guidance that supports corridor improvements, including the council's future A21 Corridor Supplementary Planning Document.

D Development proposals should safeguard and contribute to enhancing the Borough's network of walking and cycling routes, including the strategic routes of the Thames Path, South-East London Green Chain and the Waterlink Way, along with Cycle Superhighways and Quietways. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible. Proposals that adversely impact on the safety, quality and convenience of the Borough's network of walking and cycling routes, and associated infrastructure (including dedicated cycle parking provision), will be strongly resisted unless appropriate mitigation measures are provided.

E High quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy QD 3 (Public realm and connecting places) development proposals must be designed to maximise the contribution that public realm makes to encourage active modes of travel. This includes measures to enhance site access, permeability and connectivity by maintaining or integrating safe and legible routes for pedestrians and cyclists along with removing barriers to movement.

F To support the Healthy Streets Approach, development proposals should provide end-of-trip facilities for cyclists that are accessible and designed to a high quality standard. These facilities should be provided at a level that is commensurate with the nature and scale of development and the required level of cycle parking, commensurate with the parking standards of Policy TR4 (Parking).

G To help facilitate more liveable and sustainable neighbourhoods in Lewisham, the council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the pedestrian and cycle environment.

H Development proposals should be designed to ensure that the public realm is not adversely impacted by installations, including advertising columns, and seek opportunities to remove redundant installations wherever possible, in line with Policy QD3 (Public realm and connecting places).

Explanation

12.13 The Healthy Streets Approach is set out in the draft London Plan and underpins its objectives for achieving 'Good Growth'. It will be strongly supported in Lewisham in order to achieve a significant step-change away from car use to more sustainable transport modes such as walking, cycling and public transport. The Healthy Streets Approach is reflected in Lewisham's Transport Strategy, which includes a number of objectives that will guide implementation of the Healthy Streets Approach locally and which are given effect through the Local Plan.

12.14 Everyone should benefit from safe and convenient access to public transport, local services, community facilities, education, training and employment opportunities. Through the Healthy Neighbourhood Approach and its associated 'Indicators' we will work with stakeholders and development industry partners to deliver a wide range of public realm improvements. Together these should contribute to making Lewisham's neighbourhoods and streets safer, greener and less polluted, more legible and accessible to all. A key guiding principle is to ensure that priority is given to pedestrians and cyclists, making active travel a more attractive option for people to move throughout the Borough.

12.15 Lewisham's population will continue to increase in the context of London's growth. Maintaining the current levels and high proportion of journeys made by car is not efficient or sustainable. Many of London's streets are already heavily congested and the road network has limited capacity to absorb further increases

Figure 12.5: Healthy Street Wheel (Lucy Saunders)

in the number of vehicles. In response to this situation, we will seek to deliver a more efficient and effective use of land and road space by promoting travel by walking, cycling and public transport.

12.16 In the local context, Lewisham's southern areas currently have the highest levels of dependency on car use for personal travel. This is due to the comparatively low levels of public transport accessibility along with limited opportunities for active travel on high quality cycle and pedestrian routes. The Local Plan places a particular focus on key strategic corridors that can better link the Borough's neighbourhoods with each other. This includes the A21 Corridor which has the potential to significantly improve north to south connections in the Borough, and encourage multi-modal journeys by linking pedestrians and cyclists with bus and rail services. Similarly, the Ringway Corridor (Southend Land and Whitefoot Lane) can help to improve orbital movements

east to west. In addition to the strategic corridors it is imperative that there is good connectivity within and between town centres, along with improved access to community facilities and public transport nodes. Development should support the delivery of a fully integrated active travel and public transport network in Lewisham, with good linkages to neighbouring Boroughs and wider London.

12.17 High quality and effectively managed public realm is integral to the successful delivery of the Healthy Streets Approach. All development proposals will therefore be considered in line with the detailed requirements of QD3 (Public realm and connecting places). Proposals should seek to identify and positively address issues of severance and poor connectivity, amenity and pollution (including air quality) to support the creation of attractive, vibrant and accessible urban environments. By transforming the quality of our streets we also aim to encourage people to spend more time in public spaces, which in turn, can provide more opportunities for recreation and socialising, and help to support the vitality and viability of town centres and other places.

12.18 By referring the Indicators of the Healthy Streets Approach development proposals should demonstrate how buildings, including their main access points, positively interface with the street and help to improve local area amenity. Proposals should explore options to increase widths to footpaths, and building designs that provide vehicular access away from adjoining street junctions. Where such interventions cannot feasibly be delivered, planning contributions may be sought for public realm enhancements to help mitigate impacts.

12.19 Improving safety on Lewisham's roads is also a key objective of this policy. Interventions that prioritise the safe movement of pedestrians and cyclists, and which may consequently impact on vehicle movement (such as by reducing speeds), are necessary to realise modal shift. This approach will support the Mayor of London's 'Vision Zero' strategy of eliminating all deaths and serious injuries on the London transport network from all road collisions by 2041.

12.20 Addressing the current high levels of inactivity amongst Londoners is a key focus of the Healthy Streets Approach. According to data cited in the London Plan, currently only 34 per cent of adult Londoners report having walked or cycled for two ten-minute periods on the previous day. This lack of activity is a cause of many of public health issues, including Type 2 diabetes, colon cancer, coronary heart disease and depression. Implementation of this policy within the Borough will deliver people-oriented infrastructure (such as street furniture, landscaping, and cycle parking) to encourage active travel, improving the health of our local communities over the long-term.

TR4 **Parking**

A A carefully managed approach to parking provision will be taken recognising the varying levels of access to public transport across Lewisham along with the strategic objectives to deliver inclusive, healthy and livable neighbourhoods, including by significantly reducing air pollution and greenhouse gas emissions.

B The design of parking provision and the amount of spaces provided in new development should respond to the need to ensure safe and convenient access for all users, and also reflect the priority given to encouraging active modes of travel and use of public transport. Development proposals will be assessed against the parking requirements and standards set out in draft London Plan, including for:

a. Residential and non-residential disabled persons parking;
b. Cycle parking, with the higher minimum standards applying in Lewisham;
c. Car parking;
d. Residential parking;
e. Office parking;
f. Retail parking; and
g. Hotel and leisure uses parking (including consideration of coach parking).

C When assessing proposals against (B) above, consideration will be given to existing and future planned Public Transport Accessibility Levels, along with the existing provision of step-free access at stations.

D Where development proposals for housing require the provision of parking, the design and allocation of space for occupants should be considered in line with the following sequential approach:

a. Disabled persons parking and access arrangements.
b. Cycle parking and associated end-of-trip facilities.
c. Car share or car club parking.
d. Family dwelling car parking
e. Other occupant parking
f. Visitor parking.

E Major development proposals, development proposals located within town centres and employment locations, or other developments likely to generate a significant number of visitors should investigate opportunities to integrate space for cycle hubs to accommodate provision of cycle hire schemes, as well as space for cargo bikes.

F Proposals for car-free development will only be supported where it can be suitably demonstrated that:

a. The development is appropriately located at a well-connected and highly accessible location;
b. The development is located within an existing Controlled Parking Zone (CPZ), or it can be demonstrated that there is capacity on the existing local road network to accommodate the parking demand generated by the development;

c. There is sufficient capacity on the public transport network in the locality to cater to the additional demand arising from the development, taking into account existing and planned transport infrastructure; and

d. There will be no adverse impact on existing provision of on-street parking;

G The council will consider the need for Controlled Parking Zones to manage additional or new demand arising from development across the Borough, and will implement these where appropriate.

H In order to manage the parking demand associated with new development, the council will consider on a case-by-case basis, whether it is appropriate to require that the development Permit Free (except for Blue Badge holders).

I A minimum of 20 per cent of total car spaces provided on-site are to have active provision of electric charging points, with a minimum of a further 40 per cent designed with the cabling prepared for future use. In the case that a development has a Travel Plan in place, the levels of usage of electric vehicles should be monitored, with new charging points installed as demand increases.

J Car Parking and Management Plans will be required to be submitted with applications for Major development and other proposals that are likely to generate a significant demand for parking or impact on existing parking provision. This includes parking provision for large public and community facilities, including for sport, leisure and recreation uses.

K Development proposals for residential and commercial uses will be expected to investigate opportunities to implement electric vehicle charging points, having regard to the council's Low Emissions Vehicle Charging Strategy.

Explanation

12.21 When considering the level of parking provision for new development, we will apply the draft London Plan parking standards, as set out in Policy T5 (Cycling) and T6 (Car parking), taking into account the car parking standards for different types of land uses. Development proposals will be expected to refer the London Plan for further information on the requirements in this respect.

12.22 When assessing proposals against the parking standards, we will take into account the presence of step-free access at stations. Whilst some areas may benefit from high Public Transport Accessibility Levels, the lack of step-free access at stations can significantly constrain access for some users. We will therefore take a carefully managed approach to parking provision where stations in proximity to, and likely to be servicing, new developments do not currently benefit from step-free access and/or there are no immediate funding commitments to deliver this provision by the time of the development's occupation.

12.23 New development will be expected to encourage and help to facilitate cycling. This will require that careful consideration is given to the design of public realm, as discussed elsewhere in this section, along with the provision of high quality and dedicated facilities for cyclists, including easily accessible, safe and secure cycle parking. Applicants are minded to note that for cycle parking, Lewisham is identified in the draft London Plan Policy T5 (Cycling) as a borough where the higher cycle parking standards apply.

12.24 Whilst we are broadly supportive of car-free or car-capped development, it is important that this type of development is appropriately managed. This will ensure there is no adverse impact on the highway network and local amenity. Car-free or car-capped development will only be acceptable in principle where the development is located within a highly accessible location and within an area where there is an existing Controlled Parking Zone. Consideration will be given to proposals where it can be demonstrated that a new CPZ will be in place by the time of the occupation of development. In addition, there may be some circumstances where car-free development is not acceptable, for instance, to ensure the needs of Blue Badge holders are suitably accommodated.

12.25 Cycle hire schemes are becoming an increasingly attractive, convenient and cost-efficient option for people to make part or all of their journeys by cycling. There are a number of schemes within the Capital with different operational requirements, ranging from dedicated docking stations to 'remote collection and drop-off', which are aided by new technology. To encourage cycling we are broadly supportive of these schemes, however their use must be carefully managed to ensure that docking stations or cycles do not result in unsightly or hazardous street clutter, or otherwise adversely impact on the public realm and local amenity. We will encourage proposals to investigate opportunities to make provision of dedicated space to accommodate cycle hubs and cargo bikes, so that they can be sensitively integrated into the site and neighbourhood. This is particularly for major development proposals, proposals within town centres and employment locations or those which are likely to attract a significant number of visitors (for example, cultural or education facilities).

12.26 Whilst it is recognised that some residents and commercial uses will continue to rely on vehicles, the use of electrically charged vehicles provide an alternative to conventional gas fuelled vehicles. Their use can help to reduce harmful greenhouse gas emissions and mitigate impacts on climate change. We will therefore encourage development proposals to make provision for charging points, wherever vehicle parking is necessary. The council has prepared a Low Emission Vehicle Charging Strategy, which applicants will be expected to refer. The strategy is targeted at increasing the range of charging options for electric vehicle, including both residential and commercial uses.

TR5 **Deliveries, servicing and construction**

A Development proposals must facilitate safe, clean and efficient delivery and servicing for all of the site's intended occupiers and uses. Delivery and servicing requirements should be considered at the early stage of the design-led process, particularly in mixed-use schemes, in order to ensure practical site layouts and building designs that protect local amenity and avoid or mitigate adverse impacts to the highway network.

B Provision of adequate space and facilities for deliveries and servicing should be made off-street, with on street loading bays or other facilities only used where it is demonstrated this is necessary due to feasibility. Larger developments, including major residential schemes, should make provision for well-integrated facilities to allow for deliveries to be received outside of peak hours and for secure, temporary storage of parcels or goods.

C Development proposals for commercial and industrial uses should ensure that parking provision for servicing and delivery is commensurate with the specific operational needs of the development. The level and type of parking provision will be considered on a case-by-case basis, and applicants must provide evidence to demonstrate that the provision is appropriate to location, nature and scale of commercial or industrial use.

D Major developments and other development proposals that are likely to generate a significant number of vehicle movements from deliveries, servicing or construction will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan as part of the Transport Assessment. This should provide a sufficient level of detail about the servicing, delivery and freight requirements of the development from the construction to occupation stages, and demonstrate that all likely adverse impacts on local amenity and the highway network have been avoided or mitigated, recognising that final details may be sought by condition. Consideration should be given to the timing of deliveries.

E For larger schemes, including where sites are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the design-led process and help to enable coordination and integration of servicing requirements across the site(s).

Explanation

12.27 Freight movement (including for deliveries, servicing and construction) is an important consideration in the planning and design process. At a strategic level, the draft London Plan seeks to facilitate sustainable freight movement by rail, river and road through the consolidation of activities, modal shift and improved coordination in the timing of deliveries. We broadly support these strategic objectives, which are given effect locally through the Local Plan.

12.28 Careful consideration will need to be given to development involving large-scale freight consolidation and distribution activities. All such proposals should be appropriately located, for example, in Strategic Industrial Locations, and clearly demonstrate how they will positively address sustainable freight movement in the Borough without adversely impacting on the road network, local amenity or the environment. Consolidation and distribution uses should also be commensurate with the role and function of the site or area within which they are located. This is particularly important for employment areas, where our priority is to safeguard land for Class B1 uses to meet identified local needs for workspace.

12.29 To support implementation of the strategic approach to freight, and as part of Lewisham's Transport Strategy, we will explore options and work with stakeholders to make provision for centralised delivery hubs, including secure lockers, in optimal locations throughout the Borough. This will support our objectives for traffic reduction with consequential benefits in terms of traffic congestion, air quality and noise pollution.

12.30 Largely driven by advances in technology, the logistics and freight industry is rapidly shifting to a model of 'last mile' delivery. It is also adapting to changes in consumer behaviour and the rising popularity of home deliveries, including for groceries, other retail items and takeaway meals. These changes have contributed to the prevalence of delivery vehicles on the road network. They have also introduced new challenges for the design of buildings and spaces.

12.31 Delivery and servicing requirements for new development needs to be considered at the early stage of the design-led process. Provision of adequate space and facilities should be made off-street and well-integrated into the site and locality. Larger developments, including residential and mixed-use schemes, have the capacity to generate a significant number of service and delivery trips, which will need to be addressed. Proposals should incorporate delivery receipt and storage facilities that suit the needs the intended occupiers and uses, include secure storage and where possible, containerised (cold storage). Opportunities should be taken to consolidate or coordinate provision in order reduce the number vehicle movements.

12.32 All major development proposals, and other proposals that are likely to result in a significant number of freight movements, including in the construction and operation stages will be required to submit a Delivery and Servicing Plans and/or Construction Logistics Plan. These should be prepared having regard to the latest Transport for London Guidance.

TR6 Taxis and private hire vehicles

A Development proposals for offices, taxi ranks, and other operational space associated with taxis and private hire vehicle businesses (including minicabs) will be supported where:

a. They are appropriately located, giving priority to sites within or in close proximity to town centres and near stations;
b. The development will not result in a harmful overconcentration of similar uses in the locality;
c. It is suitably demonstrated that there will be no adverse impact on local area amenity and the highway network, including existing on-street parking provision;
d. Pedestrian and cycle routes will not be impeded, particularly where these are used for access to bus stops, station entrances and other public transport services;
e. The development, including any ancillary facilities, is designed to a high quality standard and well-integrated into local area;
f. Offices and ranks are accessible and safe during operational hours, including through the use of appropriate lighting and CCTV; and
g. Parking spaces delivered on-site to meet the operational use of a building (including offices, hotels, community facilities and major public facilities) have active charging points for all designated taxi spaces, in line with the draft London Plan

B Development proposals will be assessed having regard to the cumulative impact of facilities for taxis and private hire vehicles in the locality and the draft London Plan strategic target to increase mode share for walking, cycling and public transport to 80% of all trips by 2041.

Explanation

12.33 This policy sets out requirements for new development associated with taxi and private hire vehicle businesses, including minicabs. This type of development is distinguished from the land and facilities used for car clubs or car share services, which are dealt with separately in Policy TR4 (Parking).

12.34 Our priority is to deliver inclusive and healthy neighbourhoods by encouraging and helping to facilitate active travel and the use of public transport. However, it is recognised that other modes of travel play a role in supporting local residents and visitors, including taxis and private hire vehicles. This travel mode makes up a small proportion of local journeys, around 1 per cent of all trips per day in Lewisham. Yet it is an important part of London's transport network and valuable for a wide range of users. This includes people with reduced mobility who require accessible door-to-door transport services, or who those who do not have access to reliable alternative means of travel, for example, due to the lack of public transport accessibility or infrequent services.

12.35 Taxis and minicabs also provide a safe and regulated transport option. They assist people to complete journeys beyond the reach of the bus or train network, or in many cases, provide the only safe and convenient transport option during the early morning, evening and night-time. In addition, the taxi and private hire vehicle industry plays a role in the local and wider regional economy, and is in itself a source of jobs. As of July 2019, there were over 20,000 licensed taxi drivers and 100,000 licensed private vehicle hire drivers registered in London.

12.36 A balanced approach is therefore necessary to ensure the appropriate management of land for transport functions, including that required for taxis and private hire vehicles. Facilities should ideally be located in close proximity to town centres or train stations where there are compatible land-uses, opportunities for linked trips and where journeys are most likely to originate or end. Proposals will be expected to demonstrate that development will not result in an overconcentration of similar uses in the locality. The cumulative impact of development will therefore be a consideration in the assessment of proposals.

12.37 As with all other types of development, proposals associated with taxis and private hire vehicles must be designed to a high quality standard. Taxi offices, ranks and other facilities should be appropriately sited and provide all users of the development with good levels of safety and security, including through sensitively integrated lighting and the use of CCTV. It is also important that facilities are designed to be accessible to all. In line with other Local Plan policies, development proposals will be supported where they do not result in adverse impacts on traffic congestion, public safety, amenity and local character.

TR7 Digital and communications infrastructure and connectivity

A The council will work with stakeholders to secure the provision of high quality, fast and reliable digital infrastructure across Lewisham to support accessible and inclusive communities, as well as to facilitate growth and diversification of the local economy.

B In line with draft London Plan Policy S16 (Digital connectivity infrastructure) development proposals will be required to take appropriate measures to enable full-fibre, or equivalent infrastructure, connectivity to all end users within new development, along with meeting the excepted demand for mobile connectivity generated by the development. Proposals must demonstrate that the development will be 'connection-ready' on first occupation.

C Development proposals must demonstrate how they will improve digital connectivity on sites located in areas where full-fibre broadband, or equivalent infrastructure, is not currently available or on sites that are otherwise poorly served by broadband coverage, including in designated employment locations. Proposals will be expected to, have regard to Lewisham's Infrastructure Delivery Plan and other relevant information on broadband coverage.

Infrastructure and equipment design

D Development proposals for communications infrastructure and equipment will only be supported where it can be suitably demonstrated that:

a. The equipment is the minimum needed to meet operational requirements, having regard to future demand or planned improvements;
b. Opportunities for equipment sharing have been fully investigated and taken into account;
c. There is no significant adverse impact on the visual amenity of the occupiers of the host building, where relevant, and neighbouring occupiers;
d. If located on a main pedestrian road, a minimum residual footway is provided;
e. Detrimental impact on the external appearance of the host building or structure, street scene or space on which the equipment is located will be avoided or mitigated; and
f. The equipment is sensitively located and appropriately designed, and does not detract from local area character, having particular regard to:
    i. The need to preserve or enhance the significance of heritage assets, including Listed Buildings and conservation areas;
    ii. The use of design treatments to ensure the least possible visual impact, including colour, landscape and other interventions to help screen or conceal cabling and other apparatus; and
    iii. The cumulative impact of telecommunications installations on a structure, site or area.

E In order to minimise visual impact all communications equipment should be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible.

Explanation

12.38 Communications infrastructure, including digital infrastructure, is playing an increasingly important role in the functioning of cities and society. It is transforming how infrastructure and services are provided, with innovative 'Smart City' technologies that make use of information to deliver more resource and cost efficient provision. It is also helping to facilitate different forms of communication between people as well as enabling more convenient and wider access to goods and services. In addition, digital infrastructure is important for business and now considered essential to sustainable economic development.

12.39 Digital infrastructure also has implications for physical connectivity and the transport network. For example, new technologies are changing the way in which people work and commute, often reducing the need to travel. Further, smart technologies are supporting efficiencies in the logistics sector, with improved timing and coordination in servicing and deliveries. Over time communication technologies may have significant impacts on the transport network, helping to reduce demand and/or the volume of movements, particularly during traditional peak hours.

12.40 Digital infrastructure is considered essential strategic infrastructure and necessary to support more inclusive and sustainable communities. Not all areas of Lewisham benefit from the same level of provision of digital and communications infrastructure. Premium full-fibre broadband is currently only available in 13 per cent of the Borough, and there is very limited availability in the area covering the Lewisham North Creative Enterprise Zone.[32] It is vitally important that full-fibre broadband coverage is enhanced. This is to ensure equality of access to services for Lewisham residents, and to support our economic development objectives, particularly to grow the cultural and creative industries. We will therefore work with industry stakeholders and development partners to ensure the provision of high quality, fast and reliable digital infrastructure across the Borough, including full-fibre or equivalent broadband.

[32] London Connectivity, Greater London Authority. Data cited August 2019. https://maps.london.gov.uk/connectivity/

Infrastructure and equipment design

12.41 We are committed to ensuring that local residents, organisations and business are well placed to benefit from modern digital and communications technology. However it is important that the development of associated infrastructure is appropriately managed. If not carefully sited and designed, infrastructure and equipment can adversely impact on amenity, local character, heritage assets and the functioning of the public realm.

12.42 Communications equipment, including satellite dishes, should be sited and designed so they will have the least detrimental visual impact. It is particularly important that equipment positively responds to local character, including conservation areas, listed buildings and other designated and non-designated heritage assets. In addition to siting, proposals should consider how to conceal equipment using design treatments including colour, landscaping or other means, such GRP shrouding. Unless extremely well designed into a building or structure, or disguised from view, telecommunications should not be located on a principal street frontage.

12.43 All proposals will be expected to demonstrate that they have optimised opportunities to mitigate visual impact, including through engagement with relevant providers and service operators for sharing equipment, such as masts and cabinet boxes. This should include consideration of any planned future improvements necessary to meet the needs of current or future occupiers within a site or area.

12.44 The Manual for Streets should be referred for guidance on appropriate residual distances where development is located on a main pedestrian road. In town centres and other high traffic areas, the minimum residual distance of 1.8 metres may not be sufficient to enable appropriate pedestrian flow, and the minimum width will be determined based on the number of pedestrians per square metre and pedestrian flows per minute.

12.45 Communications equipment and supporting structures (masts, cabinet boxes, satellite and other dishes, antennae, cabling, shrouds and stands) should be removed as soon as reasonably practicable once not required. This will help to ensure that the quality of townscapes and streetscapes are not adversely impacted by unnecessary clutter.

PART

Lewisham

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13 LEWISHAM'S NEIGHBOURHOODS AND PLACES

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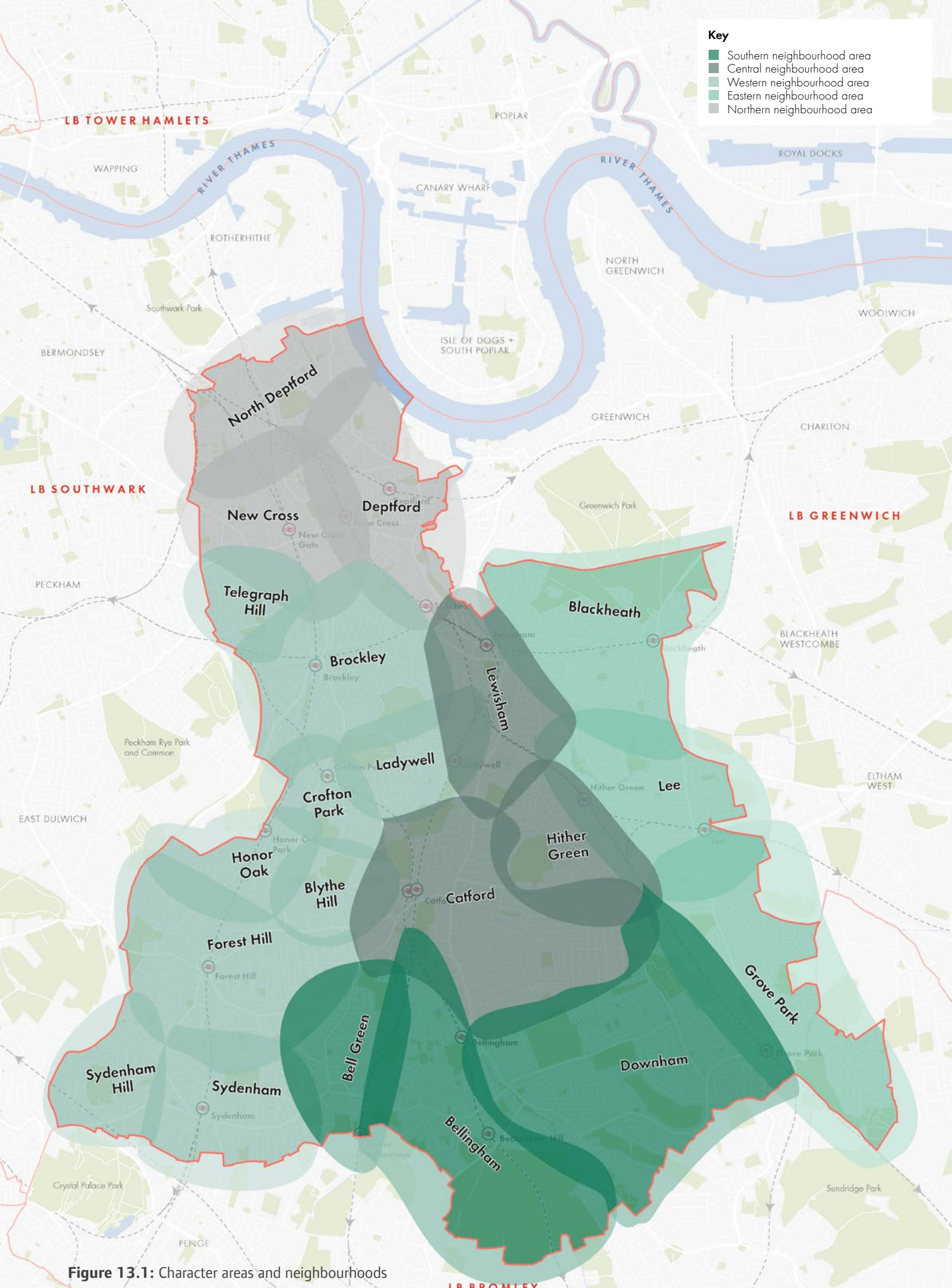

Figure 13.1: Character areas and neighbourhoods

Celebrating Lewisham's diversity and valuing its distinctiveness

13.1 Lewisham is a diverse borough comprising many communities of people, neighbourhoods and places, all of which have distinctive identities that should be celebrated and valued. The Local Plan aims to respond to the unique qualities of our communities and neighbourhoods in delivering Good Growth. To achieve the Vision for Lewisham and secure the successful delivery of spatial strategy, new development must respect and positively contribute to Lewisham's local distinctiveness, both in terms of its design qualities and function.

13.2 To assist people with understanding and appreciating Lewisham's local distinctiveness, and to establish 'place-based' priorities for guiding investment and sensitively managing growth and new development, this part of the Local Plan is organised around five character areas. These areas contain a number of smaller neighbourhoods which together share similarities that distinguish them from other parts of the Borough.[33] This includes similarities in the prevailing urban form, historic character, topography, landscape and other features. **Figure 13.1** illustrates the extent of the character areas and their neighbourhoods.

13.3 Each character area will play an important role in supporting the delivery of the Borough's spatial strategy, helping to accommodate growth that meets local needs (such as for genuinely affordable housing, new workspace and supporting infrastructure). To set clear expectations in this respect, and to ensure that new development is sensitively integrated into our neighbourhoods, the Local Plan sets out a future vision and place principles for each area. These should be used to inform investment decisions and guide development proposals.

13.4 In addition, each character area is accompanied by site allocation policies. These establish land use principles and design guidelines for strategic development sites. These sites have been included within the Local Plan because they are considered necessary to support the delivery of the spatial strategy for the Borough.

13.5 We have published, and are in the process of preparing, additional guidance to help realise the vision for the character areas and to support implementation of their place principles. This includes supplementary planning documents and masterplans that all new development proposals will be expected to have regard to and positively engage with. Some of the key guidance documents for Lewisham's character areas are signposted throughout the following section.

[33] The setting of the character areas has been informed by the Lewisham Characterisation Study (2019), which should be referred for further information. We acknowledge the neighbourhood boundaries overlap with each other, and that communities may define themselves around different geographies and social contexts. However, the organisation of the Borough in this way provides a useful starting point for a place-based planning and delivery framework

Lewisham in the context of London

13.6 It is recognised that neighbourhoods and communities are defined around different geographies and social contexts, and that people's sense of place is not solely shaped by the extent of Lewisham's administrative boundaries. Places and spaces beyond the Borough also contribute to local distinctiveness and influence the way in which people relate to their surroundings. The vision and place principles for each character area are therefore informed by Lewisham's relationships with other London boroughs, particularly those adjoining it.

13.7 The overarching objective for "An Open Lewisham as part of an Open London" reflects our commitment to strengthening relationships with the rest of the Capital. This will not only promote inclusive communities but is necessary to support the delivery of the London Plan's spatial development strategy. The Local Plan sets out a shared vision for how Lewisham's character areas should evolve over time, building on their functional relationships with other parts of London. This includes, for example, cross-boundary relationships established through transport connections and the public realm, the network of green infrastructure (including open spaces and waterways), town centres and the local economy. As well, the character areas will be influenced by their changing sub-regional context, including significant new development delivered in Opportunity Areas near the Borough, such as Canada Water and Old Kent Road in Southwark and at Greenwich Peninsula.

Delivering the spatial strategy and meeting local needs

13.8 In order to support the delivery of the spatial strategy for the Borough, the Local Plan includes site allocation policies. These are planning policies for strategic development sites whose delivery is necessary to secure new investment in Lewisham, and to address identified needs for housing, workspace and town centre uses, including community facilities, within our neighbourhoods. The site allocations will also ensure that growth and development is effectively coordinated over the long-term, so that new investment benefits residents and neighbourhoods throughout the Borough. All of Lewisham's character areas will play a role in facilitating Good Growth, and site allocations are therefore included within each.

Table 13.1: Site allocations – indicative delivery outcomes

CHARACTER AREA	HOUSES (NET UNITS)	WORKSPACE (NET FLOORSPACE SQM)	TOWN CENTRE USES (NET FLOORSPACE SQM)
Central	7,481		
North	12,362		
East	1,338		
South	2,391 - 4,684		
West	1,052		
Total	**24,624 – 26,931**	**To be confirmed**	**To be confirmed**

14 LEWISHAM'S CENTRAL AREA

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Context and character

14.1 Lewisham's Central Area contains the neighbourhoods of Lewisham, Hither Green and Catford. It has a strong relationship with the Ravensbourne, Pool, and Quaggy rivers and their river valley corridors. The housing character is generally varied as a result of post-WWII patterns of development, with conservation areas and listed buildings within and adjacent to the area. The Central Area contains the linked but complementary major centres of Lewisham and Catford.

14.2 The character of Lewisham major centre and its surrounds is strongly informed by its shopping and leisure destinations, as well as its and highly active public places, including the strategic rail interchange. It has an urban scale with a tall buildings cluster surrounded by a lower density grid of residential terraces. Many sites have recently been redeveloped with high quality designs. However much of the town centre remains fragmented and disconnected as a result of larger sites and blocks, with areas of poorer quality public realm including the pedestrian and cycle environment, particularly on Lewisham High Street. Many of the older sites have a poor quality retail and leisure offer. Significant redevelopment opportunities exist alongside planned strategic transport investment that will allow the character of Lewisham to be 'reimagined'.

14.3 Catford major centre comprises the civic hub of the Borough with a key focal point at the historic Broadway Theatre. The town centre has a generally urban scale that is surrounded by smaller scale residential areas and high quality open spaces. Many key sites have recently been redeveloped to a high quality design standard. However the layout of larger sites and blocks, and the location of the South Circular dissecting the town centre has led to high levels of severance with the town centre and its surrounds, and poor permeability and legibility, especially in the main shopping area. Generally there is a poor pedestrian and cycle environment particularly along the South Circular. Significant redevelopment opportunities exist alongside planned strategic transport investment that will allow the character of Catford to be 'reimagined'.

14.4 The A21 corridor is currently dominated by traffic with a poor quality public realm and pedestrian and cycle environment. The High Street in generally not well connected with a finer grained network of streets and paths to its surrounding neighbourhoods, and is dominated by larger sites and blocks leading to irregular east-west connections. Whilst the character of the corridor is well established around Lewisham Hospital (with opportunities to 'reinforce' the existing character), opportunities exist for intensification along the majority of the corridor. Hither Green is characterised by predominantly smaller scale historic residential areas. There is a poor sense of arrival to the immediate west of the train station with limited links across the railway. Opportunities exist for sensitive infill and high quality small sites development to 'reinforce' the existing local character.

Vision

By 2040...

14.5 The Central Area will realise its potential as one of London's key strategic locations for growth and regeneration, with significant new development successfully integrated with existing places and communities to create high quality, inclusive, healthy and liveable neighbourhoods. The arrival of the Bakerloo line extension together with the modernisation of Lewisham interchange will have a transformative effect, unlocking the development potential of sites and improving accessibility within the area, as well as connections to it. The linked but complementary town centres of Lewisham and Catford will benefit from significant new investment and housing development, enhancing their vitality and strengthening the role they play within London and the wider southeast as key visitor destinations and focal points for community, cultural, civic and commercial activity.

14.6 The coordinated and comprehensive development of key strategic sites, along with the modernisation of Lewisham interchange, will shape Lewisham major town centre into a metropolitan centre of exceptional quality. It will feature a distinctive character and urban qualities, with new development helping to create a coherent transition from the centre to the surrounding residential areas. The town centre will be better integrated into the neighbourhood. Visitors will benefit from new and improved walking and cycling corridors and accessible links between key destinations, including east-west routes through a renewed Lewisham Shopping Centre, and an enhanced Waterlink Way along the River Ravensbourne as a defining local feature. Lewisham market will remain at the heart of the town centre, and a unique destination in London, with its long term viability secured through sensitively integrated public realm enhancements.

14.7 The comprehensive redevelopment and regeneration of Catford major centre will be delivered through a masterplan approach. This will secure its long term vitality and viability, whilst reinforcing and enhancing its role as the Borough's main civic hub, with a complementary cluster of cultural and commercial activities. Regeneration of the town centre will be enabled through

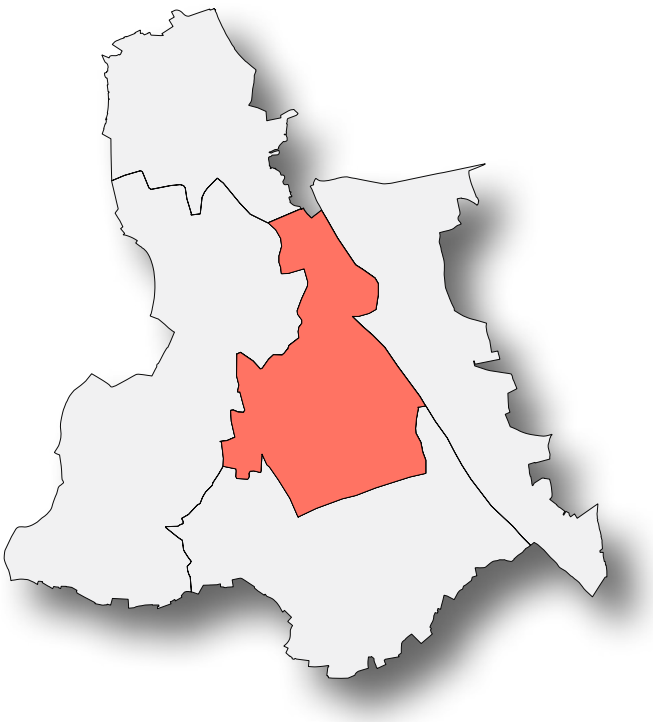


Figure 14.1: Central Area

14.8 Development of an urban scale will create a thriving neighbourhood with a unique sense of place and strong civic and cultural identity, building on the presence of local assets including the Broadway Theatre. The South Circular road will be realigned, creating a cohesive town centre and improved accessibility along the station approach, to Catford and Catford Bridge train stations. Heritage-led regeneration of the town centre will help to re-introduce the historic lanes, making the centre more permeable and reinforcing the role of The Broadway as key destination and focal point of activity. Public realm enhancements will dramatically improve the environment for pedestrians and cyclists, and create better links to open spaces and the river corridor. Catford will have a thriving local economy, supported by its civic and cultural offer as well as the introduction of new and improved workspace. Key development sites will be delivered to 'reimagine' the character of the area, and revitalise the town centre and its surrounds in a coordinated manner.

14.9 The A21 corridor will become a new compact, high quality residential neighbourhood with a unique sense of place, making travel between Lewisham and Catford easier and more intuitive. Clusters of development at an urban scale around the main road junctions with the A21 will provide rhythm to the corridor. The network of smaller connector streets that feed into the A21 will be improved, providing clear and logical access and crossing points. Enhanced links between the A21 and the river corridor will provide a landscaped presence in parallel to the more urban environment of the A21. Key development sites along the A21 corridor will be delivered to 'reimagine' the character of the area, and remake the corridor as a new place in a coordinated manner. Hither Green's existing character will be reinforced with sensitive infill and small scale development reflecting the historic built environment and diverse land uses. An enhanced sense of arrival will be created to the west of the train station, with improved links across the railway line. Across the area work to re-naturalise the river corridor and improve access to and along it will continue alongside coordinated investment in new and improved public and open spaces.

14.10 The whole area will benefit from the delivery of new and improved public realm, accessible open spaces and a re-naturalised river corridor, both for the Rivers Ravensbourne and Quaggy.

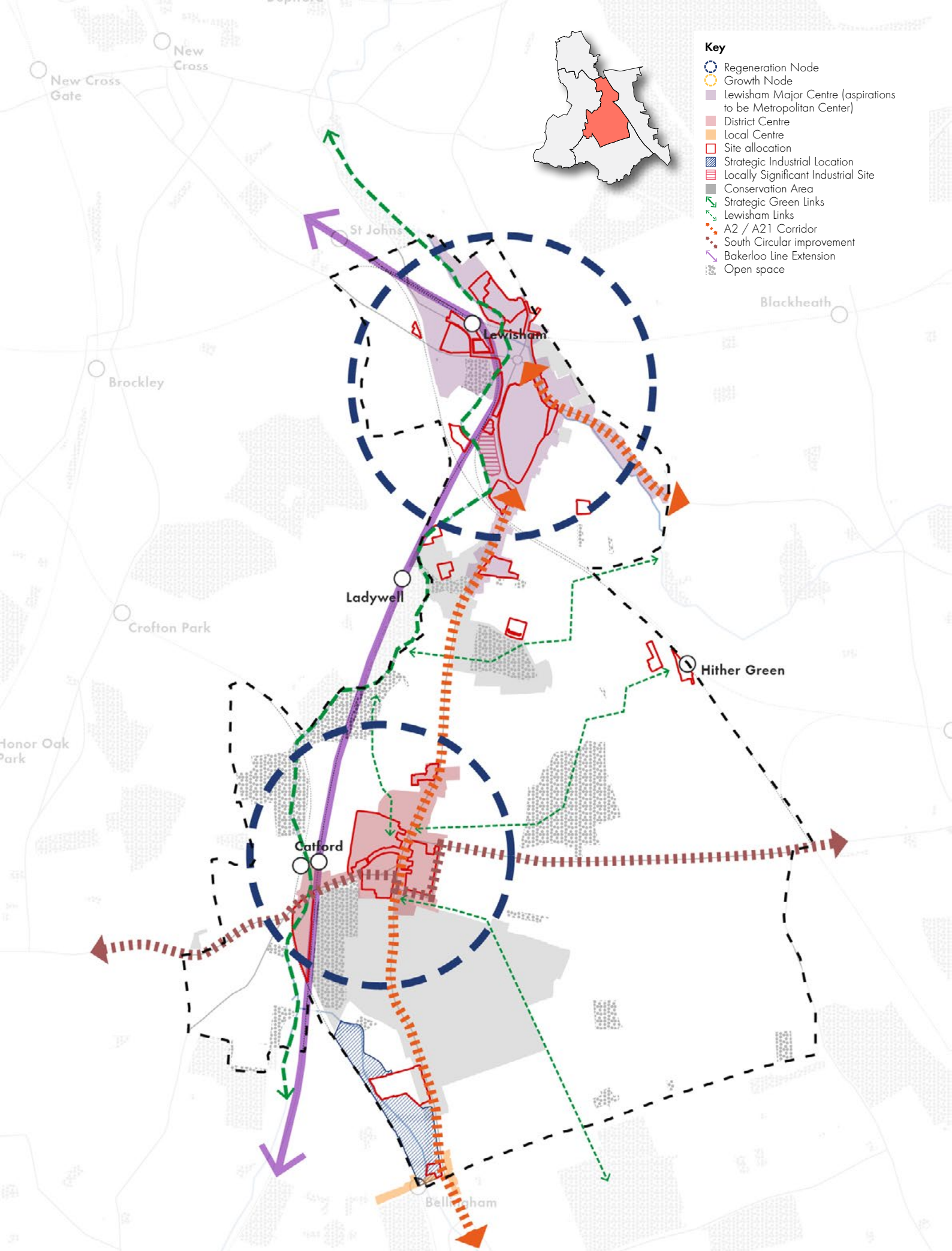


Figure 14.2: Central Area key diagram

LCA1 **Central Area place principles**

A Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area[34] is fully realised. This will require that investment is appropriately coordinated within Lewisham's Central Area and that:

a. A significant amount of new development is directed to the major town centres of Lewisham and Catford, and along the A21 corridor linking the centres, including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
b. New employment development is concentrated within town centres and the Bromley Road Strategic Industrial Location;
c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations;
d. The out-of-centre Retail Park at Bromley Road is comprehensively redeveloped for a wider mix of complementary uses; and
e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension) including:
   i. Bakerloo line extension;
   ii. Lewisham station interchange; and
   iii. Realignment of the South Circular road.

B Development proposals will be expected to facilitate growth and investment within the Central Area whist enhancing its place qualities by supporting:

a. Lewisham major centre's transition to a metropolitan centre of sub-regional significance, having regard to Policy LCA2 (Lewisham major centre and surrounds);
b. The comprehensive regeneration of Catford major centre, reinforcing its role as the Borough's principal civic and cultural hub, having regard to Policy LCA3 (Catford major centre and surrounds); and
c. The transformation of the A21 corridor and its immediate surrounds into a series of healthy neighbourhoods with a distinctive urban character, and reinforcing its role as a strategic movement corridor for sustainable transport modes, having regard to Policy LCA4 (A21 corridor).

C Development proposals should help to ensure the Central Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LCA5 (Central Lewisham Links).

D Staplehurst Road will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Hither Green station. To help secure the long-term viability of the local centre, development proposals should:

[34] Refers to the New Cross / Lewisham / Catford Opportunity Area, as established by draft London Plan policy SD1 (Opportunity Areas).

a. Enhance the character and accessibility to and along the station approach and the centre, including by improving public realm and the legibility of pedestrian and cycle routes; and
b. Facilitate the renewal of non-designated employment sites in proximity to the station to secure a complementary mix of commercial and other uses.

E The distinctive character of the residential hinterland within Catford, Lewisham and Hither Green will be reinforced. To help meet the Borough's future needs, particularly for housing, sensitively designed and high quality development on small sites (such as infill and backland sites) will be supported.

F The river valley network is a defining feature of the Central Area which development proposals should positively respond to by:

a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Quaggy rivers, including by naturalising the rivers, wherever opportunities arise;
b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
c. Facilitating the provision of new and enhanced connections to and along the rivers and river valleys, including by extending and improving the Waterlink Way. Walking and cycling links to the river from the town centres of Lewisham and Catford, and the A21 corridor, will be strongly supported

G Development proposals for tall buildings in the Central Area where only be acceptable in those locations identified as being appropriate for tall buildings, having regard to the requirements of Policy QD4 (Building heights).

H The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the Central Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer to and positively engage with these documents, including:

a. Lewisham Characterisation Study (2019);
b. Catford Town Centre Masterplan (Forthcoming);
c. A21 Corridor Intensification and Development Strategy (Forthcoming); and
d. River Corridor Improvement Plan SPD (2015).

LCA2 **Lewisham major centre and surrounds**

A Continued investment in Lewisham major centre to enable its transition to a metropolitan centre of sub-regional significance in London, and a gateway to the south east, is a strategic priority. To realise this objective and secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of transformational improvement to the town centre environment. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial role is maintained and enhanced.

B Development proposals will be expected to help facilitate the delivery of strategic transport infrastructure necessary to ensure the centre can effectively serve, and benefit from, a wider sub-regional catchment and to support Opportunity Area objectives. This includes the Bakerloo line extension, Lewisham station interchange, land required for bus services and pedestrian and cycle routes. Detailed site specific requirements are set out in the site allocation policies for the Central Area.

C Development proposals should positively respond to the evolving urban scale and character of the centre and its surrounds. They must be designed with particular reference to their relationship with existing clusters of tall and taller buildings, the prevailing townscape and skyline, having regard to Policy QD4 (Building heights). Development should also be designed to provide an appropriate transition from the surrounding residential neighbourhoods, its edges and into the heart of the town centre, with generous setbacks provided along main roads and other routes.

D Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. This will require that a clear hierarchy of streets is established within the town centre and its surrounding neighbourhoods, along with a cohesive and legible network of routes running through and connecting key strategic sites, commercial destinations and public open spaces. Particular consideration will need to be given to movements to and from Lewisham station interchange, connecting Silk Mills Path and residential neighbourhoods to the north, and Lewisham Gateway and the wider town centre area to the south.

E Development proposals should be designed to improve access and permeability in the town centre and its surrounding area, particularly where sites are to be delivered through comprehensive redevelopment. This includes new or enhanced east-west routes through the Lewisham Shopping Centre site, along Loampit Vale and Thurston Road, and from Silk Mills Path to Connington Road and Lewisham Road.

F Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes improved access to the River Ravensbourne by extending and enhancing Waterlink Way that traverses the wider town centre area, and the River Quaggy at Lee High Road. Proposals should make provision for attractive and robust embankments as a central design feature, particularly along the River Ravensbourne to enhance connections from Silk Mills Path to Lewisham transport interchange and the Lewisham Gateway site, leading to the town centre and the Primary Shopping Area.

G Lewisham Market is at the heart of the town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders. Effective management of the market and associated public realm will be essential to its long-term viability, and the council will work with stakeholders to secure appropriate management arrangements.

H Within the designated town centre area and at its edges, development proposals must provide for an appropriate mix of main town centre uses at the ground floor level. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary commercial, leisure and cultural uses elsewhere. Night-time economic activities will be supported where they positively contribute to the local area.

I Positive and active frontages will be required at the street level, particularly along Lewisham High Street, Molesworth Street, Rennell Street and Lewisham Grove – which together help to frame the Primary Shopping Area – as well as Loampit Vale, Lee High Road and Lewisham Road. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings. Where new housing is proposed within the town centre, this will only be acceptable on upper floor levels.

J To ensure Lewisham major centre's role as one of the Borough's principal commercial and employment locations, development proposals will be expected to retain or re-provide existing workspace, and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1 uses, including hybrid workspace combining office and lighter industrial workspace appropriate to the area. Provision of workspace suitable for small businesses, including units of 500 square meters or less, will be strongly encouraged.

LCA3 **Catford major centre and surrounds**

A Reinforcing the role of Catford major centre as Lewisham's principal civic and cultural hub is a strategic priority. To realise this objective and to secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of town centre regeneration that positively responds to Catford's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant civic, commercial and cultural role is maintained and enhanced.

B Development proposals must be delivered through the masterplan process, in accordance with relevant site allocation policies and the Catford Town Centre Masterplan.

C The realignment of the South Circular (A205) will be secured through a partnership approach with key stakeholders, including Transport for London. This will help to facilitate comprehensive regeneration and renewal in the town centre and its surrounds, in particular, by addressing existing issues of severance and pollution to create a more cohesive, safer, healthier and accessible town centre area. Development proposals will be expected to maximise opportunities presented by the road realignment, including through designs that provide safer access across main junctions, new and improved public realm and more accessible, high quality public open spaces.

D Development proposals should positively respond to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.

E Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of routes running through and connecting key strategic sites, commercial, civic and cultural destinations, and public open spaces. Particular consideration will need to be given to movements to and from Catford and Catford Bridge stations and along Rushey Green (A21). Careful consideration will also need to be given to the relationship between vehicular, pedestrian and cycle movements and access at Sangley, Brownhill and Plassy Roads, and the South Circular (A205).

F Development proposals must positively respond to the historic and cultural character of the town centre and its surrounds, and preserve or enhance the significance of heritage assets, including by:

a. Retaining the Broadway Theatre as an integral local landmark and cultural destination within the centre. Development should be designed to ensure the theatre remains a prominent visual feature marking the eastern gateway to The Broadway;
b. Designing development with reference to the historic fabric of the local area.

In particular, development should seek opportunities to enhance the townscape by reinstating the network of historic lanes within the town centre; and

c. Addressing the relationship of new development with the Culvery Green Conservation Area to the south.

G Development should positively respond to the distinctive character of The Broadway, and the buildings of townscape merit that line it, and reinforce its function as a key pedestrian movement corridor and focal point of activity.

H Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Ravensbourne near Catford and Catford Bridge Stations, and to improve public access to the Waterlink Way by repairing the existing break in the path and extending the route to join with the River Pool Linear Park. Proposals should make provision for attractive and robust embankments as a central design feature to enhance connections to town centre's western gateway, Ladywell Fields and the train stations.

I Catford Market forms an integral part of the town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.

J Development proposals must provide for an appropriate mix of main town centre uses. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary civic, commercial, leisure and cultural uses elsewhere. Night-time economic activities should help to reinforce Catford's role as an important cultural destination, and will be supported where they positively contribute to the local area.

K Positive frontages will be required at the street level, particularly along Rushey Green, The Broadway and within the Primary Shopping Area. Positive frontages should be integrated elsewhere within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.

L Catford major centre is a key commercial and employment location. It has a unique civic and cultural function that distinguishes it from, and helps to complement, Lewisham major centre. Development proposals will be expected to retain or re-provide existing workspace and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1 uses, including office floorspace and hybrid workspace combining office and lighter industrial workspace appropriate to the area.

M Provision of workspace suitable for small businesses, including units of 500 square meters or less, will be strongly encouraged, particularly where the space is designed to support the cultural industries.

LCA4 **A21 corridor**

A The transformation of the A21 corridor (Lewisham High Street, Rushey Green and Bromley Road) and its immediate surrounds into a series of liveable and healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use residential quarters within this Central Area location. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.

B Development proposals along the A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by:

a. Positively responding to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Corridor Intensification and Development Strategy SPD;
b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions;
c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, particularly in town centres and edge-of-centre locations;
d. Maximising opportunities to integrate urban greening measures; and
e. Enhancing connections between the major centres of Catford and Lewisham, as well as neighbourhoods surrounding the corridor, through the delivery of new and improved public realm.

C Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to the safe and convenient movement of pedestrians and cyclists, as well as the use of public transport. This principal north-south route should be supported by a complementary network of legible, safe and accessible routes, including cycling Quietways, that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park and Mountsfield Park.

D Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.

E Development proposals on sites along the A21 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of heathy neighbourhoods).

LCA5 **Central Lewisham Links**

A Development proposals will be expected facilitate the creation and enhancement of the Central Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the Central area.

B On sites located adjacent to an existing or proposed route of the Central Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the Central Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:

a. New or enhanced footpaths or cycleways;
b. Road realignment;
c. Street crossings or other safety measures;
d. Cycle parking;
e. External lighting;
f. Landscaping;
g. Tree planting or other green infrastructure;
h. Public conveniences;
i. Way-finding signage..

C To support the effective implementation of the Central Lewisham Links, development proposals will be expected to have regard to the council's Parks and Open Spaces Strategy.

Lewisham's Central Area

14.11 Lewisham's Central Area features the linked but complementary major centres of Lewisham and Catford. These centres, together with the A21 road, make up a strategic corridor within the Borough. A London Plan Opportunity Area broadly covers the extent of this corridor. It is instrumental to the delivery of the spatial development strategy for London. To fully realise the growth potential of the Opportunity Area it is vital that the regeneration and renewal of the major centres is delivered and new strategic transport infrastructure is secured. The Local Plan sets out a strategy to ensure that growth and regeneration in the Central Area is effectively coordinated, with a clear framework in place to support the long-term vitality and viability of the town centres; also, to facilitate the Bakerloo line extension and upgrades to the Lewisham interchange, one of London's key strategic transport interchanges.

14.12 The regeneration and renewal of Lewisham major centre, enabling its transition to a metropolitan centre, is a key objective which is supported by the London Plan. A significant amount of investment has been directed to the town centre in recent years. This reflects the strong commitment by the council, its key stakeholders and development industry partners to deliver a high quality, modern metropolitan centre. A number of major schemes have planning consent with several having been completed, bringing a significant amount of new homes, business space and community facilities to the centre, together with public realm and environmental improvements. This includes the removal and reconfiguration of the gyratory at Lewisham Gateway and river restoration works. There remain opportunities for additional sites to come forward, whose development can enhance the function and place qualities of the centre. Clear development guidelines are needed to ensure a coordinated approach to site delivery. Lewisham Shopping Centre is noteworthy given its scale and prominent position at the heart of the centre. Its redevelopment is essential to improving accessibility and circulation within the centre as well as to enhance the amenity of Lewisham Market, an important visitor destination in its own right.

14.13 Catford major centre is the civic heart of the Borough where the council's main offices are located. It contains a number of historic buildings, civic and cultural venues, such as Broadway Theatre, which give it a distinctive character and identity. The town centre has growing night time economy along with a range of shops and services, including the Catford Market, which cater to the daily needs of local residents. However, the centre suffers from areas of poorer quality public realm, particularly around the South Circular, which acts as a barrier to movement and segregates the centre from its surrounding neighbourhoods. The re-routing of the road is critical to enable the comprehensive regeneration of the town centre. This will bring substantial public benefits including a significant amount of new housing and business space along with a revitalised centre. To help inform the Local Plan and ensure coordination in the delivery of strategic sites, the council is preparing a masterplan for the centre.

14.14 An effective and resilient transport network is essential to the achievement of inclusive, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the Central Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line upgrade and extension and the Lewisham station interchange. Along with securing these investments in public transport, the Local Plan seeks to deliver a well-integrated network of high quality pedestrian and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the A21 Corridor into a Healthy Street underpins this approach. The A21 Corridor is the principal north-south route within Lewisham, linking the major centres of Lewisham and Catford as well as neighbourhoods further south along Bromley Road. It has significant potential for accommodating growth and improving connections between neighbourhoods and places, including open spaces such such as Ladywell Fields, Lewisham Park and Mountsfield Park.

14.15 The river corridor network is a defining feature of the Central Area, with the Rivers Ravensbourne and Quaggy traversing it. There are opportunities to improve the ecological and amenity value of the waterways, both by naturalising and enhancing public access to them. The comprehensive redevelopment of sites within and around Lewisham and Catford major centres have significant potential in this respect. The East Lewisham Links are centred on the network of green infrastructure, including waterways, recognising the priority given to improving public access to it, particularly by enhancing the Waterlink Way.

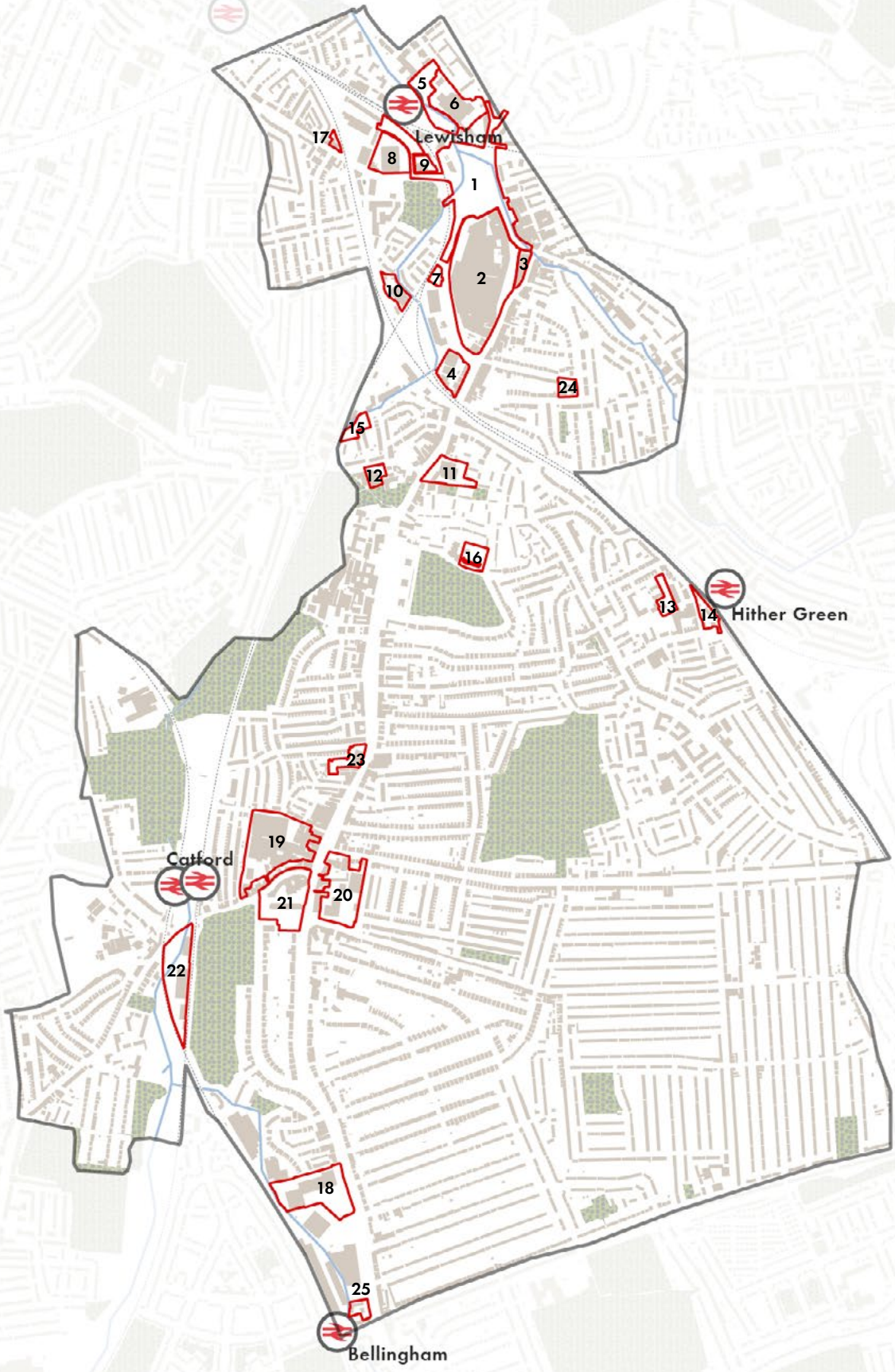
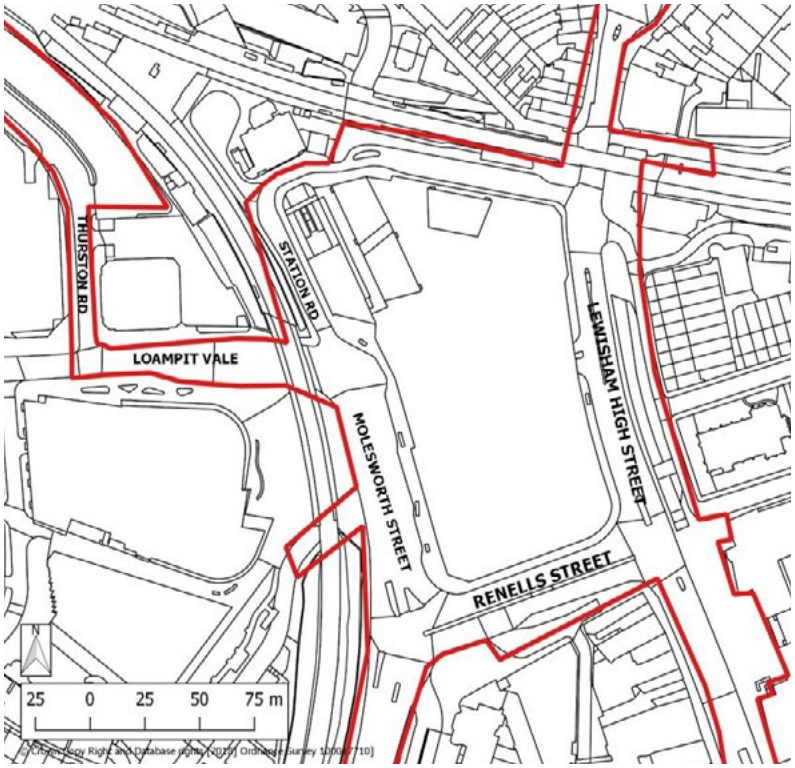


Figure 14.3: Central Area site allocations

Site allocations

1 Lewisham Gateway 438
2 Lewisham Shopping Centre 442
3 Lewis Grove 446
4 Land at Engate Street 448
5 Conington Road 450
6 Land at Conington Road and Lewisham Road (Tesco) 453
7 Molesworth Street Car Park 456
8 Lewisham Retail Park, Loampit Vale 458
9 Land at Loampit Vale and Thurston Road (Carpetright) 461
10 Silver Road and Axion House 464
11 PLACE/Ladywell (Former Ladywell Leisure Centre) 466
12 Ladywell Play Tower 468
13 Driving Test Centre, Nightingale Grove 471
14 Land at Nightingale Grove and Maythorne Cottages 473
15 Church Grove Self-Build 475
16 Land to the rear of Chiddingstone House 477
17 100-114 Loampit Vale 479
18 Ravensbourne Retail Park 481
19 Catford Shopping Centre and Milford Towers 484
20 Plassy Road Island 487
21 Laurence House and Civic Centre 490
22 Wickes and Halfords, Catford Road 492
23 Land at Rushey Green and Bradgate Road (Aldi) 495
24 House on the Hill at Slaithewaite Road 497
25 Land at Randlesdown Road and Bromley Road 499

1 Lewisham Gateway



SITE ADDRESS	Lewisham Gateway Site, Lewisham High Street, London, SE13				
SITE DETAILS	**Site size (ha)** 5.41	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Mixed public and private	**Current use** Transport interchange
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, Public Open Space, Waterlink Way, Air Quality Management Area , Air Quality Focus Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2,3a,3b, Critical Drainage Area.				
PLANNING STATUS	Full application DC/06/062375 granted in May 2009. Various reserved matters and s73 minor material amendment granted April 2013 – February 2019. Started construction and development is partially complete.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 1,057		**Non-residential floorspace**		

Existing planning consent

14.16 DC/06/062375 - The comprehensive mixed use redevelopment of the Lewisham Gateway Site, SE13 (land between Rennell Street and Lewisham Railway Station) for 100000 m² comprising retail (A1, A2, A3, A4 and A5), offices (B1), hotel (C1), residential (C3), education/health (D1) and leisure (D2) with parking and associated infrastructure, as well as open space and water features as follows:

- up to 57,000 m² residential (C3)
- up to 12,000 m² shops, financial & professional services (A1 & A2)
- up to 17,500 m² offices (B1) / education (D1)
- up to 5,000 m² leisure (D2)
- up to 4,000 m² restaurants & cafés and drinking establishments (A3 & A4)
- up to 3,000 m² hotel (C1)
- up to 1,000 m² hot food takeaways (A5)
- 500 m² health (D1)
- provision of up to 500 car parking spaces
- revised road alignment of (part of) Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale and works to Lewisham Road.

14.17 DC/13/82493 - Approval of Reserved Matters for Block A.

14.18 DC/14/89233 - Approval of Reserved Matters for Block B.

14.19 DC/18/105218 - Approval of S73 minor material amendment increased the maximum residential floorspace to 77,326 m² (indicative c.889 units), together with up to 6,409 m² of co-living floorspace (indicative c.114 units). Of the 889 units, 362 have been delivered as part of Phases 1A and 1B, with 527 residential units remaining to come forward within Phase 2.

14.20 DC/18/109819 – approval of Phase 2 reserved matters.

Site allocation

14.21 Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial and residential uses. Delivery of new and improved transport infrastructure including road realignment, enhanced transport interchanges and pedestrian and cycle routes. Public realm and environmental enhancements, including new public open space and river restoration.

Opportunities

14.22 Lewisham Gateway is a prominent site within Lewisham major town centre. Comprehensive redevelopment of the site is necessary to secure the delivery of strategic transport infrastructure, including the Lewisham interchange and the Bakerloo Line extension, along with associated public realm improvements. This infrastructure will act as a catalyst for investment in the local area and help the town centre to achieve metropolitan centre status. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and environmental improvements to be delivered, with key opportunities to reinstate the Rivers Quaggy and Ravensbourne and to create a more coherent network of pedestrian and cycle routes connecting to the surrounding area.

14.23 **Development requirements**

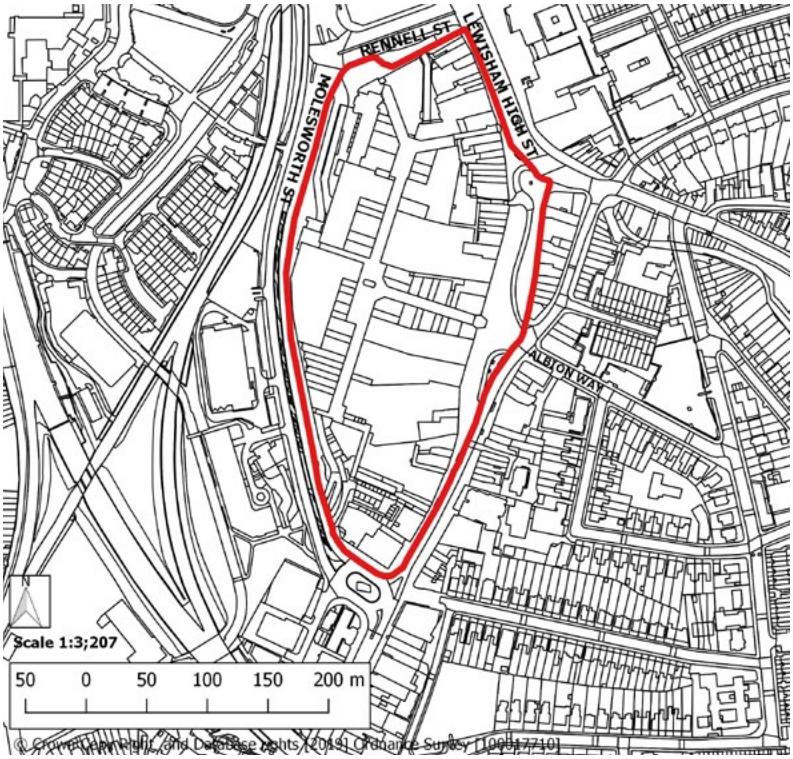
- Site layout and design must improve access to and permeability across the wider town centre area. This includes a legible and safe network of pedestrian and cycle routes to create a direct link between the station and town centre, as well as to enhance connections between public spaces and surrounding neighbourhoods.
- Work in partnership with Transport for London to facilitate the road realignment, encompassing parts of Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale.
- Development must not prejudice the delivery of transport infrastructure. Proposals will be required to safeguard land necessary to secure the delivery of an enhanced station interchange. This is necessary to improve passenger movement and connections between buses, trains, the Docklands Light Rail, and the future Bakerloo line extension.
- Appropriate provision for the bus layover, currently sited at Thurston Road.
- Provision of a mix of main town centre and other complementary uses.
- Active frontages with appropriate main town centre uses on the ground floors of buildings. Residential uses will not be acceptable on ground floor or basement levels.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
  - A programme of river restoration, including channel re-profiling, to improve the ecological quality of the water environment and enhance the amenity provided by the Rivers Quaggy and Ravensbourne, along with Waterlink Way.
  - A central landscaped open space that celebrates the confluence of the rivers Quaggy and Ravensbourne.
- Support conservation objectives for heritage assets including: St Stephen's Church (Grade II); St Stephen's and Belmont Conservation Areas.

14.24 **Development guidelines**

- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area, organised around a high quality public realm.
- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- Active frontages should be accommodated at all key sides of the development, including Molesworth Street and Lewisham Road.
- Public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including the connections between the station interchange and High Street to the south, linking Lewisham Gateway to the heart of the town centre. Proposals should also be designed having regard to their relationship with adjoining strategic sites, including those at Loampit Vale to the east and Connington Road to the north.
- The Rivers Quaggy and Ravensbourne pass through the site but are culverted and canalised. Proposals will be expected to investigate and maximise opportunities to reinstate the rivers and their corridors as a prominent feature in the development, along with facilitating improvements to Waterlink Way. This should be supported by delivery of a new coherent public open space which focuses on the confluence of the rivers.

- Clear visual links to St Stephen's Church, situated to the east of the site boundary, should be established and maintained.
- Development must assist in facilitating delivery of strategic transport infrastructure, including enhancements to the Lewisham interchange and accommodating the future Bakerloo Line extension. Transport for London proposals for the extension of the Bakerloo Line provide for the possibility of infrastructure requirements at this site, including a new 'station box', being located partly on the existing bus layover site at Thurston Road. Applicants must consult with Transport for London and Network Rail to ensure development makes appropriate provision for transport infrastructure.
- A hierarchy of routes both into and through the site should be established. This should ensure clearly legible routes, including those where pedestrians have priority and where space may be shared with cyclists and/or motor vehicles.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Provision for servicing vehicles should be located and designed to mitigate impact on amenity, particularly where there is existing or planned public realm.

2 Lewisham Shopping Centre



SITE ADDRESS	Lewisham Shopping Centre, 33A Molesworth Street, Lewisham, London, SE13 7HB				
SITE DETAILS	**Site size (ha)** 6.38	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Private	**Current use** Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015 and 2018) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2, 3a, 3b, Critical Drainage Area, 3 Locally Listed Buildings on site.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 1,005		**Non-residential floorspace**		

Existing planning consent

14.25 DC/17/105087 – part of the site, unimplemented prior approval for the change of use of Lewisham House, 25 Molesworth Street, SE13, from office use (Class B1a) to residential (Class C3) to create 237 units.

Site allocation

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

Opportunities

14.27 This site forms the heart of Lewisham major town centre, including the Lewisham Market, and is dominated by the Shopping Centre and Citibank office block. It is key to the renewal and modernisation 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, including the market, and reinforce its role as the borough's main shopping and leisure destination. Development can also enable transformative public realm and access improvements to provide new and enhanced connections to and through the area.

14.28 **Development requirements**

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses, including the re-provision and enhancement of Lewisham Market.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve clearly articulated east-west and north-south corridors.
- Development will be expected to improve east-west connections, including the creation of new connections between Molesworth Street and Lewis Grove, along with a new north-south pedestrianised spine running through the site, linking the Lewisham Gateway and the Engate Street sites.
- 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 in accordance with a site-wide public realm strategy, including:
  - Improvements to Lewisham High Street and Market square.
  - A central landscaped open space
  - A network of connections linking to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.

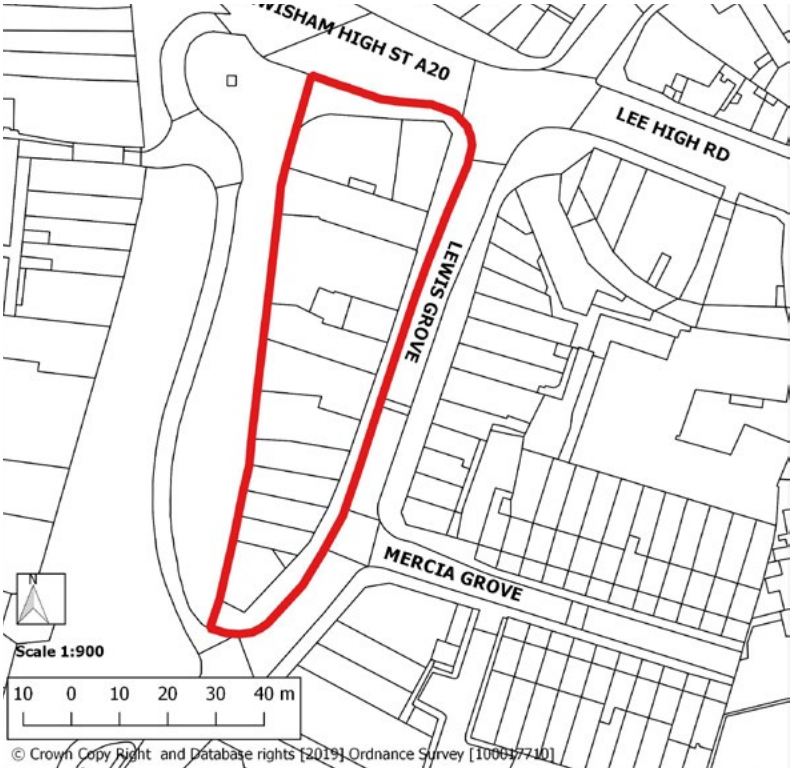
- Provision of dedicated public toilets appropriate to the scale of development.
- Support conservation objectives for heritage assets, including: The Clock Tower, Lewisham High Street (Grade II); Church of St Saviour and St John Baptist and Evangelist (RC), Lewisham High Street (Grade II); Former Prudential Buildings, 187-197 Lewisham High Street (Grade II) and St Stephen's Conservation Area.

14.29 **Development guidelines**

- Active frontages should be accommodated adjacent to Lewis Grove and along the new north-south route through the site from Lewisham Gateway, including the junction with Molesworth Street to the south. Active frontages should also be introduced along Rennell Street.
- The existing inactive frontage onto Molesworth Street should be replaced and improved. The frontage should be interspersed with smaller uses, entrances and windows to create an activate frontage.
- Frontages along new river link between Lewisham Road and River? Tertiary frontage perpendicular to Connington Road?
- A hierarchy of routes both into and through the site should be established. This should ensure clearly legible and safe routes, including those where pedestrians have priority and where space may be shared with cyclists and/or motor vehicles.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Provision for servicing vehicles should be sensitively integrated and designed to mitigate impact on amenity, particularly where there is existing or planned public realm provision, including at Molesworth Street, Lewis Grove and Lewisham High Street.
- Public realm must be fully integrated into the site area and designed to support town centre vitality. Particular attention should be given to key pedestrian locations, including at the High Street, Market Square and Molesworth Street. Public realm should also help to enhance connections to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.
- The site's interface with the Lewisham Market and Market Square should be one of the principal considerations in the design-led approach.
- The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
- The bulk, massing and scale of all development must respond to a site's position in the wider site allocation area, and to the scale and function of the High Street. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- The southern end of the site should operate as a transitional zone with more moderately scaled development. Comprehensive redevelopment, including the Beatties Building and model market, should establish a new southern anchor to encourage visitors into the heart of the town centre, and help to support pedestrian movement up the length of the High Street.

- Taller building elements may be appropriate at the northern end of the site, and to the west along Molesworth Street.
- The eastern boundary of the St Stephen's Conservation Area runs along Lewisham High Street, opposite the northern portion of the site. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- Development should positively respond to the town centre's natural features, including green spaces and the water environment. Proposals should investigate opportunities to enhance access to green and water spaces, or enhance visual amenity through Sustainable Drainage Systems and urban greening.

3 Lewis Grove



SITE ADDRESS	Lewis Grove, Lewisham, London, SE13				
SITE DETAILS	**Site size (ha)** 0.31	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Private	**Current use** Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Air Quality Management Area , Air Quality Focus Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 2, Critical Drainage Area, Locally Listed Buildings on site.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 55		**Non-residential floorspace**		

Site allocation

14.30 Mixed-use redevelopment comprising compatible main town centre and residential uses. Public realm improvements to enhance Lewisham market.

Opportunities

14.31 This peninsula site is located at the heart of Lewisham major town centre, with the western side forming the edge to Lewisham Market and Market Square, the town centre's most important public spaces. The site is heavily constrained by the road network and its occupiers are adversely impacted by the presence of a high volume of traffic, particularly bus traffic. Comprehensive redevelopment can support the long-term vitality and viability of the town centre by enabling public realm improvements, particularly to enhance the amenity and functional qualities of the market area.

14.32 **Development requirements**

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. Careful consideration will need to be given to the access and servicing requirements of the Lewisham Market.
- Transport for London must be consulted to ensure development supports the operational requirements for transport, particularly bus lanes running to the east and north of the site.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
  - Enhancements to Lewisham Market, Market Square and the High Street.
- Active frontages with appropriate main town centre uses on the ground floors of buildings.
- Conserve or enhance heritage assets and their setting, including: The Clocktower, Lewisham High Street (Grade II).

14.33 **Development guidelines**

- The site's interface with the Market and Market Square should be the principal consideration in the design-led approach.
- Local amenity is presently adversely affected by the high volume of bus traffic in the area moving along narrow roads, with particularly narrow pavements abutting the Lewis Grove. Without improvements to the public realm and/or moving bus traffic, the eastern building line may have to move back to create a more functional public realm.
- Efforts should be made to generate activity and interest along all elevations of the site. However, the compromised nature of Lewis Grove may mean that market and other servicing, retail/commercial units and primary residential entrances should be concentrated along the western edge.
- Proposals should investigate opportunities to introduce a new east-west link through the site to improve site permeability and accessibility in the town centre.
- The scale of development should respond to the scale of the historic High Street. Taking into account potential impact on heritage assets, amenity (including overshadowing) and the relatively narrow width of Lewis Grove, the site could accommodate buildings that exceed the existing prevailing heights, reflecting the site's urban setting. The tallest elements should be located towards the southern end of the site.
- The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- The site features several buildings of architectural merit which should be retained.

4 Land at Engate Street

SITE ADDRESS	Engate Street, Lewisham, London, SE13 7HA				
SITE DETAILS	**Site size (ha)** 0.83	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Mixed public and private	**Current use** Main town centre uses, Retail, Employment
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, adjacent Metropolitan Open Land, adjacent Sites of Importance for Nature Conservation, Flood Zone 2, Critical Drainage Area, Locally Listed Buildings on site.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35** Yes	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 193		**Non-residential floorspace**		

Site allocation

14.34 Mixed-use redevelopment comprising compatible main town centre, commercial and residential uses. Public realm improvements to enhance the environmental quality of the River Ravensbourne and public access to Waterlink Way.

Opportunities

14.35 This site occupies an important transitional position leading into the heart of Lewisham major town centre from the south, with frontages along the western side of the High Street. Comprehensive redevelopment and site intensification can deliver a more optimal use of land to support the long-term vitality and viability of the town centre, along with enhancing employment provision on site. Redevelopment can also enable public realm and access improvements, particularly around the River Ravensbourne, better connecting the site to its immediate surrounds and enhancing its function as a gateway to the heart of the town centre.

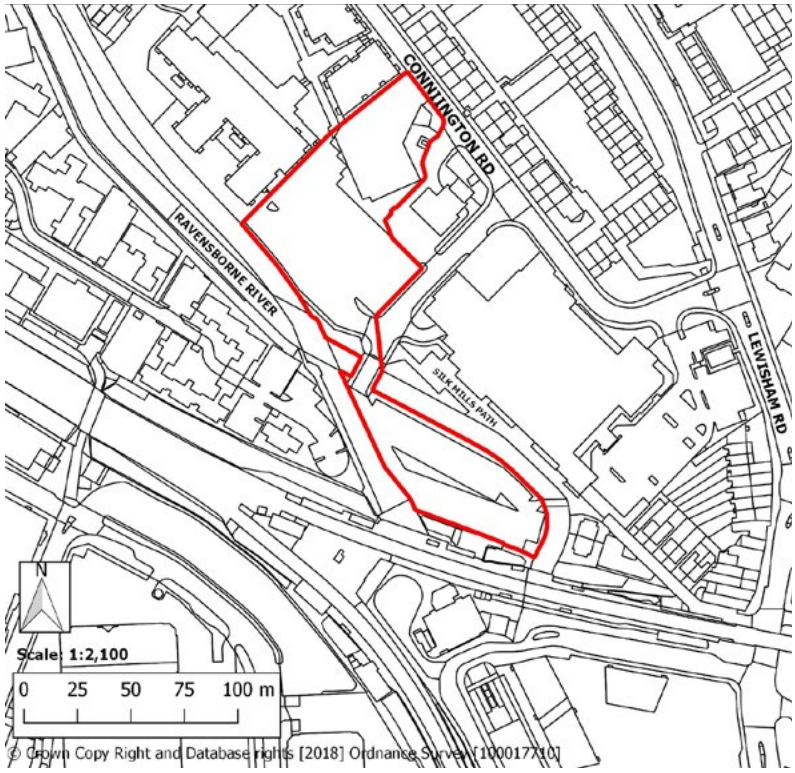
14.36 **Development requirements**

- Maintain and enhance the continuity of active frontages along Lewisham High Street, with appropriate main town centre uses on the ground floors of buildings.
- Development will be required to retain or re-provide the existing employment floorspace, currently situated to the west of Engate Street, and must not result in a net loss of industrial capacity.
- Development must be designed to enhance the ecological quality and amenity provided by the River Ravensbourne, including by improving public access to Waterlink Way.
- Conserve or enhance heritage assets and their setting, including: locally listed buildings.

14.37 **Development guidelines**

- The bulk, massing and scale of development must respond to the site's position relative to the wider town centre area. The site should function as a transitional zone into the centre with moderately scaled development, stepping up from Lewisham High Street and ensuring protection of amenity of neighbouring occupiers and habitats.
- Proposals should respond positively to the River Ravensbourne and be designed to enhance its ecological quality and visual amenity. Site redevelopment presents an opportunity to improve legibility and access to Waterlink Way at the northern part of the site.
- Proposals should investigate opportunities to introduce a new east-west link through the site linking the High Street to the River Ravensbourne to improve site permeability and accessibility to Waterlink Way.
- Proposals should be designed having regard to Site C01 (Lewisham Shopping Centre) particularly to ensure continuity of the High Street and a coordinated approach to public realm and access.
- Development should maximise employment floorspace provision, including through reconfiguration of buildings and space, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated floorspace located to the west of Engate Street.

5 Conington Road



SITE ADDRESS	209 Lewisham Road, Lewisham, London, SE13 7PY				
SITE DETAILS	**Site size (ha)** 1.11	**Setting** Central	**PTAL** 2015: 5-6b 2021: 5-6b 2031: 5-6b	**Ownership** Private	**Current use** Car park
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Site (2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1 and 3b.				
PLANNING STATUS	Full application DC/18/109184 refused by City Hall in March 2019.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 367		**Non-residential floorspace**		

Site allocation

14.38 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements including new public open space, improved pedestrian and cycle routes, and river restoration.

Opportunities

14.39 This site occupies an important transitional position from the surrounding residential area leading into the heart of Lewisham major town centre from the north, and is situated adjacent to the Lewisham interchange. The River Ravensbourne runs along and through the site. The site is currently dominated by a fragmented series of surface level car parks. 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 as well as enhancing access to the interchange. Development can also facilitate river restoration works.

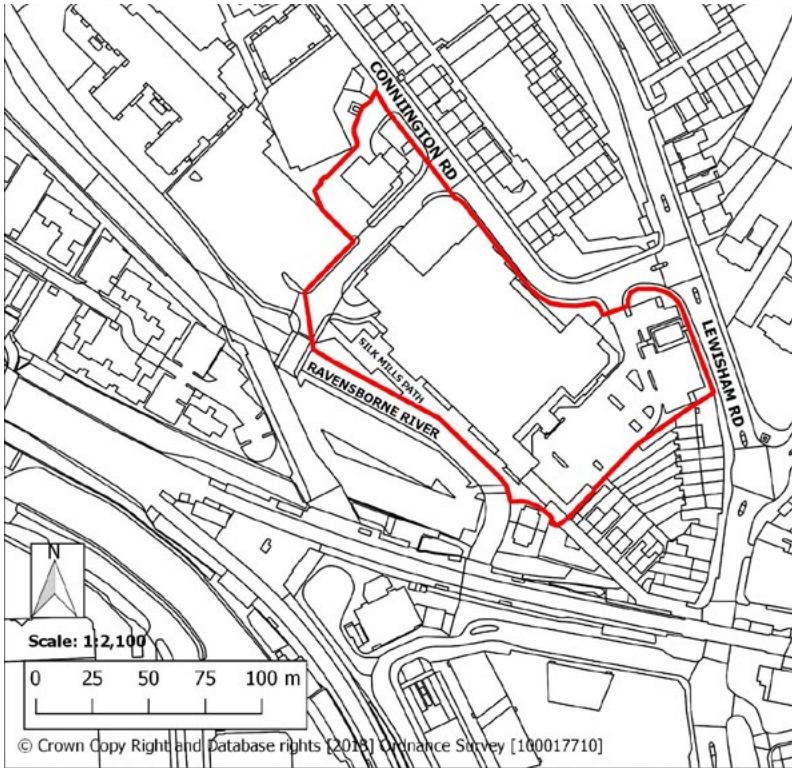
14.40 **Development requirements**

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, 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, along with enhancing connections to the residential areas and public spaces. This will require a clearly articulated network of east-west and north-south corridors, centred on an improved Silk Mills Path.
- Development must deliver high quality public realm with direct links to the Lewisham interchange.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
  - A new public square linked to Silk Mills Path;
  - A new public square adjacent to Lewisham Stations northern entrance;
  - River restoration and a riverside walk.
- Development must be designed to improve to the ecological quality of the river environment and ensure the river corridor is enhanced to form a riverside walk, incorporating the existing bridges with an attractive and robust embankment.

14.41 **Development guidelines**

- Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
- New buildings should provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
- Development should positively respond in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange and the Lewisham Gateway site.
- Development should be designed having regard to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
- Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Proposals should also be designed having regard to their relationship with adjoining sites, including the Land at Conington Road and Lewisham Road (Tesco) site immediately adjacent to the south and east, and the Silkworks (Adana Building) and Silvermills (Hester House) developments to the north.

6 Land at Conington Road and Lewisham Road (Tesco)



SITE ADDRESS	Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY				
SITE DETAILS	**Site size (ha)** 1.53	**Setting** Central	**PTAL** 2015: 5-6b 2021: 5-6b 2031: 5-6b	**Ownership** Private	**Current use** Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Site (2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1 and 3a, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 380		**Non-residential floorspace**		

Site allocation

14.42 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements including new public open space, improved pedestrian and cycle routes, and river restoration.

Opportunities

14.43 This site occupies an important transitional position from the surrounding residential area leading into the heart of Lewisham major town centre from the north. The River Ravensbourne runs along its western edge. The site is currently occupied by a large format retail building and surface level car park. 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 as well as enhancing access to the interchange. Development can also facilitate river restoration works.

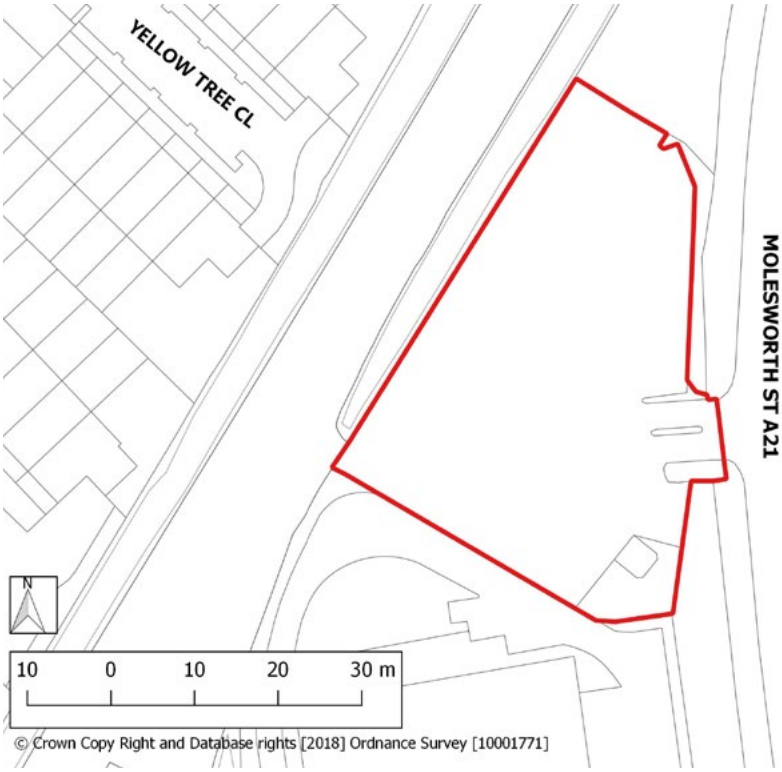
14.44 **Development requirements**

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, 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, along with enhancing connections to residential areas and public spaces. This will require a clearly articulated network of east-west and north-south corridors, centred on an improved Silk Mills Path.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
  - A new public square linked to Silk Mills Path;
  - River restoration and a riverside walk
- Development must be designed to improve to the ecological quality of the river environment and ensure the river corridor is enhanced to form a riverside walk, incorporating the existing bridges with an attractive and robust embankment.

14.45 **Development guidelines**

- Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
- The site should function as a transitional site, both in terms of land use and visual amenity, from the surrounding neighbourhoods into the transport interchange, Lewisham Gateway and the heart of the town centre. The scale, bulk and massing of development must positively respond to the moderately scaled, residential surroundings at the site's eastern side, at Conington Road and beyond.
- New buildings should provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
- Development should positively respond in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange, Lewisham Gateway and the wider town centre environs.
- Development should be designed having regard to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
- Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Proposals should also be designed having regard to their relationship with adjoining sites, including the Conington Road site immediately adjacent to the north and west.
- Development should positively respond to Eagle House, which sits on the site's eastern edge fronting Lewisham Road. This building was constructed in approximately 1870 and is one of the original Anchor Brewery Buildings. It is of architectural and local significance.
- Development should positively resond to the group of buildings located outside of the sites's southern boundary, which have particular townscape merit.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

7 Molesworth Street Car Park



SITE ADDRESS	Molesworth Street Car Park, Lewisham, London, SE13 7DS				
SITE DETAILS	**Site size (ha)** 0.18	**Setting** Central	**PTAL** 2015: 5-6a 2021: 5-6a 2031: 5-6a	**Ownership** Public	**Current use** Car park
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, adjacent Site of Importance for Nature Conservation, Locally Significant Industrial Site, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Waterlink Way, Flood Zone 3b, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 0		**Non-residential floorspace**		

Site allocation

14.46 Redevelopment of existing car park for commercial uses.

Opportunities

14.47 The site is located within Lewisham major town centre and forms part of a Locally Significant Industrial Site, the majority of which is occupied by an operational multi-storey data centre. The site forms the residual land within the LSIS and is currently in use as a car park. Redevelopment of the site, and the introduction of new workspace, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre.

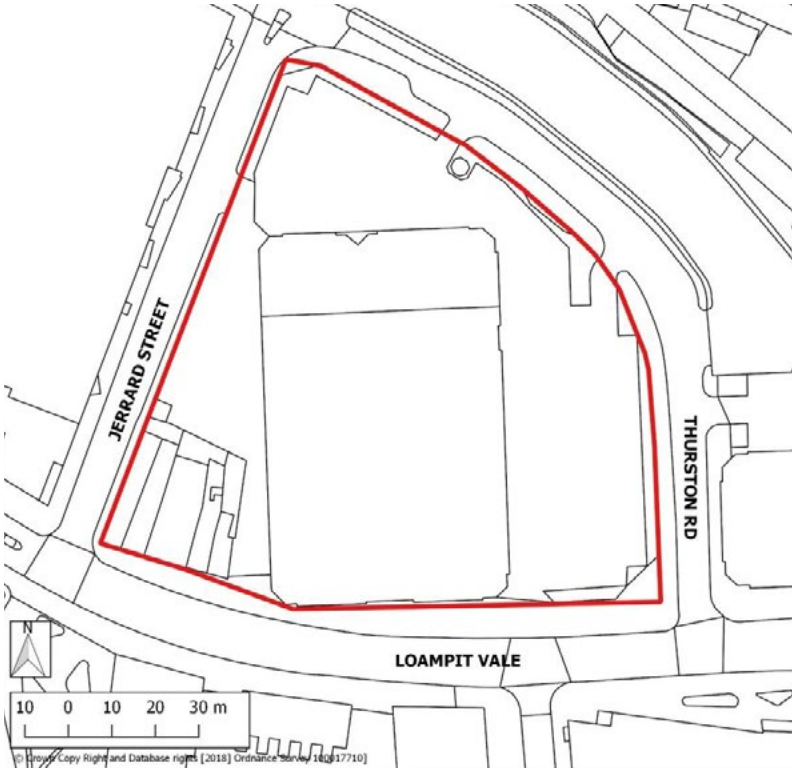
14.48 **Development requirements**

- Development must not compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- The nature of commercial uses must be compatible with and not harm the amenity of the residential uses adjacent to the site.
- Development should provide a positive frontage at the site's eastern edge, along Molesworth Street.

14.49 **Development guidelines**

- Development should maximise employment floorspace provision, giving consideration to opportunities for multi-storey buildings.
- The bulk, massing and scale of development should positively respond to the existing residential area to the west 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.
- The site's location within the town centre and adjacent to the Lewisham Shopping Centre will necessitate commercial uses are compatible with these neighbouring uses, and do not adversely impact on amenity. Industrial uses should be avoided.

8 Lewisham Retail Park, Loampit Vale



SITE ADDRESS	Lewisham Retail Park and Nos. 66-76 Loampit Vale, Lewisham, SE13				
SITE DETAILS	**Site size (ha)** 1.13	**Setting** Central	**PTAL** 2015:6b 2021: 6b 2031: 6b	**Ownership** Private	**Current use** Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a, Critical Drainage Area.				
PLANNING STATUS	Full application DC/16/097629 granted in March 2019.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 536		**Non-residential floorspace**		

Existing planning consent

14.50 DC/16/097629 - Comprehensive redevelopment of the Lewisham Retail Park and Nos. 66 – 76 Loampit Vale including the demolition of all buildings on site to facilitate the provision of 4,343 m² of non-residential floorspace comprising (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafés, (B1) Business, (D1) Non-Residential Institutions and (D2) Assembly & Leisure uses and 536 residential units in buildings ranging from 4 – 24 storeys in height with private and communal open spaces, on-site energy centre, car and cycle parking, and associated landscaping and public realm works.

Site allocation

14.51 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to deliver a boulevard along Loampit Vale, with improved pedestrian and cycle routes connecting to Lewisham interchange.

Opportunities

14.52 The site is located within Lewisham major town centre and is situated on Loampit Vale, a main approach to the town centre from the west. The site is currently occupied by a warehouse with large format retail units and a surface level car park, along with a small terrace of properties. 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 as well as enhancing access to Lewisham interchange.

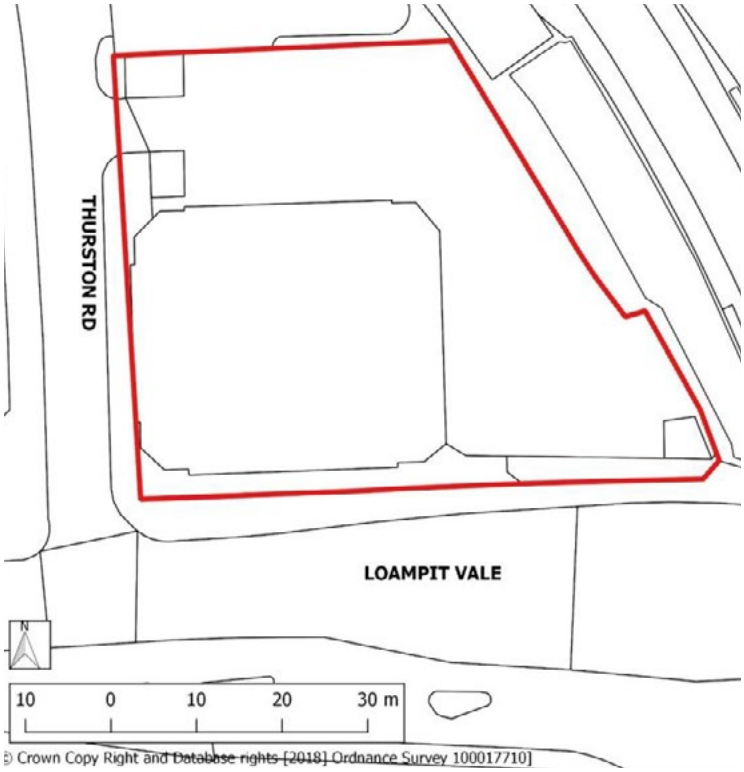
14.53 **Development requirements**

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- Development must not prejudice the future delivery of strategic transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, along with enhancing connections to Lewisham interchange. This will require a clearly articulated network of east-west and north-south corridors, including the creation of active boulevards along Loampit Vale, Jerrard Street and Thurston Road.
- Development must not prejudice the future delivery of transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy.

14.54 **Development guidelines**

- Buildings must be of an appropriate scale, responding to the immediate context and importance of Loampit Vale as a major route and without competing with Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area. A landmark or way finding building signalling the entrance to Lewisham town centre from Loampit Vale to the west may be acceptable.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Proposals should be designed having regard to the Carpetright site, particularly to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
- Transport for London proposals for the extension of the Bakerloo Line through Lewisham town centre could have an impact on the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.

9 Land at Loampit Vale and Thurston Road (Carpetright)



SITE ADDRESS	Carpetright Site, Loampit Vale, Lewisham, SE13 7SN				
SITE DETAILS	**Site size (ha)** 0.28	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Private	**Current use** Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a , Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/102049 granted in February 2018				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 242		**Non-residential floorspace**		

Existing planning consent

14.55 DC/17/102049 – Comprehensive redevelopment of the Carpetright site, Loampit Vale, includ-ing the demolition of the existing Carpetright building and the construction of two buildings of 16 storeys and 30 storeys in height comprising 960sq.m non-residential floorspace compris-ing (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafes, (B1) Business, (D1) Non-residential Institutions and (D2) Assembly & Leisure uses and 242 residential units with private and communal open space, on-site energy centre, cycle parking and associated landscaping and public realm works.

Site allocation

14.56 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to deliver a boulevard along Loampit Vale, with improved pedestrian and cycle routes connecting to Lewisham interchange.

Opportunities

14.57 The site is located within Lewisham Major Town Centre and is situated on Loampit Vale, a main approach to the town centre from the west. The site is currently occupied by a warehouse with a large format retail unit and a surface level car park. 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 as well as enhancing access to Lewisham interchange.

14.58 **Development requirements**

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- Development must not prejudice the future delivery of strategic transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, along with enhancing connections to Lewisham interchange. This will require a clearly articulated network of east-west and north-south corridors, including the creation of active boulevards along Loampit Vale and Thurston Road.
- Development must not prejudice the future delivery of transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy.

14.59 **Development guidelines**

- Buildings must be of an appropriate scale, responding to the immediate context and importance of Loampit Vale as a major route and without competing with Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Proposals should be designed having regard to the Lewisham Retail Park site, particularly to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
- Transport for London proposals for the extension of the Bakerloo Line through Lewisham town centre could have an effect upon the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.

10 Silver Road and Axion House

SITE ADDRESS	Axion House, 1 Silver Road, London, SE13 7BQ				
SITE DETAILS	**Site size (ha)** 0.48	**Setting** Urban Central	**PTAL** 2015: 1b 2021: 1b 2031: 1b	**Ownership** Private	**Current use** Industrial, Vacant land
HOW SITE WAS IDENTIFIED	London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	Application submitted (DC/18/109972) – pending decision.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 136		**Non-residential floorspace**		

Site allocation

14.60 Employment-led mixed-use redevelopment comprising compatible commercial and residential uses. Public realm enhancements to improve the amenity provided by the River the River Ravensbourne.

Opportunities

14.61 The site is located within Lewisham Major Town Centre and situated next to the River Ravensbourne. 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, including through provision of modern workspace. Redevelopment can also enable new high quality development, along with public realm improvements, that enhance the amenity provided by the River Ravensbourne and better complement the site's surrounding residential area.

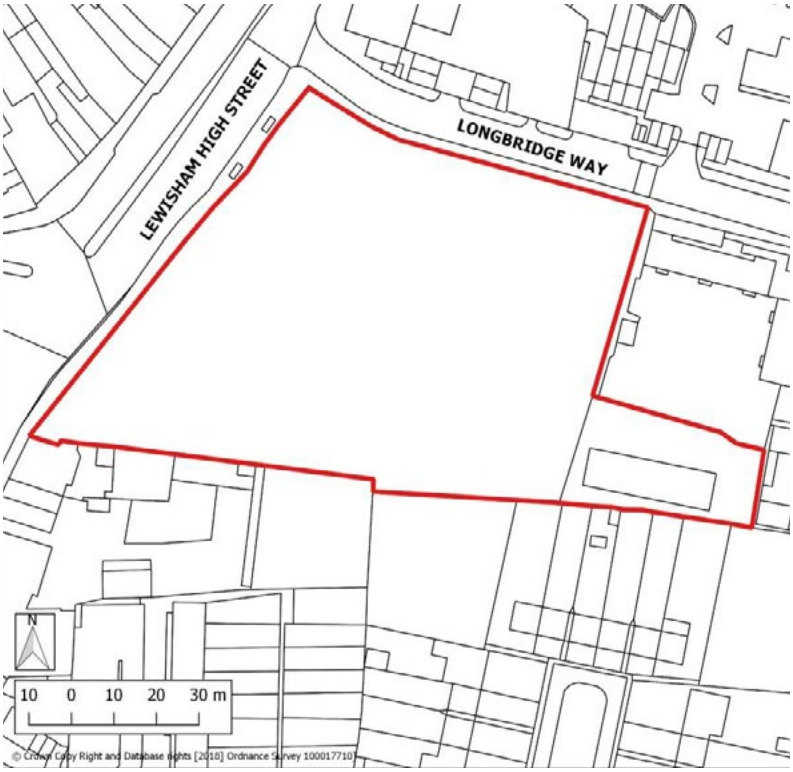
14.62 **Development requirements**

- Development must ensure that current amount of employment floorspace is retained and re-purposed or re-provided.
- Development must be designed to enhance public access to the River Ravensbourne and improve the amenity provided by it. This includes the integration of new and enhanced public realm and landscaping alongside the river.

14.63 **Development guidelines**

- Proposals should respond positively to the River Ravensbourne and be designed to enhance its visual amenity.
- Development should maximise employment floorspace provision, including through reconfiguration of the existing building and space, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated floorspace.
- An element of affordable workspace should be delivered on-site.
- The bulk, massing and scale of development should respond positively to the residential properties surrounding 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.

11 PLACE/Ladywell (Former Ladywell Leisure Centre)



SITE ADDRESS	Former Ladywell Leisure Centre, 261 Lewisham High Street, SE13 6NJ				
SITE DETAILS	**Site size (ha)** 0.93	**Setting** Central	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Public	**Current use** Residential, Retail, Employment, Community use
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, adjacent Urban Green Space, Major Centre, Night-time economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent for four years.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 224		**Non-residential floorspace**		

Existing planning consent

14.64 DC/15/090792 – The construction of a four-storey building at the former Ladywell Leisure Centre, 261 Lewisham High Street SE13, comprising 24 x 2 bed-flats on upper floors (Class C3), up to 8 x commercial units on the ground floor for flexible use as retail (Class A1), services (Class A2), business (Class B1) and/or Class D1 non-residential community uses (Class D1), associated soft and hard landscaping boundary treatments, cycle parking and bin store, for a limited period of up to 4 years.

Site allocation

14.65 Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial, community and residential uses.

Opportunities

14.66 The site is located within Lewisham major town centre and comprises the former Ladywell Leisure Centre and the land adjoining it. Part of the site fronting the High Street has been occupied by a meanwhile use, known as PLACE/Ladywell, consisting of a modular building integrating housing and workspace. This building is to be demounted and re-located elsewhere in the Borough. Redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Development can also help to reinvigorate the High Street with active frontages and improve connections with the surrounding residential area.

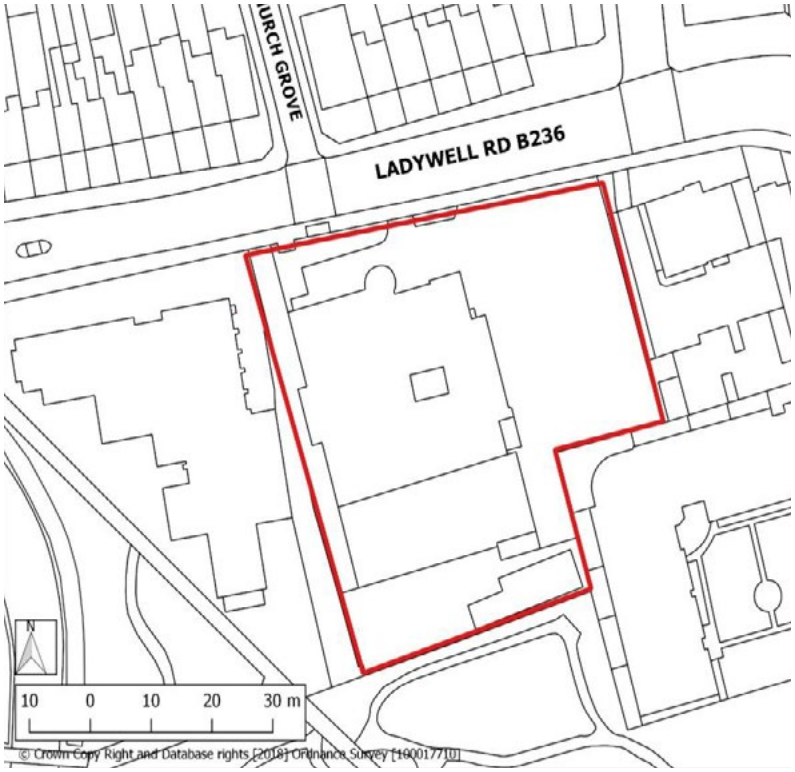
14.67 **Development requirements**

- Development will be required to incorporate positive and active frontages along Lewisham High Street, with appropriate main town centre uses on the ground floor of buildings along key routes.
- Proposals involving the redevelopment of the Lewisham Opportunity Pre-School (LOPS) building may be acceptable, subject to appropriate re-provision of community infrastructure within the locality, in line with Policy CI19 (Safeguarding and securing community infrastructure).
- The layout and design of development must positively respond to the housing estate immediately adjacent the site to the east, as well as the surrounding residential area. Development should support the delivery of a cohesive urban form and grain, with establish a well-integrated and cohesive urban form, along with a clearly articulated network of routes across the site to improve permeability.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
  - Public realm enhancements along the High Street

14.68 **Development guidelines**

- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the adjacent network of residential streets.
- Residential ground floor frontages may be acceptable away from the High Street including at Longbridge Way.
- The site is adjacent to St Mary's Conservation Area. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- Historic spires are in view of the St Mary's Church.

12 Ladywell Play Tower



SITE ADDRESS	Former swimming pool, Ladywell Road, Lewisham, SE13 7UW				
SITE DETAILS	**Site size (ha)** 0.32	**Setting** Central	**PTAL** 2015: 5 2021: 5 2031: 5	**Ownership** Private	**Current use** Former swimming pool, Vacant land
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, adjacent Metropolitan Open Land, Air Quality Management Area , Air Quality Focus Area , Waterlink Way, Flood Zones 2 and 3a, Critical Drainage Area, Listed Building on site.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 33		**Non-residential floorspace**		

Site allocation

14.69 Mixed-use development comprising main town centre, community and residential uses. Restoration and enhancement of the Grade II listed Ladywell Baths.

Opportunities

14.70 This is a site of historic significance which comprises a Grade II listed building, Ladywell Baths, and the land immediately surrounding it. The site is also surrounded by the Grade II listed Coroners Court and Mortuary and sits within the setting of the Grade II* listed St Mary's church and churchyard. Development can help to facilitate the restoration and enhancement of the Ladywell Baths, which is currently on the Heritage at Risk Register. Development can also bring the currently vacant site back into active use, with a new community focus for the neighbourhood.

14.71 **Development requirements**

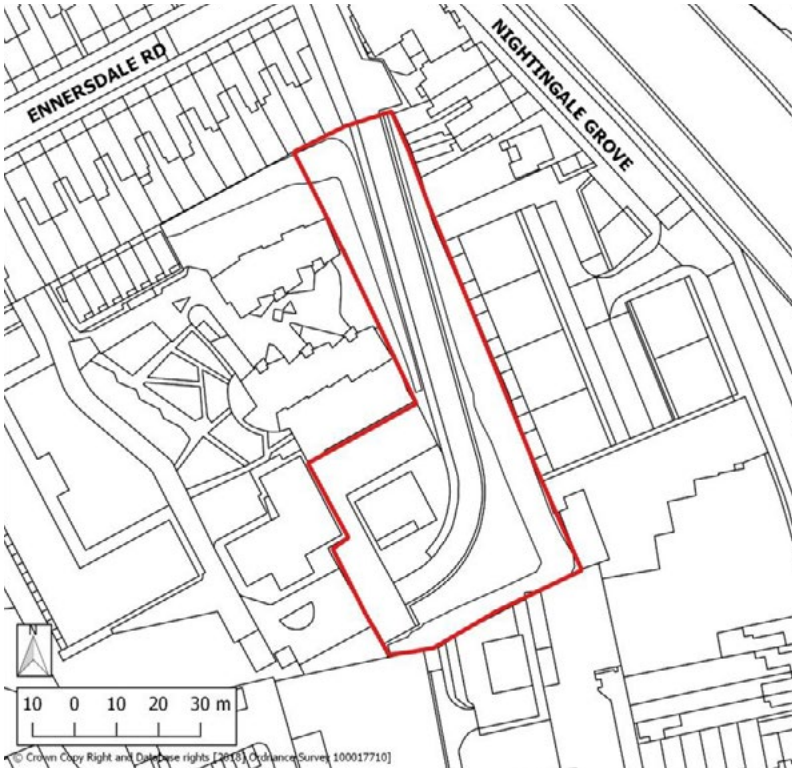
- Development must provide for a mix of complementary main town centre and community uses. Residential development may be acceptable on the land surrounding Ladywell Baths.
- Development must preserve and enhance the significance heritage assets and their setting. This includes the former Ladywell Baths, the Grade II listed Coroners Court and Mortuary, Grade II* listed St Mary's church and churchyard, and St Mary's Conservation Area, including views within it.
- Development must provide for the full restoration of the Ladywell baths.
- Development must deliver positive frontages along Ladywell Road.

14.72 **Development guidelines**

- The bulk, massing and building heights of any development within the grounds of the listed building will be expected to be subordinate and complementary to the historic civic character of the immediate context. The historic roofscape including the Baths, St Mary's church, and the Coroners court will be expected to remain dominant in the townscape and skyline.
- Development should seek opportunities to incorporate flexible space, which could be used as community space.
- A high quality contextual approach will be key in delivering a successful approach to this restrained site.
- Development should respond to the surrounding permeability and walkability with successful connections between green open spaces and town centres, including Lewisham High Street. Development on Ladywell Road should help to encourage activity between Ladywell village and Lewisham High Street.
- The layout of the site should protect the amenity of Waterlink Way and enable access to to it. Waterway Link runs through the site, from Ladywell Fields in the west, along the site's southern boundary with St Mary's Church, then northwards through the site, then along Wearside Road to the north of the site and through to Lewisham town centre.
- A tree survey should identify healthy, mature trees to be retained and replaced. Landscaping should form an integral part of the overall site.
- Development should maximise opportunities for historical interpretation.

- Large properties exist on either side of the site and there are terraced residential properties on the opposite side of Ladywell Road. To the west of the site is Ladywell Fields, a public open space designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation. To the south of the site, the grounds of St Mary's church are also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.

13 Driving Test Centre, Nightingale Grove



SITE ADDRESS	44 Ennersdale Road, London, SE13 6JD				
SITE DETAILS	**Site size (ha)** 0.41	**Setting** Central	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Public	**Current use** Driving Test Centre
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Management Area, Flood Zone 1.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 40		**Non-residential floorspace**		

Site allocation

14.73 Mixed-use redevelopment comprising compatible residential and commercial uses.

Opportunities

14.74 This backland site is located in close proximity to Staplehurst Road local centre and Hither Green station. It is currently occupied by a single storey building with ancillary car parking. Redevelopment can make a more optimal use of the site, with the introduction of residential uses that complement the surrounding properties.

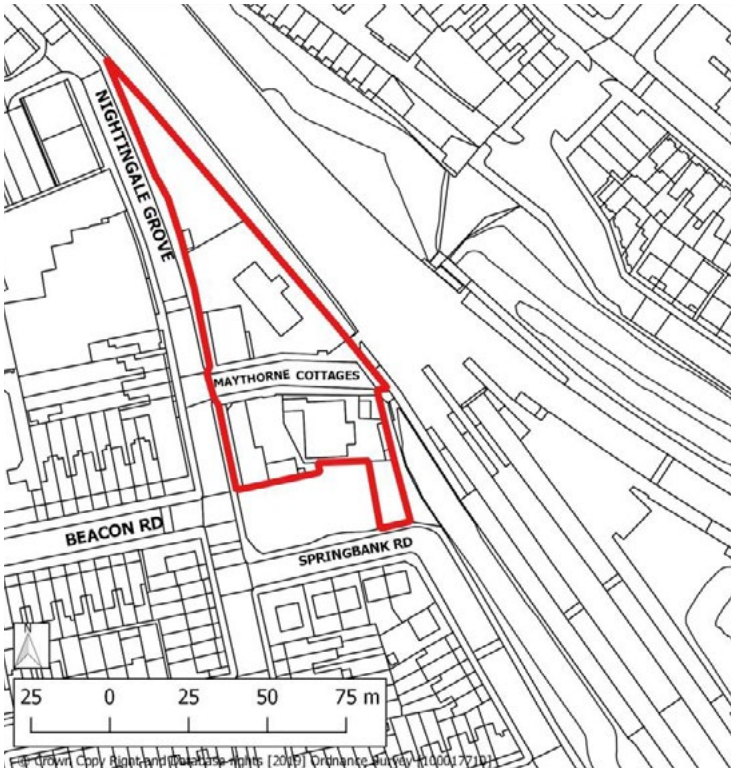
14.75 **Development requirements**

- Development must be designed to a high quality standard and positively respond local character.
- Protect and enhance existing green infrastructure at the site, including mature trees.

14.76 **Development guidelines**

- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site.
- The site is in proximity to Nightingale Grove, which is part of the London Cycle Network, and Hither Green station. Site access is currently oriented towards automobile users and proposals should seek to enhance pedestrian and cycle access to the site, given its location.
- There is an electricity sub-station located just beyond the side boundary, at its southern end, which will need to be taken into account.

14 Land at Nightingale Grove and Maythorne Cottages



SITE ADDRESS	Maythorne Cottages, Nightingale Grove, London, SE13				
SITE DETAILS	**Site size (ha)** 0.43	**Setting** Central	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Private	**Current use** Car services, Employment, Community, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Site of Importance for Nature Conservation, adjacent to Green Corridor, Air Quality Management Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. Full applications DC/18/109200 and DC/18/110288 refused in January and April 2019.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 42		**Non-residential floorspace**		

Existing planning consent

14.77 DC/13/084806 – the demolition of MOT testing station at 35 Nightingale Grove and construction of four storey building plus basement comprising an MOT testing station and 7 one bedroom and 1 two bedroom self-contained flats.

14.78 LE/792/35/TP (lapsed) demolition and replacement of MOT, 7 x 1 bed and 1 x 2 bed.

Site allocation

14.79 Mixed-use redevelopment comprising compatible residential, commercial and community uses. Public realm enhancements to the Hither Green station approach.

Opportunities

14.80 The site is located within Staplehurst Road local centre, and situated at one of the main approaches to Hither Green station. A mix of housing, older and disused commercial floorspace, and a nursery are fragmented across the site. Redevelopment and site intensification, along with the improved integration of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the local centre, along with the renewal of employment floorspace. Development can also deliver public realm enhancements to improve access to the station.

14.81 **Development requirements**

- Development must be designed to enhance the station approach and provide for improved legibility, safety and access to the station. Consideration must be given to the developments relationship with the underpass and public footpath at the eastern edge of the site boundary.
- Development must deliver positive frontages along Nightingale Grove and Maythorne Cottages.
- Development must make provision for an element of commercial floorspace. Proposals will be expected to demonstrate that the maximum viable amount of floorspace will be re-provided.
- Development must retain or ensure appropriate re-provision of the existing day nursery, with priority given to on site re-provision, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Development must protect and enhance the ecological value of the designated Green Corridor and SINC adjacent to the railway embankment.

14.82 **Development guidelines**

- Development should enhance the station approach area, including through the introduction of active or more complementary frontages along Nightingale Grove and Maythorne Cottages.
- The site will be expected to interface well with the public realm in order to improve legibility and access to the station. Consideration should be given to the use of sensitively integrated external lighting at the site boundaries.
- Development must protect and wherever possible improve the amenity of the day nursery, particularly the outdoor play area.
- Height, scale and massing should respond to the residential properties at 41-49 Nightingale Grove and 15-17 Springbank Road.
- There are several electricity substations located within the site boundary which will need to be taken into account.

15 Church Grove Self-Build

SITE ADDRESS	Land at Church Grove, London, SE13 7UU				
SITE DETAILS	**Site size (ha)** 0.35	**Setting** Central	**PTAL** 2015: 5 2021: 5 2031: 5	**Ownership** Public	**Current use** Vacant land
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/104264 granted in December 2018. Started construction.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 33		**Non-residential floorspace**		

Existing planning consent

14.83 DC/17/104264 - The construction of a part three/part four storey building incorporating balconies and a roof garden on vacant land at Church Grove SE13 comprising thirty-three (33) self-build dwellings (13 x 1 bed flats, 10 x 2 bed flats, 2 x 3 bed flats, 5 x 3 bed houses, 3 x 4 bed houses), together with community facilities, shared landscaping space, car parking, secure cycle and refuse storage, alterations to the access and other associated works.

Site allocation

14.84 Redevelopment for residential use (self-build) with complementary community uses. Public realm improvements to enhance public access to the River Ravensbourne.

Opportunities

14.85 This site is located to the west of Ladywell local centre, with the River Ravensbourne running along its northern edge. The site was previously occupied by the Watergate School but is now vacant, and has been made available by the council for self-build housing. Redevelopment can assist in meeting local need this particular type of housing provision. Development can also deliver public realm enhancements to improve access to the river, along with the amenity provided by it.

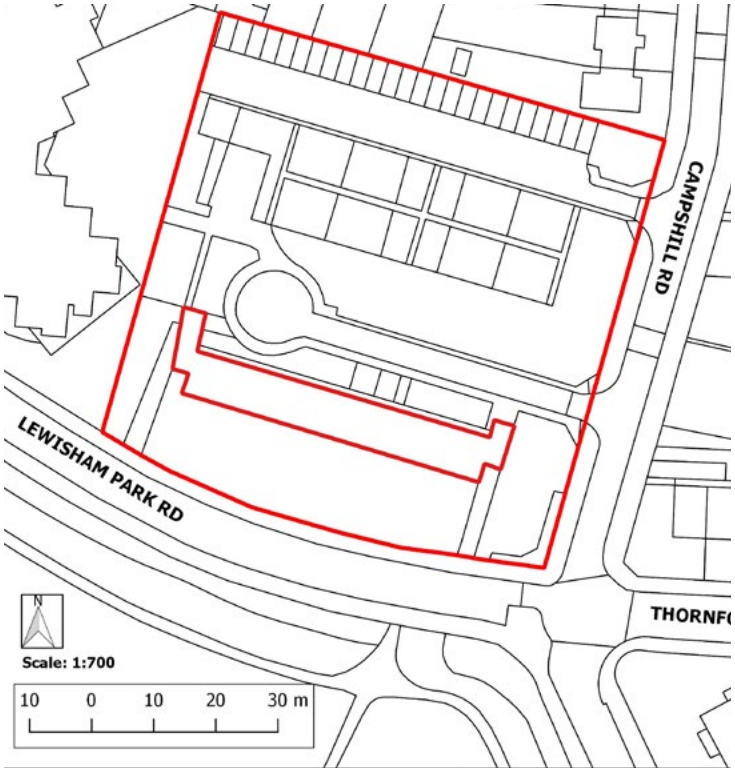
14.86 **Development requirements**

- Consistent with the planning consent, all residential development must be for self-build housing.
- Development must make provision of ancillary community facilities or community space.
- Development must protect and enhance the visual amenity provided by the River Ravensbourne, including by maintaining an open vista through the site.
- Development must conserve or enhance the St Mary's Conservation Area and its setting.

14.87 **Development guidelines**

- The height, scale and massing of development should positively respond to the site's river setting as well as the surrounding grain along Church Grove.
- The southern boundary of the site abuts St Mary's Conservation Area, which development will need to be sympathetic to.

16 Land to the rear of Chiddingstone House



SITE ADDRESS	Lewisham Park, SE13 6QU				
SITE DETAILS	**Site size (ha)** 0.51	**Setting** Central	**PTAL** 2015: 4-5 2021: 4-5 2031: 4-5	**Ownership** Public	**Current use** Garages
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent to Conservation Area, Archaeological Priority Area, Air Quality Management Area.				
PLANNING STATUS	Full application DC/14/089027 granted in December 2014. Minor Material Amendment application DC/16/099284 granted in January 2017. Started construction.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 53		**Non-residential floorspace**		

Existing planning consent

14.88 DC/14/089027 - The construction of a part 2, part 3 and part 4 storey building comprising 46, one bedroom and 5, two bedroom flats with associated communal spaces, car parking and landscaping, located on land to the rear of Chiddingstone House, Lewisham Park SE13 6QU together with alterations to the external areas of Chiddingstone House and replacement boundary treatments.

14.89 DC/16/099284: An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission (DC/14/89027) in order to allow an increase in two residential units (to-tal of 53).

Site allocation

14.90 Redevelopment of the ancillary facilities associated with Chiddingstone House for specialist residential accommodation.

Opportunities

14.91 There is an opportunity to make a more optimal use of the land to the rear of Chiddingstone House. The infill site is currently used for garages, storage lockers and a communal drying area. Redevelopment of the ancillary facilities for residential uses can help to meet local housing needs, particularly for specialist accommodation. New high quality development can also enhance local area character.

14.92 **Development requirements**

- Chiddingstone House must be retained.
- Delivery of predominantly specialist housing to assist in meeting local need, with priority given to specialist older person's accommodation.
- The bulk, scale and massing of development should positively respond to the prevailing residential character of the site's surrounds. It should also be sympathetic to the amenity provided by Lewisham Park, located at the site's southern boundary.

14.93 **Development guidelines**

- Development should provide for a single access point from Campshill Road, servicing both Chiddingstone House and any new development on the site.
- A high quality landscaping scheme will be required to relate sensitively to the existing mature trees, both on and adjacent to the site. This includes mature trees along the Lewisham Park Road boundary and also along the southern part of the western boundary that provide for natural screening, and should be retained.

17 100-114 Loampit Vale

SITE ADDRESS	100-114 Loampit Vale, Lewisham, London, SE13				
SITE DETAILS	**Site size (ha)** 0.12	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Private	**Current use** Industrial, Car services
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 29		**Non-residential floorspace**		

Site allocation

14.94 Mixed-use redevelopment incorporating main town centre, commercial and residential uses.

Opportunities

14.95 The site is located at the edge of Lewisham major town centre, and occupies a transitional position at Loampit Vale leading to the station interchange. The site is currently used for MOT services. Redevelopment and site intensification, along with introduction of more compatible main town centre uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town. Development can also deliver design and public realm improvements that better complement the neighbouring properties.

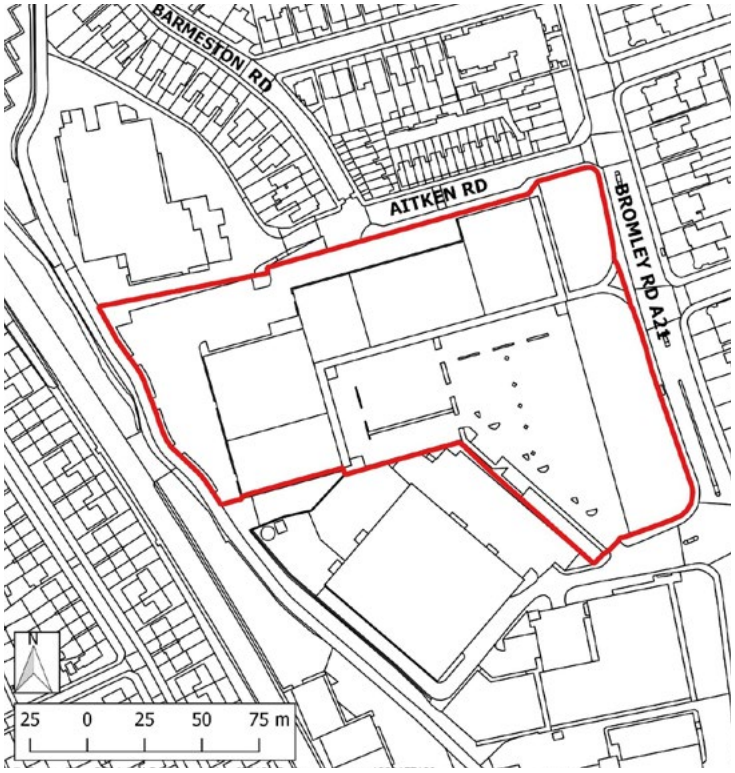
14.96 **Development requirements**

- Development must deliver active frontages with appropriate main town centre uses at the ground floor level along Loampit Vale.
- Development must respond to the site's transitional position at the edge of the town centre, and be designed to maintain and enhance the continuity of the building line to the west of the railway.
- Development must secure the re-provision of commercial floorspace.

14.97 **Development guidelines**

- The replacement provision of commercial floorspace should be in the B1 use class, which is more compatible with the neighbouring properties and the edge of centre location.
- The site presents an opportunity for a moderately scaled development to act as a visual transition to the town centre where taller buildings are located. The new building line should be consistent with and enhance the townscape, positively responding to the terraces to the west of the railway.
- Development may step up along Loampit Vale towards the railway embankment, where massing should be concentrated, particularly to minimise impact on the properties north and west.
- Design should ensure that the private and communal amenity space of neighbouring properties, including the adjoining public house gardens, is not compromised.
- Residential entrances should be visible and accessible from the public realm.
- Development will be expected to conserve and enhance the setting of the Tabernacle, at Algernon Road, which is a Grade II listed building. It is clearly visible from Loampit Hill and stands out as a local landmark, as helps to function as a wayfinder.
- Presence of railway embankment and viaduct will require buildings to be set away to the east of the site.
- Development should have regard to the ecological corridor and SINC adjacent the site boundary.

18 Ravensbourne Retail Park



SITE ADDRESS	134 Bromley Rd, Bromley, London, SE6 2QU				
SITE DETAILS	**Site size (ha)** 2.46	**Setting** Central	**PTAL** 2015: 4 2021: 4 2031: 4	**Ownership** Private	**Current use** Out of town retail
HOW SITE WAS IDENTIFIED	Call for Site (2015), London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, Archaeological Priority Area, adjacent to Strategic Industrial Land, Air Quality Management Area, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 443		**Non-residential floorspace**		

Site allocation

14.98 Comprehensive mixed-use redevelopment of existing out-of-centre retail park comprising compatible residential, main town centre and commercial uses. Public realm and environmental enhancements including new public open space and river restoration.

Opportunities

14.99 The site is located on Bromley Road, which forms part of the A21 Corridor. It is currently occupied by an out-of-centre retail park consisting of large format retail buildings and surface level car parking. The River Ravenbourne runs along the site's western boundary. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land and support the long-term vitality and viability of Catford major town centre, which is located nearby. Development can also provide for uses that are more complementary to the neighbouring residential area, along with enabling public realm enhancements improved access to the River Ravensbourne.

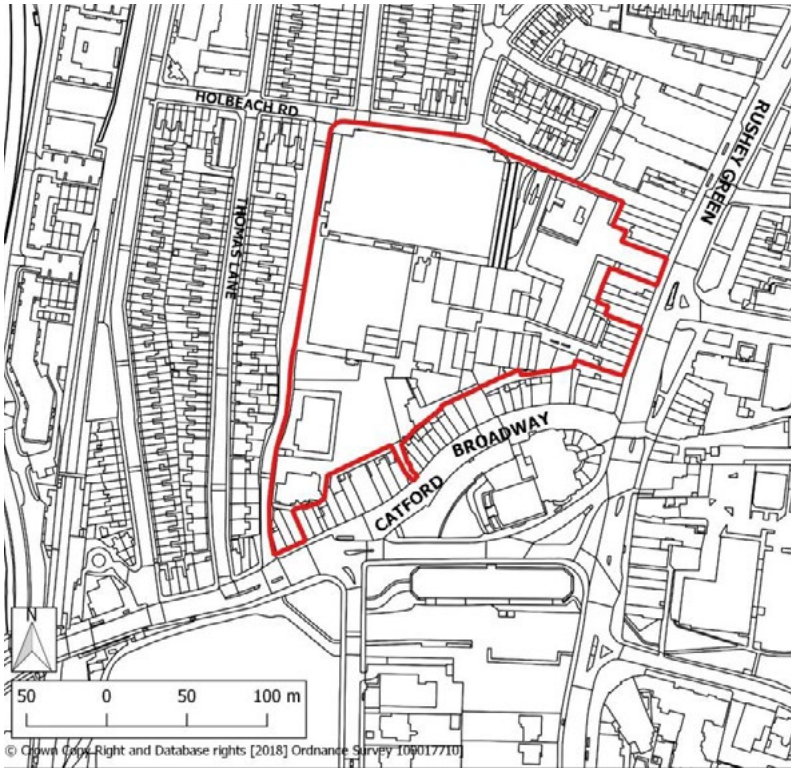
14.100 **Development requirements**

- To ensure comprehensive development of the site, proposals for must be delivered in accordance with a site-wide master plan and delivery strategy, having regard to the A21 Corridor Improvement SPD.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site. This will require that buildings and spaces are designed to achieve clearly articulated east-west and north-south corridors.
- Development must deliver a positive frontage and public realm enhancements along Bromley Road, to improve amenity and enhance the pedestrian and cycling environment
- Development must enhance the amenity provided by the River Ravensbourne and seek to enhance its ecological quality. Provision of new public open and/or green space must be integrated into the site, linking to Aitken Road.
- Main town centre uses must not adversely impact on the town centre network, including Catford Major Centre.
- Development must preserve or enhance heritage assets and their setting, including the Culverley Green Conservation Area.

14.101 **Development guidelines**

- Development should clearly define the edge of the A21 corridor with a well-integrated building line, including by extending the established building line to the north.
- A positive frontage should be established along the south side of Aitken Road to create a 'two-sided' street which relates sympathetically to the properties to the north.
- Development should be designed so that primary vehicular access is from the A21 and Aitken Road. Opportunities should be explored to align the street network with Barmeston Road to create a contiguous layout, where this would help to improve circulation and not adversely impact on local amenity.
- There is an opportunity for higher density development, reflecting the site PTAL levels, including some taller elements that help with navigation along the A21 corridor, with development stepping up from Bromley Road. Taller elements should be positioned towards the centre of the site to manage and mitigate impacts on amenity, including overshadowing, on the surrounding residential areas.
- Part of the site falls within the Culverley Green Conservation Area, which the scale and massing of development must positively respond to.
- The layout and design of development should make optimal use of the site's southern orientation.
- Development should maximise opportunities to enhance the water environment and amenity provided by the River Ravensbourne. This includes provision of new public amenity space alongside it, with appropriate flood mitigation measures.
- Buffers between the adjoining employment sites will need to be introduced, and where they are existing, enhanced. These should include elements of green infrastructure wherever feasible.
- Additional employment floorspace, with commercial uses that are compatible with residential development, will be supported in principle. Any such provision should complement existing uses at the designated Bromley Road SIL to reinforce the local node of employment generating activity.
- Where retail floorspace is incorporated this should not adversely impact on the town centre network. It should be small-scale provision servicing the residential and employment area immediate surrounds. A reduction in the current amount of retail floorspace on site will be supported.

19 Catford Shopping Centre and Milford Towers



SITE ADDRESS	Catford Shopping Centre, Winslade Way, Catford, SE6 4J				
SITE DETAILS	**Site size (ha)** 3.42	**Setting** Central	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Public	**Current use** Main town centre uses, Retail, Residential, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 2, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 1,084		**Non-residential floorspace**		

Site allocation

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

Opportunities

14.103 This site forms the heart of Catford Major town centre. It is key to the transformation of Catford and will act as a major catalyst for local area regeneration, as part of a comprehensive masterplan framework incorporating a number of key sites. It encompasses land to the rear of Rushey Green and Catford Broadway, and is bounded to the north and west by Holbeach Road and Thomas' Lane, which provides pedestrian and vehicular access. The site is currently dominated by Milford Towers, residential blocks above a multi-storey car park, and ground floor retail units of various sizes, including a large format supermarket. Catford Market is located along the Broadway. Comprehensive redevelopment will deliver a significant amount of new housing together with modern retail and employment space, leisure and cultural facilities as well as social infrastructure to support the long-term vitality and viability of the town centre, and reinforce its role as a civic and cultural hub. Development will also enable transformative public realm and access improvements to provide new and enhanced connections to and through the area.

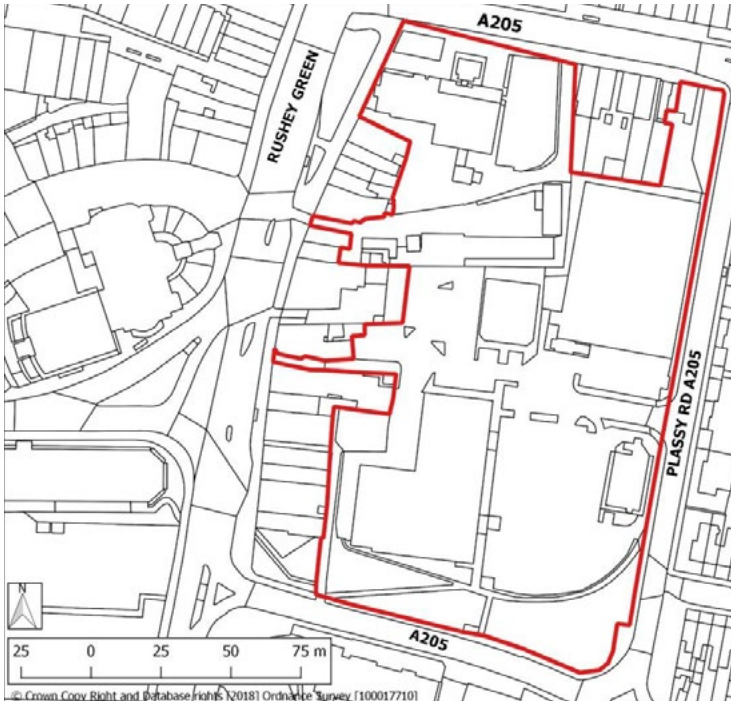
14.104 **Development requirements**

- To ensure comprehensive development of the site, proposals for individual plots must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan.
- Access, servicing and public realm improvements must complement and integrate with measures set out in the A21 Corridor Improvement SPD.
- To reinforce and enhance Catford's role as a Major town centre and to support its important civic and cultural function, development must provide a mix of new housing and main town centre and other complementary uses, including the re-provision and enhancement of the Catford Market.
- 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.
- Development must deliver new and improved public realm in accordance with a site-wide public realm strategy, including:
  - Improvements to Catford Broadway
  - Improvements to Rushy Green
  - Provision of a new public open space to support the scale of development.

14.105 **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 Catford Broadway and Rushey Green. Routes should form part of and integrate with a newtowrk of new and existing connections to other key sites as well as to Catford and Catford Bridge stations.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site. Where car parking provided its location should minimise the impact of access and egress to pedestrians and other road users.
- Provision for servicing vehicles should be located and designed to mitigate impact on amenity, particularly where there is existing or planned public realm.
- The bulk, massing and scale of individual buildings must respond to the site's location, taking into account the vision set out in the Catford Masterplan and other Local Plan policies. Building heights should provide for a transition in scale from the perimeter of the site, with the taller elements focussed towards the centre of the site.
- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- Active or animated frontages should be integrated on all main routes around and through the site, and within buildings that address the street, including at Thomas' Lane and Holbeach Road.
- Development must make appropriate provision for and enhance Catford Market, with complementary public realm treatments to generate visual interest and attract footfall

20 Plassy Road Island



SITE ADDRESS	Catford Island Retail Park, Plassy Road, Catford, SE6 2AW				
SITE DETAILS	**Site siz (ha)** 2.24	**Setting** Central	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Private	**Current use** Main town centre uses, Retail, Residential, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Catford Town Centre AAP (Withdrawn), Lewisham Call for Sites (2015 and 2018) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/17/103748 granted on appeal in March 2019.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 602		**Non-residential floorspace**		

Existing planning consents

14.106 DC/17/103748 - The demolition of existing buildings at Catford Timber Yard, 161 Rushey Green, SE6 and the construction of an eight-storey building to provide 42 residential units and 261 sqm (B1a) office space, together with the provision of disabled parking, play area and landscaping.

Site allocation

14.107 Comprehensive mixed-use redevelopment with compatible main town centre, community and residential uses. Redevelopment and reconfiguration of the majority of buildings and spaces to facilitate the realignment of the A205 South Circular and associated public realm enhancements, including new public open space, improved pedestrian and cycle routes, and vehicular access.

Opportunities

14.108 The 'island' is formed by the A21/A205 gyratory system, which separates the site from the heart of the Major town centre. It is currently occupied by large format retail park buildings with surface level car parking, a timber yard, and shop units fronting Brownhill Road and Rushey Green (A21). Eros House is located at its northwest corner. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, 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 and enhancing its function as the southeast gateway to the town centre.

14.109 **Development requirements**

- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan, taking into account the A21 Corridor Improvement SPD.
- The siting of buildings must ensure the traffic and transport improvements along the South Circular at Sangley Road, Plassy Road and Brownhill Roads can be implemented in full.
- Provision of a significant amount of new housing together with main town centre and other complementary uses, commensurate with the role and function of Catford major town centre.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area, and to better integrate the site with the Primary Shopping Area.
- Provision of north-south routes running through the site with enhanced east-west routes.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required on key routes.
- In order to optimise the site's capacity, and to ensure a more complementary fit with the

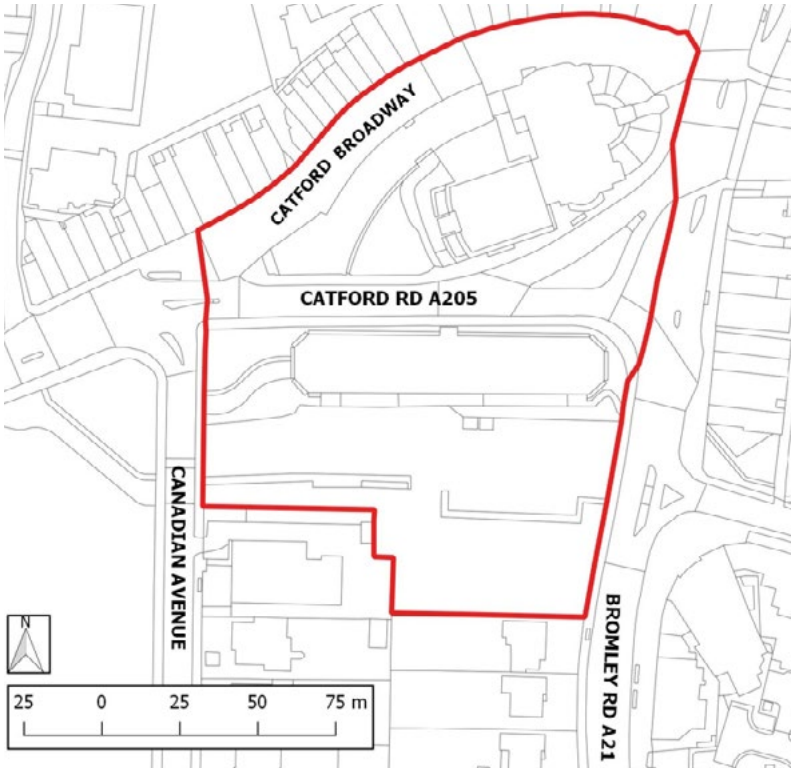
prevailing urban grain, 'out of centre' style low-density large format units or warehouses will be resisted.

- Delivery of new and improved public realm, including new public spaces, in accordance with a site-wide public realm strategy. This must integrate provision of new public open space appropriate to the scale of development.

14.110 **Development guidelines**

- Development create a positive relationship with the planned changes to and realignment of the South Circular, with active ground floor frontages (rather than blank facades) complemented by appropriate buffers and set back distances.
- Retail and commercial elements should reflect the site's immediate town centre context, providing a mix of unit sizes and workspaces to support a wide range of uses and businesses.
- The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook pedestrian routes within and adjacent to the site.
- The scale, bulk and mass of buildings should respond to the residential areas to the site's east, having regard to existing townscape features.
- Green space across the site should contribute towards a network of green infrastructure across the town centre.
- Options for the site currently occupied by Eros House should be explored to better integrate it into a comprehensive scheme for the wider site allocation.

21 Laurence House and Civic Centre



SITE ADDRESS	Laurence House, 1 Catford Road, Catford, London, SE6 4RU				
SITE DETAILS	**Site size (ha)** 2.21	**Setting** Central	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Public	**Current use** Civic Offices, Library, Car park
HOW SITE WAS IDENTIFIED	Call for Sites (2015), London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, Flood Zones 1 and 2, Critical Drainage Area, 1 Listed Buildings on site.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 262		**Non-residential floorspace**		

Site allocation

14.111 Comprehensive mixed-use development with compatible main town centre uses, including civic and cultural uses, and residential uses. Realignment of the A205 (South Circular) to facilitate town centre regeneration, along with public realm and access improvements.

Opportunities

14.112 The site comprises the civic and cultural heart of Catford major town centre, with the Civic Suite and Lawrence House buildings along with the Grade II Listed Broadway Theatre. Re-alignment of the A205 South Circular, delivered in partnership with Transport for London, will address existing issues of severance and pedestrian and vehicular circulation within the local area, and facilitate transformational regeneration of the town centre. The realignment of the A205 will deliver major public realm and access improvements, better linking the site to the rest of the town centre and wider neighbourhood area. Redevelopment also provides opportunities to deliver enhanced or new civic space.

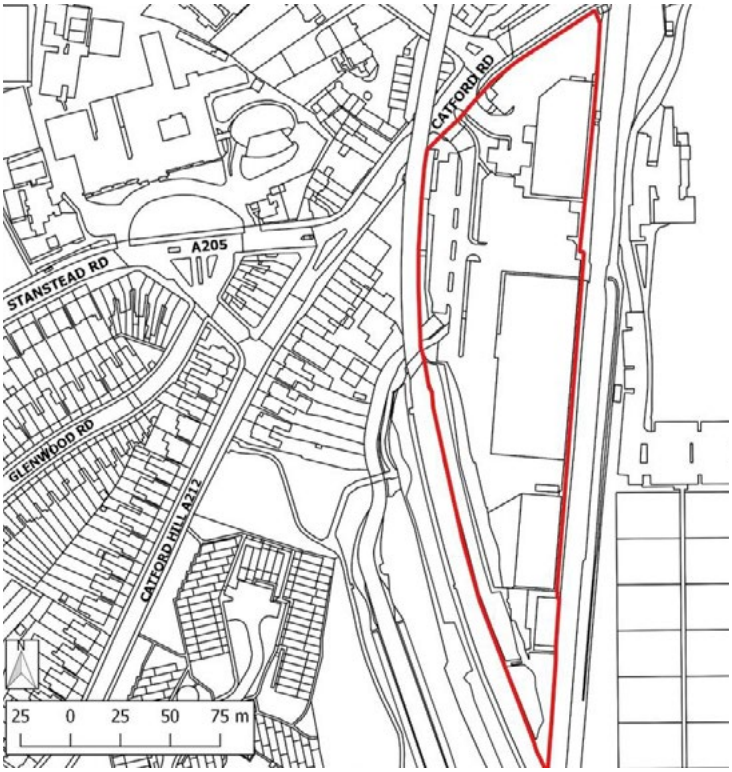
14.113 **Development requirements**

- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan, taking into account the A21 Corridor Improvement SPD.
- Provision of a mix of main town centre uses, incorporating civic and cultural uses.
- Work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
- Contribute to the creation of an improved town centre environment through public realm enhancements along Catford Road and Catford Broadway. Priority should be given to pedestrian and cycle movements in order to improve connectivity between the site and the town centre to the north.
- Preserve or enhance the Broadway Theatre.

14.114 **Development guidelines**

- The bulk, scale, massing and height of buildings should respond positively and sensitively to the site location. Careful consideration should be given to heritage assets within and adjacent to this site, including the Grade II listed Broadway Theatre and Culverey Green Conservation Area.
- The siting and design of new development should consider existing framed views of the town centre from Bromley Road.
- Work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
- The layout of the site should promote green links, along with safe pedestrian and cycling routes between Canadian Avenue and Bromley Road, separate from the A205.

22 Wickes and Halfords, Catford Road



SITE ADDRESS	1-7 Catford Hill, Catford, London, SE6 4NU				
SITE DETAILS	**Site size (ha)** 2.06	**Setting** Central	**PTAL** 2015: 4-6b 2021: 4-6b 2031: 4-6b	**Ownership** Private	**Current use** Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent Metropolitan Open Land, adjacent Urban Green Space, Major Centre, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, South-east London Green Chain Area, Waterlink Way, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 512		**Non-residential floorspace**		

Site allocation

14.115 Comprehensive residential led mixed-use redevelopment with compatible main town centre and commercial uses. Reconfiguration of buildings and spaces to facilitate public realm enhancements including new public open space, river restoration, improved pedestrian and cycle routes and vehicular access.

Opportunities

14.116 This site is located at the western edge of Catford major town centre, between the Catford and Catford Bridge railway lines and to the south of the A205 South Circular. It is currently occupied by large format retail units with associated surface car parking and light industrial uses. The River Ravensbourne cuts diagonally through the site to the north in a covered channel. The town centre boundary will be extended to include the site. A more optimal use of land can be made through site intensification as well as enhancing the site's function as the southwest gateway to the town centre. Redevelopment will also enable public realm and environmental improvements to be delivered, with key opportunities to reinstate the River Ravensbourne.

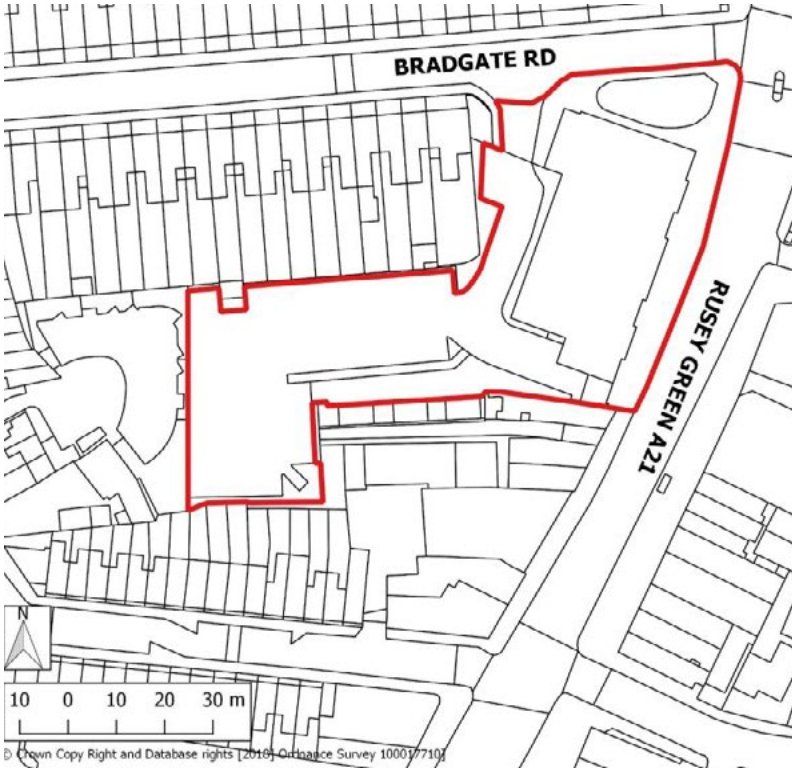
14.117 **Development requirements**

- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan.
- Site layout and design should improve access to and permeability across the wider town centre area, with enhanced pedestrian and cycle connections to Catford and Catford Bridge stations and Waterlink Way.
- A rationalised and/or re-positioned access onto Catford Road together with internal road layout, to create a safe, coherent and more legible vehicular access both to and through the site.
- Active frontages with appropriate town centre uses on the ground floors of buildings, with residential uses above. Residential uses will not be acceptable on ground floor or basement levels due to flood risk.
- Development must deliver public realm enhancements and improve the site's interface with Catford and Catford Bridge stations as well as the A205 South Circular.
- Provision of new public open or green space around the River Ravensbourne, linking to Stansted Road.
- Retention of the Old Pumping Station located at the southern end of the site.

14.118 **Development guidelines**

- The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook pedestrian routes within and adjacent to the site.
- Innovative design solutions will be needed to overcome the level differences between the site and its surrounds, particularly to create an attractive boundary to the South Circular and to take advantage of the visual amenity provided by the Jubilee Ground.
- To minimise overshadowing on existing homes to the west, the taller elements of development should be located towards the eastern part of the site, whilst ensuring there is no adverse impact on the Metropolitan Open Land nearby.
- Waterlink Way runs along the site's western and northern boundaries, providing a direct connection to the South Circular and wider town centre area, and via subway to Catford and Catford Bridge railway stations. Development should provide a contiguous link for pedestrian and cycle movement.
- Development should maximise opportunities to enhance the ecological quality and amenity provided by the River Ravensbourne, including by revealing the river through decluverting, repairing gaps in Waterlink Way and improving public access to it.
- Proposals should investigate and maximise opportunities to facilitate links through the railway arches.
- Commercial uses will be supported underneath the railway arches, at the western edge of the site, with priority given to uses that are likely to attract footfall to the town centre and are highly compatible with residential uses.

23 Land at Rushey Green and Bradgate Road (Aldi)



SITE ADDRESS	Rushey Green, Catford, London, SE6 4JD				
SITE DETAILS	**Site size (ha)** 0.50	**Setting** Central	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Private	**Current use** Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Major Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 119		**Non-residential floorspace**		

Site allocation

14.119 Comprehensive mixed-use redevelopment incorporating main town centre and residential uses.

Opportunities

14.120 The site is located within Catford major town centre, at its northernmost point along Rushey Green. It is currently occupied a by single storey, 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. There is an inactive frontage along Rushey Green which could be enhanced to complement the site's gateway position into the centre.

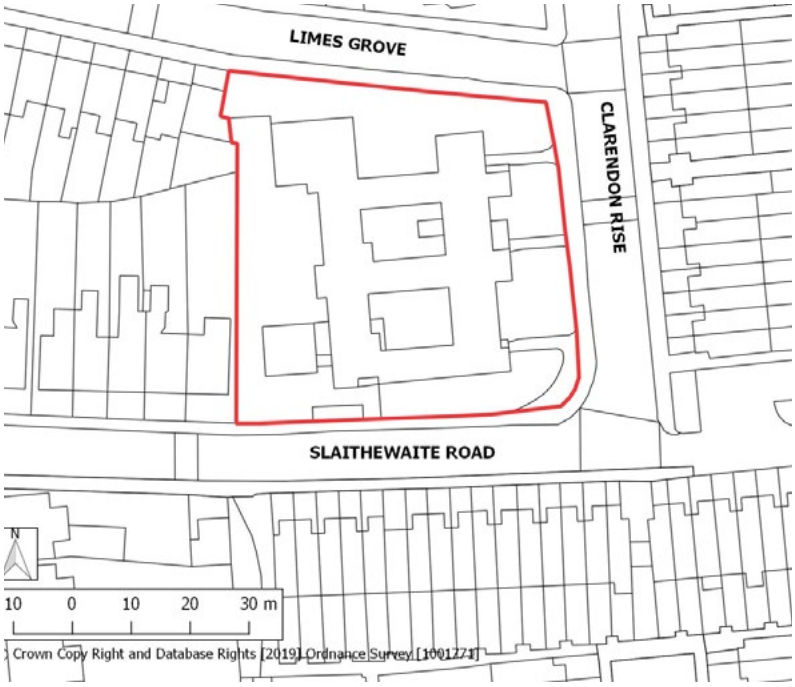
14.121 **Development requirements**

- To ensure comprehensive development of the site, proposals for must be delivered in accordance with a site-wide master plan and delivery strategy, having regard to the A21 Corridor Improvement SPD.
- Provision of a main town centre, residential and other complementary uses, commensurate with the role and function of Catford major town centre.
- A well designed, active frontage with public realm enhancements along Rushey Green to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor.
- Active frontages with appropriate town centre uses on the ground floor of the building, along Rushey Green and Bradgate Road.

14.122 **Development guidelines**

- Development should clearly define the edge of the A21 corridor with a well-integrated building line.
- The existing frontage along Rushey Green should be re-designed as an active frontage that interfaces more positively with the adjoining public realm, marking the site as a transition point into Catford town centre.
- A positive frontage along Bradgate Road should be retained and enhanced wherever possible.
- Rosenthal House, opposite on the eastern side of Rushey Green, establishes a wayfinding precedent at this end of the town centre, which this site may work in conjunction with, particularly to enhance townscape and legibility.
- Whilst the residential character and scale of Bradgate Road should be acknowledged in massing to north, the width of the A21 offers an opportunity for more moderately scaled development, subject to amenity considerations.
- Development will also need to take into account the amenity of properties at Patrol Place to the south.

24 House on the Hill at Slaithewaite Road



SITE ADDRESS	47 Slaithwaite Road, SE13 6DL				
SITE DETAILS	**Site size (ha)** 0.31	**Setting** Urban	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Public	**Current use** Overnight stay respite centre
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity area, Archaeological Priority Air Quality Management Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 36		**Non-residential floorspace**		

Site allocation

14.123 Redevelopment for residential uses.

Opportunities

14.124 The site comprises several buildings and a courtyard which were occupied by a residential institution, including provision of specialist short stay care. The main building, comprising the majority of the site, is currently vacant. Redevelopment provides an opportunity bring the site back into active residential use, with opportunities to deliver an increase in housing units.

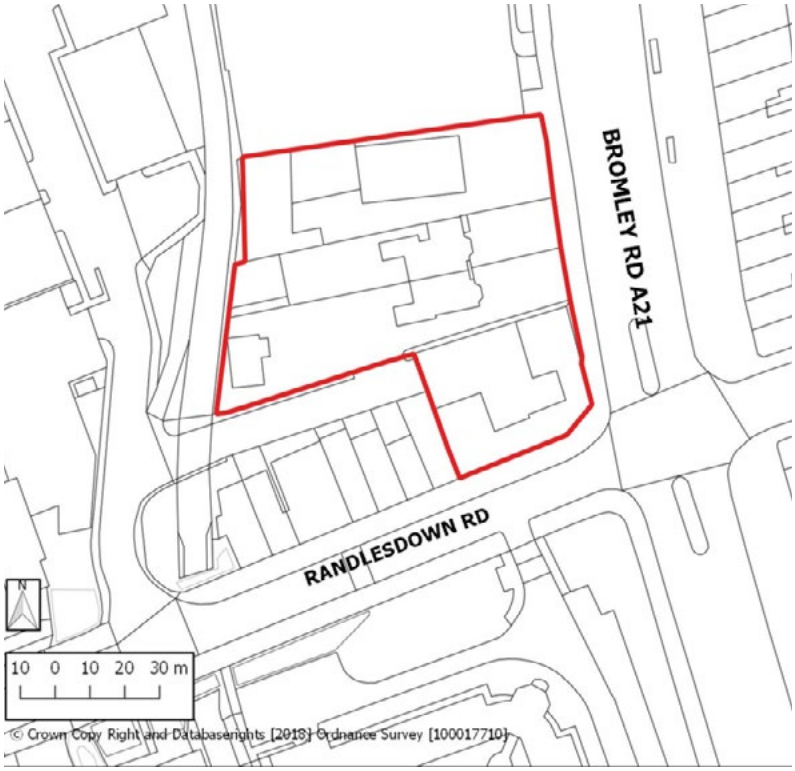
14.125 **Development requirements**

- Redevelopment of the existing residential institution will be subject to Policy HO7 (Supported Accommodation)
- There are a number of trees of quality located within the site, particularly along its boundary, which must be retained.

14.126 **Development guidelines**

- The site is located within a predominantly residential area. Development should be designed to respond positively to the character of the surrounding properties.
- Development should be designed in response to the site topography, particularly in terms of building heights and site levels.

25 Land at Randlesdown Road and Bromley Road



SITE ADDRESS	Land at the corner of Randlesdown and Bromley Road, SE6 2XA				
SITE DETAILS	**Site size (ha)** 0.30	**Setting** Urban	**PTAL** 2015: 4 2021: 4 2031: 4	**Ownership** Private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Strategic Planning Team				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Industrial Land, Archaeological Priority Area, Critical Drainage Area, adjacent Local Centre, adjacent Strategic Area of Regeneration.				
PLANNING STATUS					
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 0		**Non-residential floorspace**		

Site allocation

14.127 Comprehensive employment-led mixed use redevelopment with compatible commercial and ancillary main town centre uses.

Opportunities

14.128 The site is located within the Bromley Road Strategic Industrial Location and takes up a prominent position at the corner of Bromley Road and Randlesdown Road. It is currently occupied by a mix of commercial uses including a car wash, car dealers and open storage facility. The existing buildings and boundary treatments are of a poorer quality and detract from local area character. Redevelopment and site intensification will provide for a more optimal use of the employment land. There is also a significant opportunity to improve the environmental quality of the site and local amenity, particularly along the Bellingham station approach and the A21 Corridor.

14.129 **Development requirements**

- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Commercial uses must be the principal use, supported by complementary main town centre uses appropriate to the industrial location.
- To ensure comprehensive development of the site, proposals for must be delivered in accordance with a site-wide master plan and delivery strategy, having regard to the A21 Corridor Improvement SPD.
- Positive frontages and high quality public realm along Bromley Road and Randlesdown Road.

14.130 **Development guidelines**

- Where main town centre uses are incorporated they should be ancillary to the principal employment function of the site, and located at the ground floor along Randlesdown Road to create a continuous frontage of shops at the Bellingham station approach.
- The Catford Bus Garage is located immediately to the north of the site and is in twenty-four hour operational use, which must be taken into account when considering amenity impacts.
- Site access and servicing arrangements should be considered in conjunction with those of the existing shops along Randlestown Road and other industrial occupiers within the SIL. The use of Franthorne Way must be addressed by the development design.

15 LEWISHAM'S NORTH AREA

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Context and character

15.1 Lewisham's North Area contains the neighbourhoods of North Deptford, Deptford, and New Cross. The waterway network helps to define the area, particularly the River Thames that establishes its northern boundary. The River Ravensbourne and Deptford Creek, the latter forming the boundary with Royal Borough of Greenwich, are also prominent physical features and reflect the Borough's unique Thames side character.

15.2 The North Area has a rich and varied historic environment with a number of listed buildings and conservation areas. Historic buildings and structures include churches, Georgian townhouses, Victorian terraces, industrial warehouses and railway viaducts. Local character is also strongly influenced by the historic dockyard and maritime industries, with the first residential areas developed around the Greenwich railway. The area was heavily damaged in WWII and redevelopment through the subsequent interwar and postwar periods has given rise to a mixed urban character, with a number of large estates featuring large plots and mid-rise, medium density housing, including the Pepys Estate.

15.3 The North Area contains much of the Borough's employment land stock, giving it a distinctive industrial character. There are designated and non-designated employment sites situated throughout, including the regionally important Strategic Industrial Location at Surrey Canal Triangle and clusters of locally significant sites around Deptford Creekside. Several larger industrial sites have recently undergone a plan-led process of regeneration. Contemporary mixed-use residential and employment schemes have been introduced, including larger tower blocks with taller elements situated on landmark sites. Continued renewal of older employment sites will influence the area's evolving character, whilst helping to improve its environmental qualities. Planning consent has been granted for major mixed-use developments at Convoys Wharf and Surrey Canal Triangle, and these schemes are likely to be delivered over the short to medium term.

15.4 The character of the North Area is also strongly informed by the layout of historic roads and railway infrastructure that dissect much of the area. This infrastructure contributes to severance and limits permeability and circulation between neighbourhoods and places. There are key movement corridors within the area linking to other parts of London, such as Surrey Canal Road, Evelyn Street (B200) and New Cross Road (A2). However these main routes are dominated by vehicular traffic and typically suffer from poor quality public realm, limiting their suitability for pedestrians and cyclists.

15.5 The historic high streets at Deptford and New Cross play a key role in shaping local character and identity. They offer provision of a rich and vibrant mix of shops, services and independent traders. Deptford market, situated at the heart of Deptford district centre, is a focal point for community activity and a well-known visitor destination. New Cross district centre is a vibrant town centre and thriving night-night hub that serves its local catchment, including a large student population. The town centres benefit

from their proximity to important cultural and educational institutions, including Goldsmiths College and Trinity Laban, which exert a strong influence over the area. These institutions play a critical economic role and have been vital to the growth of the creative and digital industries in the Borough. The North Area includes one of London's first Creative Enterprise Zones.

15.6 The network of green infrastructure in the North Area, including parks and open spaces, are valuable natural and recreational assets within the predominantly urban context. Many newer developments have delivered public realm improvements, opening up access to and naturalising parts of Deptford Creek and the River Ravensbourne, as well as providing improved access to the River Thames. Many neighbourhoods however have a limited number of street trees and could benefit from urban greening.

Vision

By 2040…

15.7 The North Area will realise its potential as one of London's key strategic locations for growth and regeneration, with significant new development successfully integrated with existing places and communities to create high quality, inclusive, healthy and liveable neighbourhoods. The arrival of the Bakerloo line extension and station at New Cross Gate will have a transformative effect, unlocking the development potential of sites and improving accessibility within the area, as well as connections to it.

15.8 Regeneration will be delivered through the comprehensive redevelopment of Mixed-use Employment Locations and other sites. New high quality and mixed-use developments, such as Deptford Timberyard and Convoys Wharf, will attract investment and provide a significant amount of new homes and jobs along with community facilities and open spaces to support a growing population. A new local centre will be established at Evelyn Street, serving the existing community and new residents at Convoys Wharf, providing a focus for the neighbourhood and transition to Deptford High Street. Redevelopment of the Surrey Canal Triangle site will deliver a new station to support a mixed-use residential quarter with a community focus, and help to secure the future of Millwall Football Club with a modern stadium.

15.9 The historic high streets of Deptford and New Cross will remain the heart of the area's neighbourhoods. They will continue to evolve as unique and vibrant places, attracting residents as well as visitors from across London and beyond, with a rich mix of daytime and night-time economic activities that reflect the diversity of local communities. New high quality development will be sensitively integrated within and around the town centres, respecting and positively responding to the historical fabric and townscape features of the high streets. New development at New Cross and New Cross Gate stations, and along New Cross Road, will help to create a more coherent frontage that generates visual interest and street level activity. Deptford Market will thrive as an important community and economic asset.

15.10 Significant public realm and access improvements along and in the vicinity of New Cross Road (A2) will accompany the Bakerloo line extension, including a revamped station and forecourt at New Cross Gate. Together these improvements will address local issues of severance and congestion, transforming the A2 corridor into a Healthy Street. This will make movement by walking, cycling and public transport safer, more convenient and pleasant. Elsewhere, investment in pedestrian and cycle routes will enhance connections throughout the North Area, building on the success of the North Lewisham Links. This includes connections across railway lines, between open spaces and to other key destinations such as transport nodes, community facilities, town centres and employment locations.

15.11 The North Area will play an instrumental role in growing Lewisham's local economy. Provision will be made for a wide range of opportunities for jobs and training, as well as business development. Modern workspace will be delivered through the reconfiguration and intensification sites at the Surrey Canal Road Strategic Industrial Location. This will enable the delivery of a new high quality employment-led mixed-use quarter at the edges of Deptford Park and Folkestone Gardens, improving the transition between commercial activities and the surrounding residential areas. Locally Significant Industrial Sites will be revitalised, with new and improved workspace delivered through the redevelopment of buildings and sites. This includes sites at Deptford Creekside, where the mix of workspace and artists' studio space will bolster the area's new Cultural Quarter. Elsewhere, a more optimal use of land will be made through smaller scale employment development to support independent and smaller businesses. The area's railway arches, and space around railway infrastructure, will play a more integral role in this respect.

15.12 The North Area will cement its role as one of London's most dynamic hubs for the cultural, creative and digital industries. It will be home to a thriving Creative Enterprise Zone, with world-class education and cultural institutions central to its success. Goldsmiths College, Lewisham College, Trinity Laban Centre and the Albany Theatre, amongst other local institutions, will continue to exert an important influence in the area. They will help to foster and grow new cultural, creative and digital enterprises, many of which will continue to stay and prosper in the area, taking advantage of the wide-ranging offer of affordable workspaces and studio spaces, including at the Deptford Creekside Cultural Quarter.

Figure 15.1: North Area

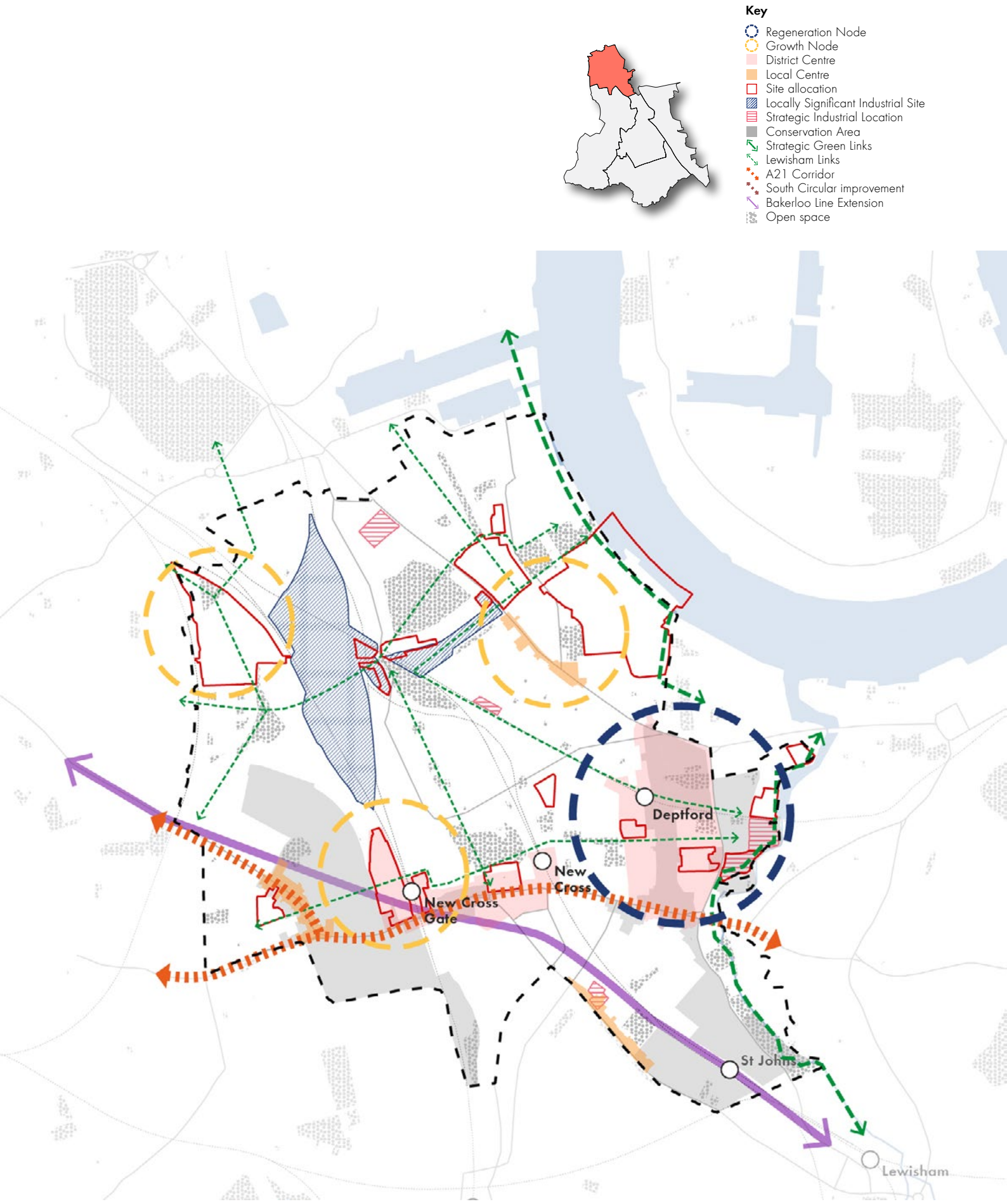


Figure 15.2: North Area key diagram

LNA1 **North Area place principles**

A Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area[35] is fully realised. This will require that investment is appropriately coordinated within Lewisham's North Area and that:

a. The comprehensive regeneration of strategic sites is facilitated to deliver new urban localities that are well-integrated with existing neighbourhoods, bringing a significant amount of new housing and workspace, along with community facilities and other supporting infrastructure. The includes regeneration of the Mixed-use Employment Locations of Convoys Wharf, Oxestalls Road and Surrey Canal Triangle;
b. New employment development is concentrated within town centres, Mixed-use Employment Locations, Locally Significant Industrial Sites and the Surrey Canal Road Strategic Industrial Location;
c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations. Cultural and creative industries will be promoted, in particular, in order to enhance existing clusters of commercial activity within Lewisham's Creative Enterprise Zone;
d. Development proposals reinforce and enhance the integral role of the Deptford Creekside and New Cross Cultural Quarters n supporting the cultural and creative industries; and
e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension), including:
    i. Bakerloo line extension, including a new station interchange at New Cross;
    ii. A new London Overground station at Surrey Canal Road; and
    iii. River bus services at Convoys Wharf.

B The transformation of the New Cross Road / A2 corridor into a well-functioning and healthy street that supports a well-connected network of neighbourhoods and places will be facilitated, in line with Policy LNA2 (New Cross Road / A2 corridor).

C Development proposals should help to ensure the North Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LNA5 (North Lewisham Links). Folkestone Gardens should form a central point for a series of pedestrian and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road.

35 Refers to the New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside Opportunity Areas, as established by draft London Plan policy SD1 (Opportunity Areas).

D Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, as well as the barriers to movement around other major roads, such as New Cross Road and Evelyn Street (A200).

E Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals should address the historic environment as an integral part of the design-led process. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that contribute to the area's character and identity, particularly where sites are delivered comprehensively through the masterplan process. This includes heritage assets associated with:

a. Deptford's maritime and industrial heritage, including the Royal Naval Dockyard;
b. The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving access to it; and
c. The historic fabric and grain of the high streets at Deptford and New Cross.

F The River Thames and Deptford Creek are defining features of the North Area which development proposals should positively respond to, having regard to Policy LNA4 (Thames Policy Area and Deptford Creekside). Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek.

G Development proposals should positively respond to the historic and cultural character of New Cross and Deptford district town centres. A wide range of commercial, cultural and community uses will be supported within the centres, helping to ensure their long-term viability and broadening their role as key nodes of employment generating activity within the Creative Enterprise Zone.

H Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, having regard to Policy EC 18 (Culture and the night-time economy).

I Deptford market and market yard are at the heart of the Deptford district town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.

J The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer and positively engage with these documents, including:

a. Lewisham Characterisation Study (2019);
b. New Cross Area Framework and Station Opportunity Study (2019);
c. New Cross Gate Station SPD (forthcoming);
d. Surrey Canal Triangle SPD (forthcoming); and
e. River Corridor Improvement Plan SPD (2015).

LNA2 **New Cross Road / A2 corridor**

A Development proposals should be designed to facilitate the transformation of the New Cross Road / A21 corridor into a well-functioning and healthy street, with a distinctive historic and cultural character. Proposals should make the best use of land to enable the delivery of a high quality, lively and thriving high street. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.

B Development proposals along the New Cross Road / A2 corridor and its surrounds should enhance the place qualities of the corridor by:

a. Positively responding to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting;
b. Reinforcing the predominant commercial function and distinctive identity of the high street, taking opportunities to introduce a wider and richer mix of uses into the area;
c. Enhancing the continuity of the high street from Old Kent Road to Deptford by repairing breaks and activating frontages, particularly through the retention and introduction of commercial, cultural and community uses at the ground floor level;
d. Improving relationships between the northern and southern sides of New Cross Road to create a more cohesive high street, including through public realm enhancements that reduce barriers to movement and enable safe access along and across the road;
e. Delivering public realm improvements that make the corridor a more accessible and welcoming place;
f. Maximising opportunities to integrate urban greening measures; and
g. Supporting the continued evolution of the corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of strategic and other sites.

C Development proposals must reinforce the role of New Cross Road as a strategic movement corridor, giving priority to the safe and convenient movement of pedestrians and cyclists, as well as the use of public transport. This principal east-west route should be supported by a complementary network of legible, safe and accessible routes, including cycle routes, that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross district centres, New Cross and New Gate Stations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Proposals will be expected to secure the continuity and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites.

D A partnership approach will be pursued to help facilitate the transformation of the New Cross Road / A2 corridor into a healthy street, particularly to deliver strategic transport infrastructure and public realm improvements, including:

a. A new high quality station interchange at New Cross Gate, necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;
b. Interventions to support a rebalancing of New Cross Road to prioritise pedestrian and cycle movements, including by widening pavements and reducing pinch-points; and
c. Improvements at key junctions to enhance safety for all road users, including at Amersham Gyratory.

E Development proposals on sites along the New Cross Road / A2 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).

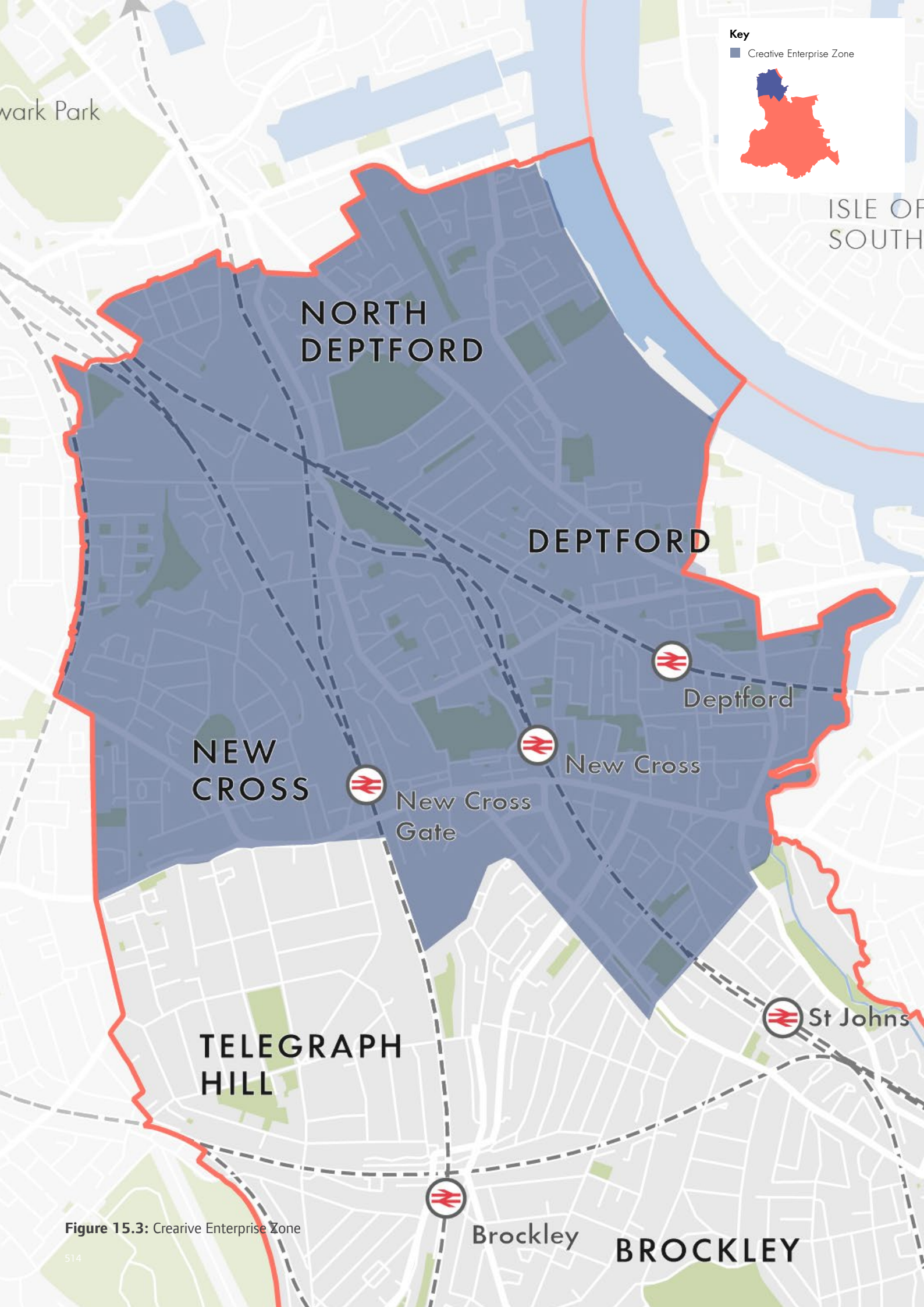


Figure 15.3: Crearive Enterprise Zone

LNA3 **Creative Enterprise Zone**

A A Creative Enterprise Zone (CEZ) is designated in Lewisham's North Area. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham's distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development.

B To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through:

a. The regeneration of Mixed-use Employment Land;
b. Retaining and enhancing workspace provision at Deptford Creekside;
c. Focused renewal of industrial sites located at the convergence of Grinstead and Trundleys Roads to establish a revitalised employment-led mixed-use quarter; and
d. Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford district town centres, including night-time economic activities.

C The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:

a. Ensuring that new development proposals protect existing business floorspace and contribute to making provision for a wide range of workspace and facilities, at an appropriate range of rents. Proposals incorporating an element of affordable workspace catered to micro, small and medium sized businesses, including start-ups, will be considered favourably;
b. Ensuring new development proposals are designed to enable full-fibre, or equivalent infrastructure, connectivity to all end users;
c. Encouraging the temporary use of vacant buildings and sites for creative workspace and cultural activities; and
d. Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.

D Within the CEZ, development proposals involving the loss of B1 Use Class workspace that is currently occupied by, or suitable for, uses in the creative and cultural industries, including artists' workspace, will be strongly resisted., Proposals involving the redevelopment of this type of workspace will be required to:

a. Ensure that an equivalent amount of B1 Use Class workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), incorporating existing businesses where possible; and
b. Include an element of affordable workspace, in line with Policy EC4 (Providing suitable business space and affordable workspace).

Figure 15.4: Thames Policy Area

LNA4 **Thames Policy Area and Deptford Creekside**

A Development proposals must positively respond to the distinctive character and environmental qualities of the River Thames and Deptford Creek. They should also support and seek to maximise the multifunctional social, economic and environmental benefits of the watercourses, having regard to Policy SD9 (Water management).

B Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, will be expected to address the watercourse as an integral part of the design-led process. New development should help to reinforce and enhance the site's relationship with the River Thames and Deptford Creek, including by:

a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore;
b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to:
   i. Views, vistas, landmark features and other points of interest;
   ii. Building lines, along with the orientation and spacing between buildings; and
   iii. Physical connections to the river or creek, including pedestrian and cycle routes that enable access to the waterfront;
c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way;
d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity and enhance visual connections with the river or creek;
e. Resisting encroachment into the creek or river and foreshore; and
f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies.

C Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are investigated and implemented.

Caption

LNA5 **North Lewisham Links**

A Development proposals will be expected facilitate the creation and enhancement of the North Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the North area.

B On sites located adjacent to an existing or proposed route of the North Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the North Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:

a. New or enhanced footpaths or cycleways;
b. Road realignment;
c. Street crossings or other safety measures;
d. Cycle parking;
e. External lighting;
f. Landscaping;
g. Tree planting or other green infrastructure;
h. Drinking water fountains;
i. Public conveniences.

C To support the effective implementation of the North Lewisham Links, development proposals will be expected to have regard to the council's Parks and Open Spaces Strategy.

Lewisham's North Area

15.13 Lewisham's North Area has a key role to play in accommodating growth and supporting our regeneration objectives. A large part of the area falls within a London Plan Opportunity Area. It is instrumental to the delivery of the spatial development strategy for London. There are pockets of deprivation in localities across the North Area. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the North Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension. It requires that new development is well integrated with existing neighbourhoods and communities, and maximises opportunities to deliver area improvements and transformational change for the benefit of everyone.

15.14 Mixed-use Employment Locations present the main opportunities for accommodating growth and securing new investment in the North Area. MELs are, for the most part, underused and vacant industrial sites. They are the Borough's largest reservoir of brownfield land suitable for redevelopment and include, for instance, the Convoys Wharf and Surrey Canal Triangle sites. The strategic approach for MELs was established by the Core Strategy. There are now a number of MELs with planning consent for mixed-use development and some sites have started to come forward. We will continue to support the comprehensive regeneration and renewal of MELs in order to improve the environmental quality of the North Area and to deliver significant amounts of new housing, workspace, community facilities and public realm improvements, including new open and green space. Site allocations have been included in the plan to ensure certainty over the delivery of MELs. Guidance has also been prepared to support the Local Plan policies and provide clarity for the public over development opportunities and outcomes sought, including the Surrey Canal Triangle SPD and New Cross Area Framework.

15.15 The Local Plan designates a new Creative Enterprise Zone for North Lewisham. This is one of the first CEZs in the Capital and is backed by the Mayor of London. It reflects the strength of our cultural, creative and digital industries and their rapid growth in the Borough in recent years. The Local Plan aims to enable the conditions for these sectors to continue to prosper over the long-term. This includes a positive and proactive approach to managing industrial land in the North Area to intensify employment sites and secure the delivery of new high quality workspace, including affordable workspace. This approach is complemented by other measures targeted at boosting these employment sectors. They include the designation of Cultural Quarters at Deptford Creekside and New Cross as well as Night-time Economy Hubs. These other measures aim to build on the diversity and strengths of the area's historic high streets and their surrounds, as well its cultural assets and education institutions.

15.16 Lewisham is in many ways defined by its connection to waterways, particularly the River Thames and its tributaries. The Thames Policy Area is designated in the Local Plan. It requires that careful consideration is given to the character, amenity value and environmental quality of the River Thames and Deptford Creekside, along with the strategic function of the waterway network, including for passenger

travel. The river network also has an important role in shaping Lewisham's identity and character. The Borough has a strong maritime and industrial heritage, including the Royal Naval Dockyard and the Grand Surrey Canal, and there are opportunities for heritage-led regeneration.

15.17 An effective and resilient transport network is essential to the achievement of inclusive, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the North Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line upgrade and extension, including a new station at New Cross Gate, along with a new station at Surrey Canal Road serving the East London Line (London Overground). Along with securing these investments in public transport, the Local Plan seeks to deliver a well-integrated network of high quality pedestrian and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of New Cross Road / A2 Corridor into a Healthy Street underpins this approach. New Cross Road is a prominent east-west route within the area linking important visitor destinations. It has significant potential for improving connections between neighbourhoods and places, along with site development opportunities to help enable public realm enhancements.

15.18 Elsewhere, the North Lewisham Links programme has been successfully delivered in key locations in the area, helping to improve accessibility to green spaces and other amenities. We will continue to support the delivery of these vital pedestrian and cycling routes. The early success of this project has set a model for public realm enhancements in the Borough. The 'links' concept will therefore be extended to Lewisham's other character areas, so to create a borough-wide network of linked routes.

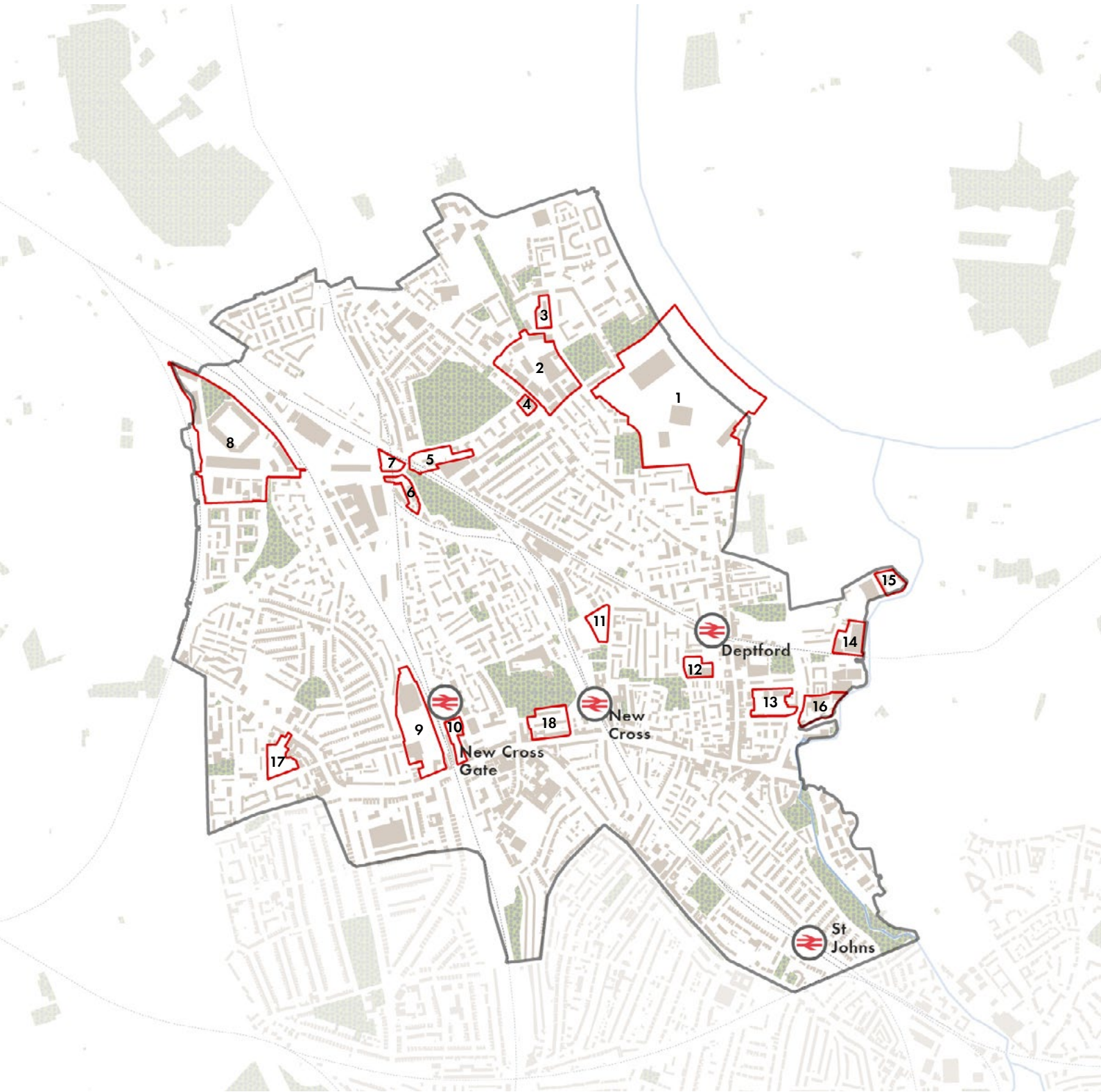
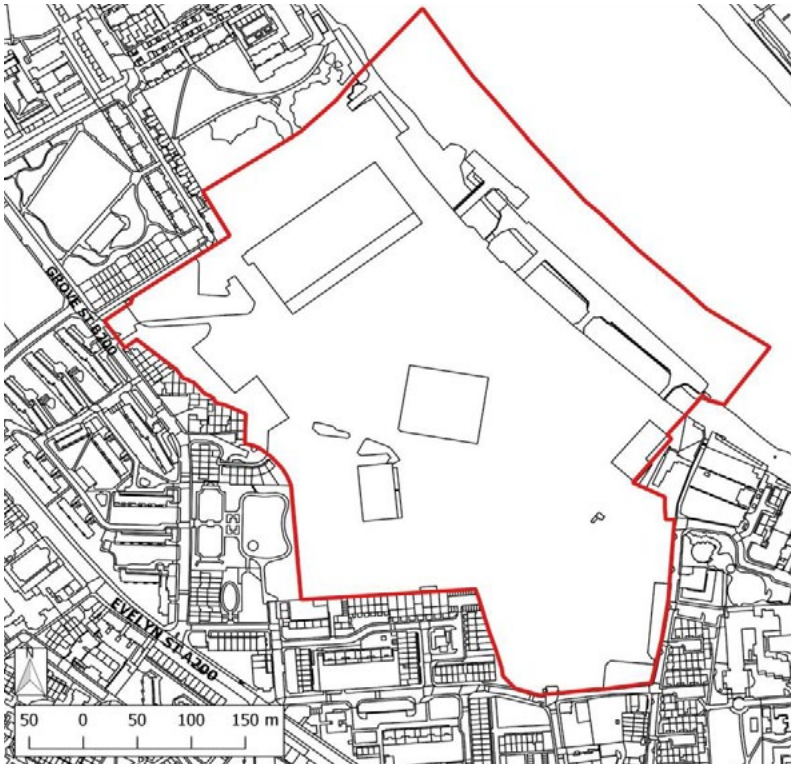


Figure 15.5: North Area site allocations

Site allocations

1 Convoys Wharf Mixed-Use Employment Location 524
2 Timber Yard, Deptford Wharves at Oxestalls Road Mixed Use Employment Location 528
3 Riverside Youth Club and 2000 Community Centre 532
4 Evelyn Court at Surrey Canal Road Strategic Industrial Location 534
5 Neptune Wharf Mixed-use Employment Location 536
6 Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road 539
7 Strategic Industrial Land (SIL) at Apollo Business Centre 542
8 Surrey Canal Triangle Mixed-use Employment Location 544
9 Former Hatcham Works, New Cross Road 548
10 Goodwood Road and New Cross Road 551
11 Former Deptford Green School (Upper School Site) 554
12 Albany Theatre 556
13 Land north of Reginald Road and south of Frankham Street (former Tidemill School) 558
14 Sun Wharf Mixed-use Employment Location 561
15 Creekside Village East, Thanet Wharf Mixed-Use Employment Location 564
16 Lower Creekside Locally Significant Industrial Site 567
17 New Cross Gate NDC scheme, Besson Street 570
18 Achilles Street 573

1 Convoys Wharf Mixed-Use Employment Location



SITE ADDRESS	Convoys Wharf, London, SE8 3JF				
SITE DETAILS	**Site size (ha)** 20.46	**Setting** Central	**PTAL** 2015: 0-2 2021: 0-2 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 CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Public Open Space, Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, 2 Listed Buildings on site.				
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 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 3,514		**Non-residential floorspace**		

Existing planning consent

15.19 DC/13/083358 outline application - resolved to grant planning permission by Mayor of London in March 2014 and permission granted in March 2015, consisting of:

15.20 The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100 m^2 comprising:

- up to 321,000 m^2 residential floorspace (up to 3,500 units) (C3)
- up to 15,500 m^2 employment floorspace (B1/ Live/Work units) including up to 2,200 m^2 for 3 no. potential energy centres
- wharf with associated vessel moorings and up to 32,200 m^2 of employment floorspace (Sui Generis & Class B2)
- up to 5,810m^2 of retail and financial and professional services floorspace (A1 & A2)
- up to 4,520 m^2 of restaurant/cafe and drinking establishment floorspace (A3 & A4)
- up to 13,000 m^2 of community floorspace (D1) and assembly and leisure (D2)
- up to 27,070 m^2 of hotel floorspace (C1)
- river bus jetty and associated structures
- 1,840 car parking spaces and vehicular access from New King Street and Grove Street
- retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site.

15.21 2 Reserved Matters applications.

Site allocation

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

Opportunities

15.23 Convoys Wharf is a large brownfield site, covering an area of more than 16 hectares, and strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that positively responds to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public realm and environmental enhancements. These will support the delivery of a new residential area and visitor destination that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.

15.24 **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

15.25 **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 be-tween the waterfront and existing communities and maximises views to and from the his-toric 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.

15.26 **Public Realm**

- Provision of a central public square as a focal point for the development and an appro-priate 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.
- 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.

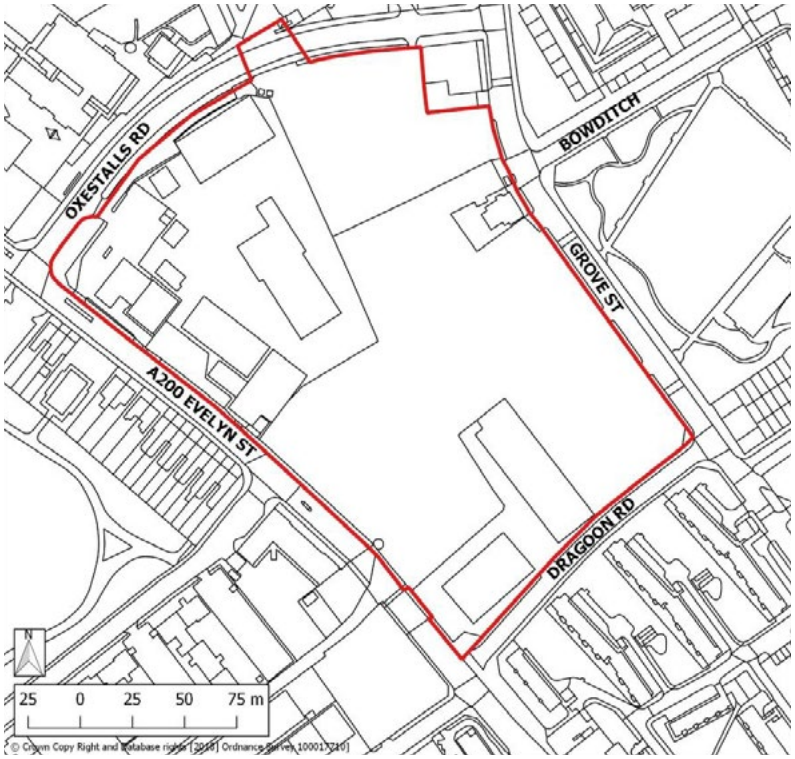
15.27 **Conservation objectives**

- 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.

15.28 **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.

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



SITE ADDRESS	Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8				
SITE DETAILS	**Site size (ha)** 4.62	**Setting** Urban	**PTAL** 2015: 1b-3 2021: 1b-4 2031: 1b-4	**Ownership** Private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Outline application DC/15/092295 granted in March 2016. Started construction				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 1,600		**Non-residential floorspace**		

Existing planning consent

15.29 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.

15.30 Reserved Matters applications.

Site allocation

15.31 Comprehensive mixed-use redevelopment with compatible residential, commercial and main town centre uses. Public realm enhancements including new public open space, improved pedestrian and cycle routes.

Opportunities

15.32 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 uses into a new community and 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.

15.33 **Development requirements**

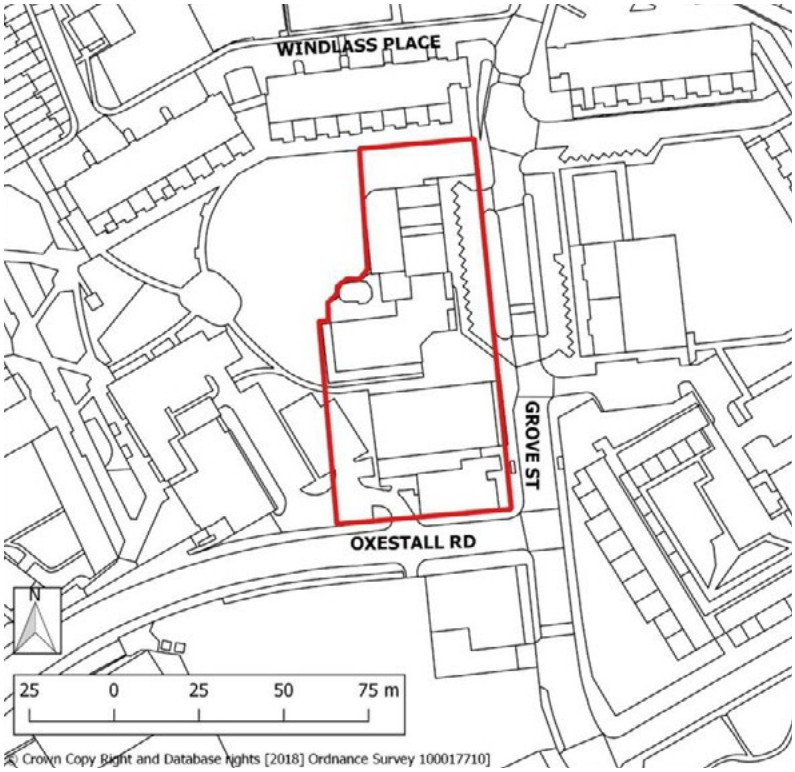
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- Improve accessibility, connectivity and legibility between Deptford Park, the Pepys Estate, Convoys Wharf and the Thames Riverfront.
- Re-instate the route of the former Surrey Canal as a focus of the development, 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.

15.34 **Development guidelines**

- At least 20% of the built floorspace should be business space. 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 streescapes 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/Dragoon 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.

3 Riverside Youth Club and 2000 Community Centre



SITE ADDRESS	185 Grove St, London, SE8 3QQ				
SITE DETAILS	**Site size (ha)** 0.51	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Private	**Current use** Community Centre, Retail, Pharmacy
HOW SITE WAS IDENTIFIED	Lewisham Call for Stes (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 72		**Non-residential floorspace**		

Site allocation

15.35 Mixed use redevelopment with residential and community uses.

Opportunities

15.36 The site is currently occupied by the 2000 Community Centre. Redevelopment of this site provides the opportunity to optimise the use of land along with enhancing provision of community facilities.

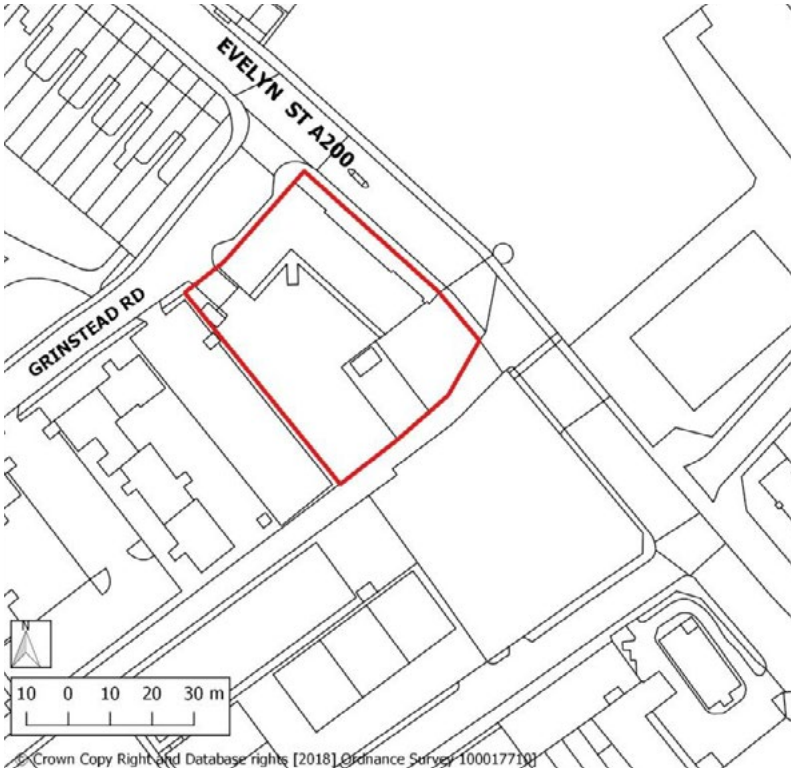
15.37 **Development requirements**

- Appropriate re-provision of the existing community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Optimise the use of the land by exploring options for the existing 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.

15.38 **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.

4 Evelyn Court at Surrey Canal Road Strategic Industrial Location



SITE ADDRESS	Evelyn Court, Grinstead Road, London, SE8 5AD				
SITE DETAILS	**Site size (ha)** 0.27	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Mixed, public and private	**Current use** Employment
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Location, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 38		**Non-residential floorspace**		

Existing planning consent

15.39 DC/14/88665 and DC/14/89442: Prior Approval for the change of use from offices (B1a) at Evelyn Court, Grinstead Road to residential (C3).

Site allocation

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

Opportunities

15.41 The site forms the northern end of the Surrey Canal Road 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.

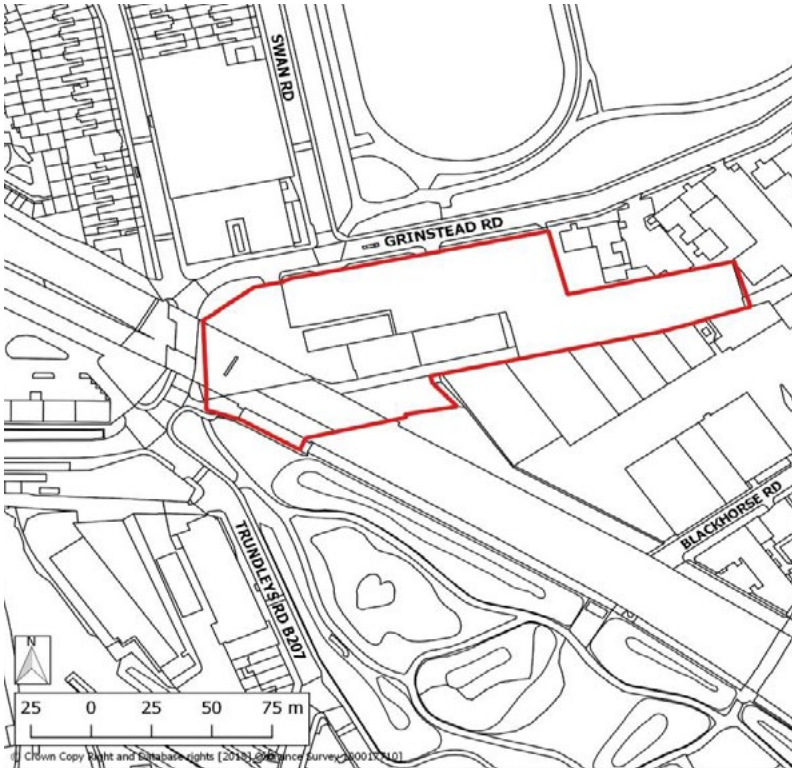
15.42 **Development requirements**

- 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 not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- 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.

15.43 **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.

5 Neptune Wharf Mixed-use Employment Location



SITE ADDRESS	Neptune Works, Parkside House, Grinstead Road, SE8 5B				
SITE DETAILS	**Site size (ha)** 1.14	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, Public Open Space, adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/10/075331 granted in March 2012. Started construction				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 199		**Non-residential floorspace**		

Existing planning consent

15.44 DC/10/075331: The demolition of the existing buildings at Neptune Works, Grinstead Road SE8 and the phased redevelopment of the site to provide 6 blocks and 10 mews houses between 3 and 12 storeys, providing 199 residential units comprising 70 one bedroom, 100 two bedroom, 19 three bedroom and 10 four bedroom units; 1,973 m² of non-residential floorspace, comprising 1,874 m² of flexible B1/A1/A2 office space and 99 m² of café /bike repair shop uses fronting a public piazza and public realm, which links Deptford Park and Folkestone Gardens by the opening up the existing railway viaducts on the western edge of the site; parking for up to 276 cycle spaces, 10 motorbike/scooter spaces and 60 vehicular spaces including 7 disabled spaces.

Site allocation

15.45 Comprehensive mixed-use redevelopment with compatible commercial, residential and main town centre uses. Public realm enhancements including new public open space, along with improved pedestrian and cycle links.

Opportunities

15.46 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.

15.47 **Development requirements**

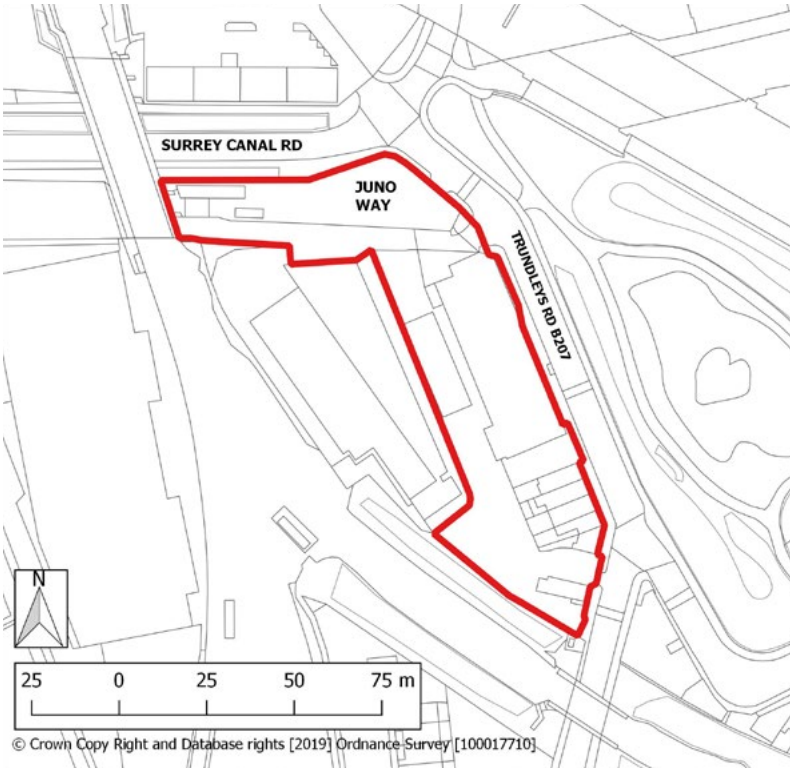
- Development must be consistent with the planning consent.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- New and improved public realm, including safe and legible east-west pedestrian routes and connections through the railway arches from Folkestone 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.

15.48 **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. Build-ing heights should drop down along Grinstead Road adjacent to the park, ensuring ade-quate 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.
- Work in partnership with Network Rail to utilise the railway arches, create active frontages whilst retaining a six metre clear zone.

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



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	**Site size (ha)** 0.55	**Setting** Urban	**PTAL** 2015: 1a-2, 2021: 1a-2 2031: 1a-2	**Ownership** Private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 189		**Non-residential floorspace**		

Site allocation

15.49 Comprehensive employment-led redevelopment. Co-location of compatible commercial, residential and complementary main town centre uses.

Opportunities

15.50 The site is situated at the eastern edge of the Surrey Canal Road 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.

15.51 **Development requirements**

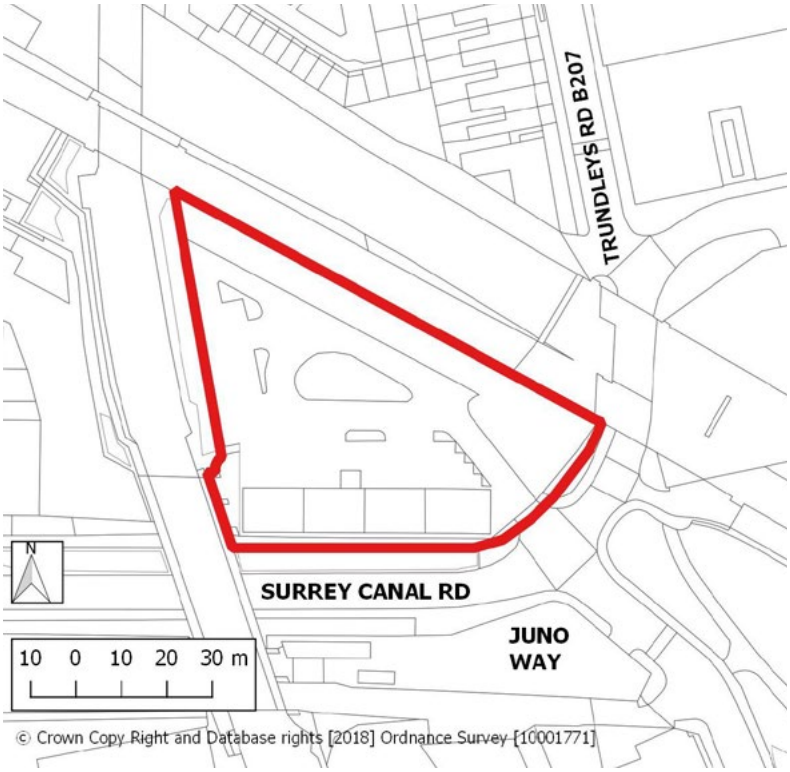
- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- New and replacement employment floorspace should be commensurate with the broad industrial-type activities for SIL, with priority given to Class B1 uses.
- 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.

15.52 **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.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.

7 Strategic Industrial Land (SIL) at Apollo Business Centre



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	**Site size (ha)** 0.42	**Setting** Urban	**PTAL** 2015: 0-2 2021: 0-2 2031: 0-2	**Ownership** Mixed, public and private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, within 30m of electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 59		**Non-residential floorspace**		

Site allocation

15.53 Comprehensive employment-led redevelopment. Co-location of compatible commercial, and residential and complementary main town centre uses.

Opportunities

15.54 The site is situated within the Surrey Canal Road Strategic Industrial Location. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier along the north and western edges. It is currently occupied by a business centre. There are opportunities to intensify and modernise the employment provision, and through co-location of commercial and residential uses, create a high quality urban environment that is more compatible with the nearby Folkestone Gardens.

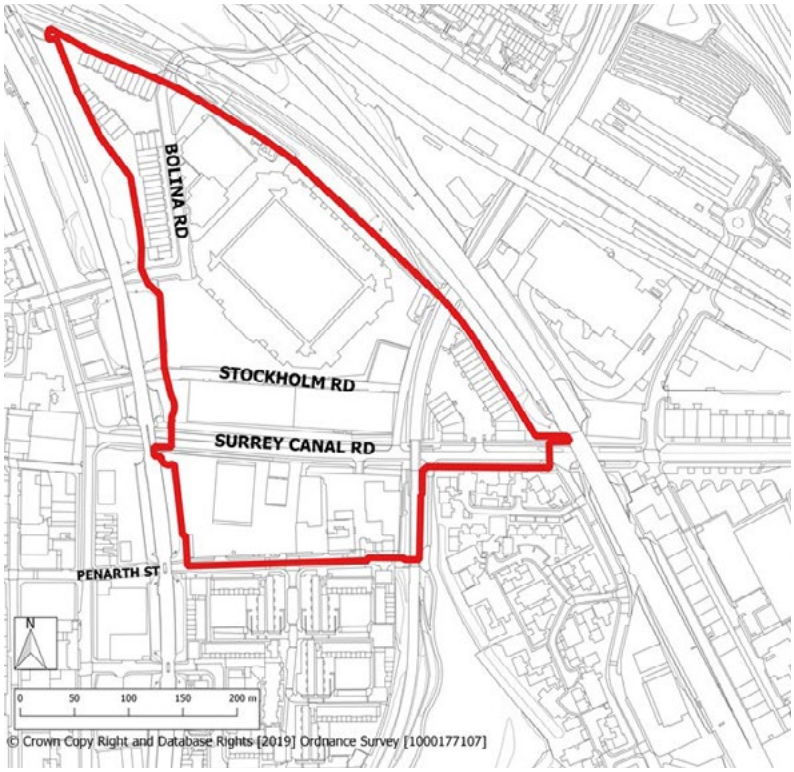
15.55 **Development requirements**

- 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 not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- 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.

15.56 **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.

8 Surrey Canal Triangle Mixed-use Employment Location



SITE ADDRESS	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14				
SITE DETAILS	**Site size (ha)** 10.59	**Setting** Urban	**PTAL** 2015: 0-1b, 2021: 0-1b 2031: 0-1b	**Ownership** Private	**Current use** Football Stadium, Industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, South-east London Green Chain Area, Public Open Space, adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable.				
PLANNING STATUS	Full Application DC/11/076357 granted in March 2012				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 3,504		**Non-residential floorspace**		

Existing planning consent

15.57 DC/11/076357 Outline permission for revisions for the comprehensive, phased mixed use development for up to 240,000m2 consisting of:

- Class A1/A2 (Retail) up to 3,000 m2
- Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 m2
- Class A5 (Hot Food Takeaways) up to 300 m2
- Class B1 (Business) between 10,000 m215,000 m2
- Class C1 (Hotels) up to 10,000 m2
- Class C3 (Residential) between 150,000 sq m 200,000 m2 (up to 2,400 homes of differ-ent sizes and types); 2,394 in line with recent pre-app discussions
- Class D1 (Community) between 400 m2 and 10,000 m2
- Class D2 (Leisure and Entertainment) between 4,120 m2 and 15,800 m2
- Ground persons store up to 140 m2
- Demolition of all existing buildings with the exception of Millwall DC Stadium, Guild House and Rollins House
- Alterations to Surrey Canal Road and realignment of Bolina Road, new streets and pedestrian/cycle paths
- Hard and soft landscaping and publically accessible open space
- District heating centre and ENVAC waste handling system.

15.58 DC/13/85143: minor material amendment.

Site allocation

15.59 Comprehensive mixed-use redevelopment with compatible residential, commercial, community and main town centre uses, along with the retention or redevelopment of the football stadium. Provision of new and improved transport infrastructure, including a new rail station serving the East London line (Overground). Reconfiguration of buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm and environmental enhancements, including new public open space.

Opportunities

15.60 Surrey Canal Triangle is a large brownfield site, covering an area of more than 10 hectares, located in the north west of the Borough. The site is bounded by railway lines and bisected by Surrey Canal Road, with the Millwall Football Club stadium occupying a prominent position within it. Comprehensive redevelopment of the site is integral to supporting regeneration in the area, with the creation of a new high quality mixed-use quarter and leisure destination that will help to secure a viable future for Millwall FC within the Borough. There is significant scope for transformational public realm and environmental enhancements to address existing issues of severance, and which are necessary to re-connect and better integrate the site with its surrounding neighbourhoods and communities, as well as the area's wider network of open spaces.

15.61 **Development requirements**

- Development must be delivered through a site-wide masterplan, in accordance with the Surrey Canal Triangle Design Framework SPD.
- Create a new, high quality leisure destination, capitalising on the opportunities presented by Millwall FC Stadium, allowing for the long term future of the football club.
- 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).
- 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.
- Provision for the new transport infrastructure including the new railway station at Surrey Canal Road (part 2 of the East London Line Extension) and it's 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.
- Enhancements to Bridge House Meadows.
- Maximise opportunities for decentralised energy network development associated with South East London Combined Heat and Power Station (SELCHP).

15.62 **Development guidelines**

- New business space that is appropriate to the site and surrounding context. Retail uses should serve local needs and not adversely im-pact 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 mini-mal 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 pro-vide 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.
- Development should seek to capitalise on the proximity to SELCHP as a means of establishing a district wide systems for green and renewable energy.

9 Former Hatcham Works, New Cross Road

SITE ADDRESS	New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ				
SITE DETAILS	**Site size (ha)** 3.67	**Setting** Urban	**PTAL** 2015: 5-6b 2021: 5-6b 2031: 5-6b	**Ownership** Private	**Current use** Retail, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable.				
PLANNING STATUS	None (Application withdrawn)				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 1,000		**Non-residential floorspace**		

Site allocation

15.63 New and improved transport infrastructure, including land and facilities required to accommodate the Bakerloo line extension. Comprehensive mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

15.64 This site is used as a retail park that encompasses Sainsbury's retail store and three other small format stores. 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 vehicular traffic through the area having a detrimental effect on the pedestrian and cycle environment. Redevelopment provides the opportunity to intensify uses and regenerate the area, to 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.

15.65 **Development requirements**

- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension. This includes creation of a new Bakerloo Line station which should integrate with the existing station entrance, in consultation with Transport for London and Network Rail.
- All proposals (except if the site were proposed as a Bakerloo Line construction site) will be expected to be delivered through a masterplan which also considers the site's wider context to ensure layout of routes and connections across the site, coordination in the location of uses, buildings and affordable housing and the provision of bus routes and station enhancements.
- 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.
- Improve accessibility and routes which must include a north-south route and east-west route across the Hatcham Works site which gives priority to pedestrians, cyclists.

15.66 **Development guidelines**

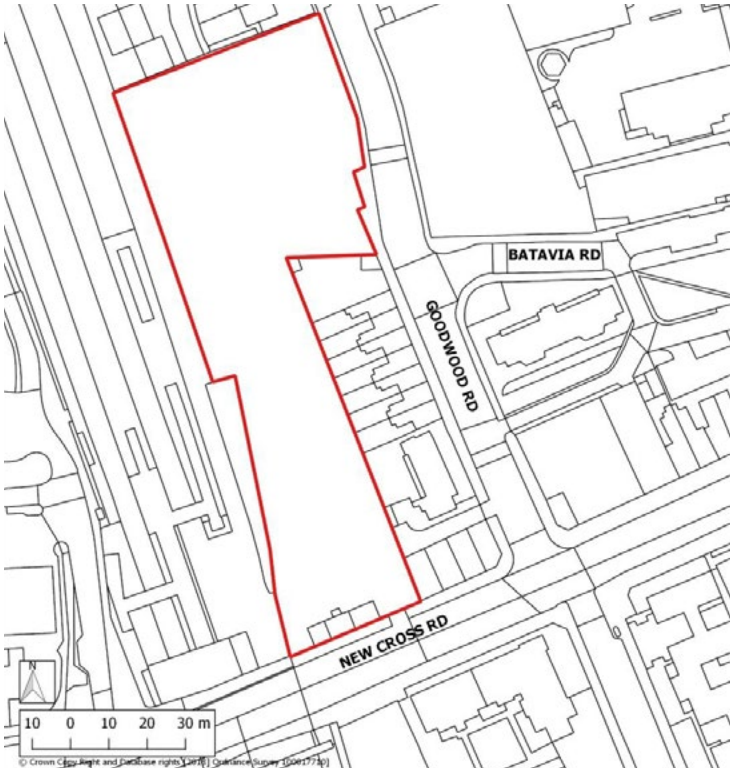
- Development should create a place that is integrated into the existing fabric of New Cross, provides improved permeability through the site and is connected by safe and pleasant streets lined by active frontages. Access into the site should be fronted on both sides by active ground floor uses.
- An east west walking and cycling route should provide a parallel pedestrian network linking Hatcham Road to Batavia Road, providing a depth and resilience to the high street on which ctive uses can be located. There is an aspiration to connect this site with the Goodwood Road site via a bridge link so any scheme should provide space/means for one end of a bridge to connect into the site.
- 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 close to 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.
- Given the low-rise nature of the prevailing, historic context any as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.

- The layout of the site should incorporate sufficient space to accommodate interchange between buses, tube, rail, cyclists and pedestrians.
- Development should comply with TfL and Network Rail'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.

10 Goodwood Road and New Cross Road



SITE ADDRESS	Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL				
SITE DETAILS	**Site size (ha)** 0.62	**Setting** Urban	**PTAL** 2015: 6b 2021: 6b 2031: 6b	**Ownership** Private	**Current use** Retail, Industrial, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 200		**Non-residential floorspace**		

Existing planning consent

15.67 DC/11/77418 and 19 was approved in 2012 has been implemented but has not yet been built for a mixed use redevelopment to provide three blocks of 3 – 8 storeys comprising 148 residential units and 200m2 of retail floorspace (A1-A5) together with car and bicycle parking, public and private amenity space, public realm and new pedestrian and servicing access onto Auburn Close and Goodwood Road.

Site allocation

15.68 Mixed-use redevelopment comprising compatible residential and main town centre uses.

Opportunities

15.69 This site is vacant except for three units fronting New Cross Road. 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 better 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.

15.70 **Development requirements**

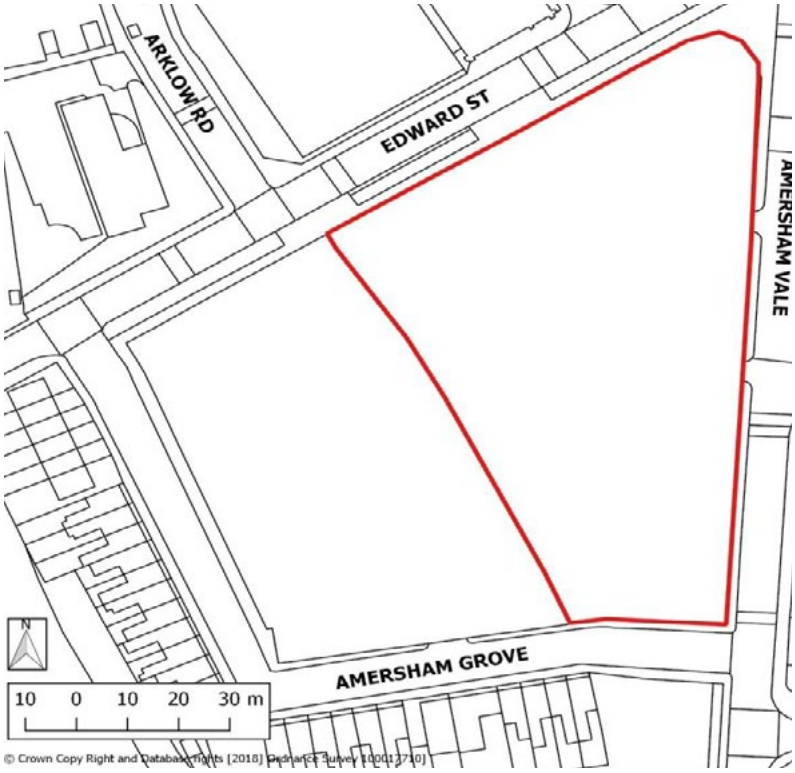
- Create a place with a rich mix of uses and enable a continuation of the high street frontage to extend New Cross to the west. Provide active, positive frontages along New Cross Road, creating a vibrant and a high quality focal point near to the station entrance.
- Provide public realm and amenity space improvements.
- Improve pedestrian and cycle access through the site from Goodwood Road. There is an aspiration to connect this site with the Hatcham Works site via a bridge link so any scheme should provide space/means for one end of a bridge to connect into the site.
- Provide active frontages along New Cross Road and Goodwood Street.

15.71 **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.
- An east west link must be provided within the site to provide a parallel pedestrian network linking Hatcham Park Road to Batavia Road, providing a depth and resilience to the high street on which active 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 im-pact 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.
  - Given the low rise nature of the prevailing, historic context any tall buildings as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
- 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.

11 Former Deptford Green School (Upper School Site)



SITE ADDRESS	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ				
SITE DETAILS	**Site size (ha)** 0.68	**Setting** Urban	**PTAL** 2015: 5 2021: 5 2031: 5	**Ownership** Public	**Current use** Former school
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/15/095027 granted in July 2018				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 120		**Non-residential floorspace**		

Existing planning consent

15.72 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

15.73 Redevelopment for residential uses.

Opportunities

15.74 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.

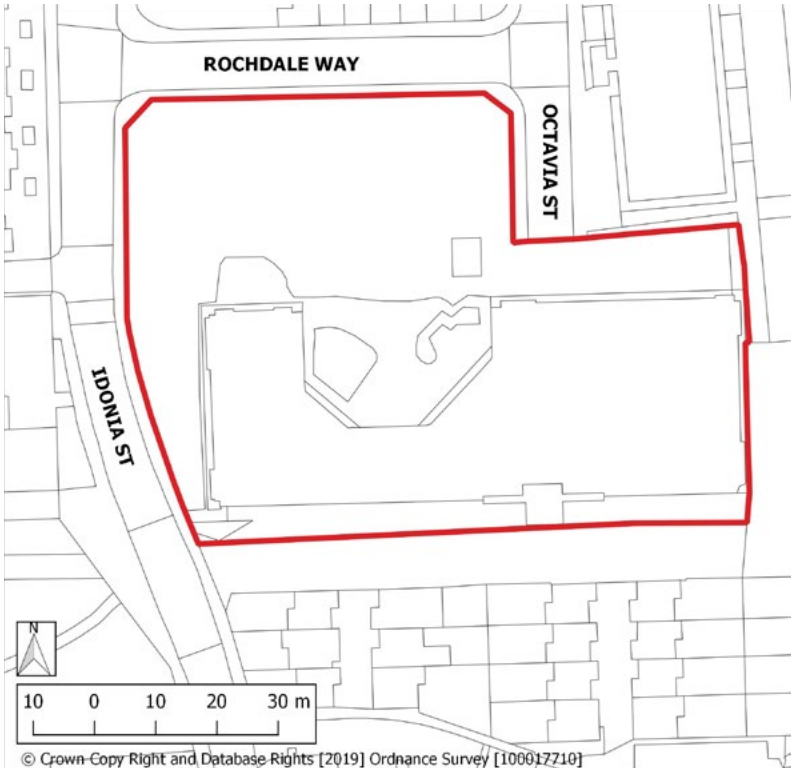
15.75 **Development requirements**

- 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.

15.76 **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.

12 Albany Theatre



SITE ADDRESS	Douglas Way, London, SE8 4AG				
SITE DETAILS	**Site size (ha)** 0.61	**Setting** Central	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Private	**Current use** Theatre
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Night-time Economy Hub, Cultural Quarter .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 102		**Non-residential floorspace**		

Site allocation

15.77 Mixed-use redevelopment with main town centre and residential uses, including retention and enhancement of the Albany Theatre. Public realm enhancements, including public open space.

Opportunities

15.78 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.

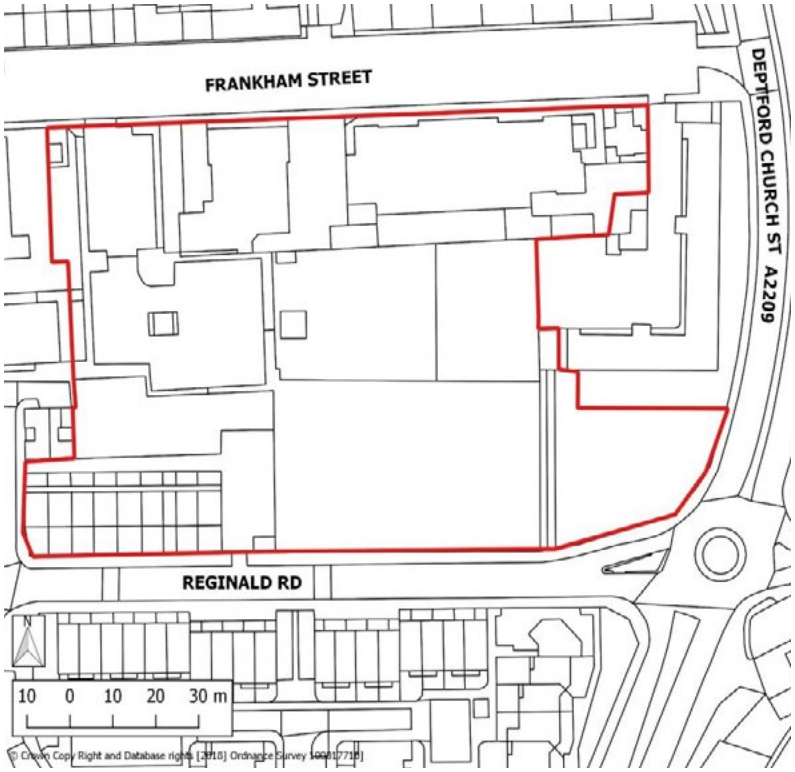
15.79 **Development requirements**

- 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 with the site.
- Provide active frontages along Douglas Way to help create natural surveillance whilst retaining the street market along Douglas Way.

15.80 **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' successfullyDevelopment 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.

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



SITE ADDRESS	Land North of England Road and South of Frankham Street, London, SE8 4RL				
SITE DETAILS	**Site size (ha)** 1.26	**Setting** Urban	**PTAL** 2015: 5 2021: 6a 2031: 6a	**Ownership** Public	**Current use** Former school, Caretakers house
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area , Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2.				
PLANNING STATUS	Full application DC/16/095039 granted in July 2018				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 209		**Non-residential floorspace**		

Existing planning consent

15.81 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

15.82 Redevelopment for residential uses.

Opportunities

15.83 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.

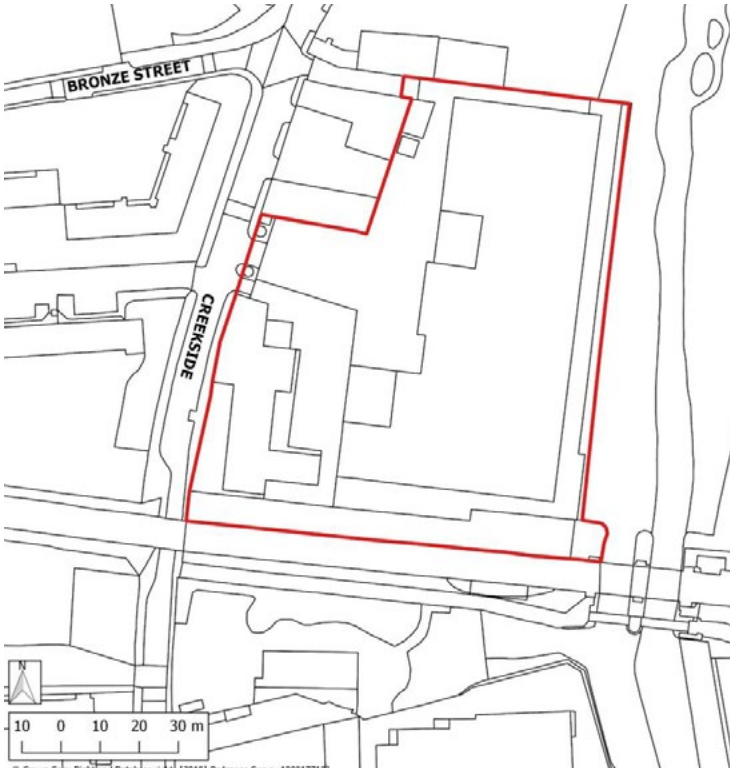
15.84 **Development requirements**

- 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.

15.85 **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.

14 Sun Wharf Mixed-use Employment Location



SITE ADDRESS	Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ				
SITE DETAILS	**Site size (ha)** 1.00	**Setting** Urban	**PTAL** 2015: 0-3 2021: 0-3 2031: 0-3	**Ownership** Private	**Current use** Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Application submitted				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 233		**Non-residential floorspace** Employment: 4,078 m^2		

Site allocation

15.86 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

15.87 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 Cultural Quarter as a creative hub and taking advantage of 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.

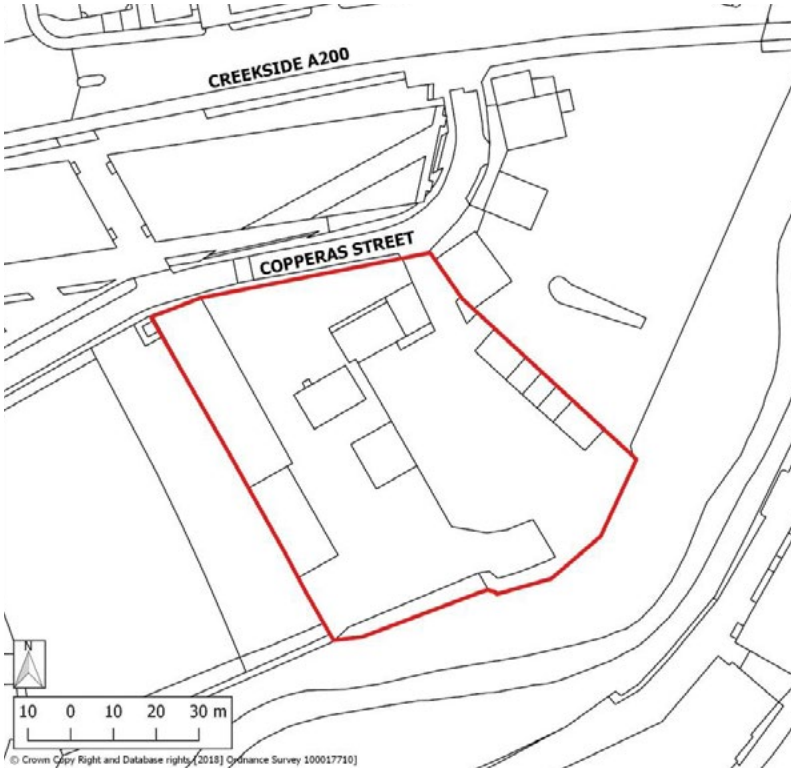
15.88 **Development requirements**

- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provide compatible mix of uses, ensuring coordination in the location of commercial and other 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.

15.89 **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.

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



SITE ADDRESS	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford				
SITE DETAILS	**Site size (ha)** 0.61	**Setting** Urban	**PTAL** 2015: 0-2 2021: 0-2 2031: 0-2	**Ownership** Mixed, public and private	**Current use** Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 394		**Non-residential floorspace**		

Site allocation

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

Opportunities

15.91 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 Cultural Quarter as a 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.

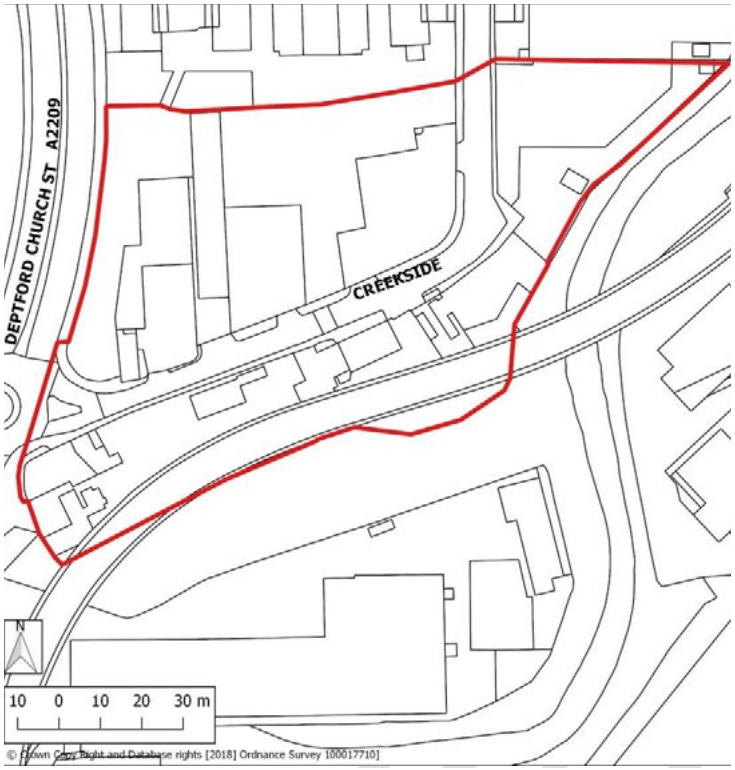
15.92 **Development requirements**

- 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.

15.93 **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.

16 Lower Creekside Locally Significant Industrial Site



SITE ADDRESS	Creekside, London, SE8 4SA				
SITE DETAILS	**Site size (ha)** 1.10	**Setting** Central	**PTAL** 2015: 0-6a 2021: 0-6a 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 CONSIDERATIONS	Opportunity Area, Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area , Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 255		**Non-residential floorspace**		

Site allocation

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

Opportunities

15.95 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 Cultural Quarter as a 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 relationship with the Faircharm redevelopment to the north and the Trinity Laban Centre to the north-west.

15.96 **Development requirements**

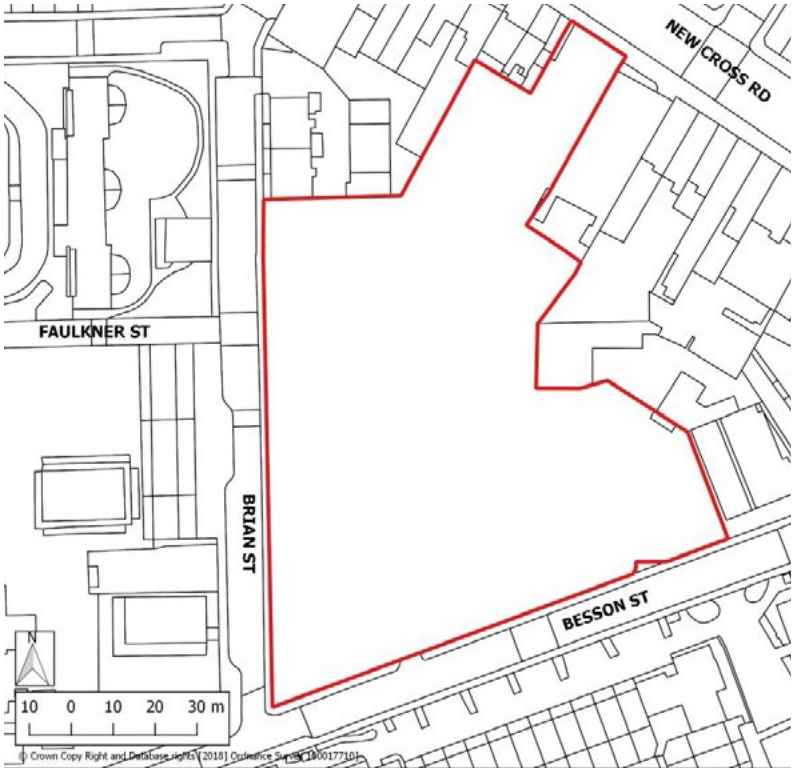
- All proposals must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Development must improve access and permeability 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.

15.97 **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 it's 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.

17 New Cross Gate NDC scheme, Besson Street



SITE ADDRESS	Land on the rear of Besson Street, London, SE14 5AE				
SITE DETAILS	**Site size (ha)** 1.01	**Setting** Urban	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Public	**Current use** Vacant land
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 3a.				
PLANNING STATUS	None., consent lapsed				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 178		**Non-residential floorspace**		

Previous planning consent

15.98 DC/08/068448 was approved in 2009 but has since lapsed for 173 residential units, 2,020m2 of D1 (including library, doctor's surgery, community uses), 815m2 of D2 gym, 361m2 of retail A1, A2, A3, A4 and 193m2 A3 and a public square.

Site allocation

15.99 Mixed use redevelopment with residential, main town centre and community uses.

Opportunities

15.100 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 cat-alyst to regenerate the area by providing a range of new uses including residential and com-munity 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.

15.101 **Development requirements**

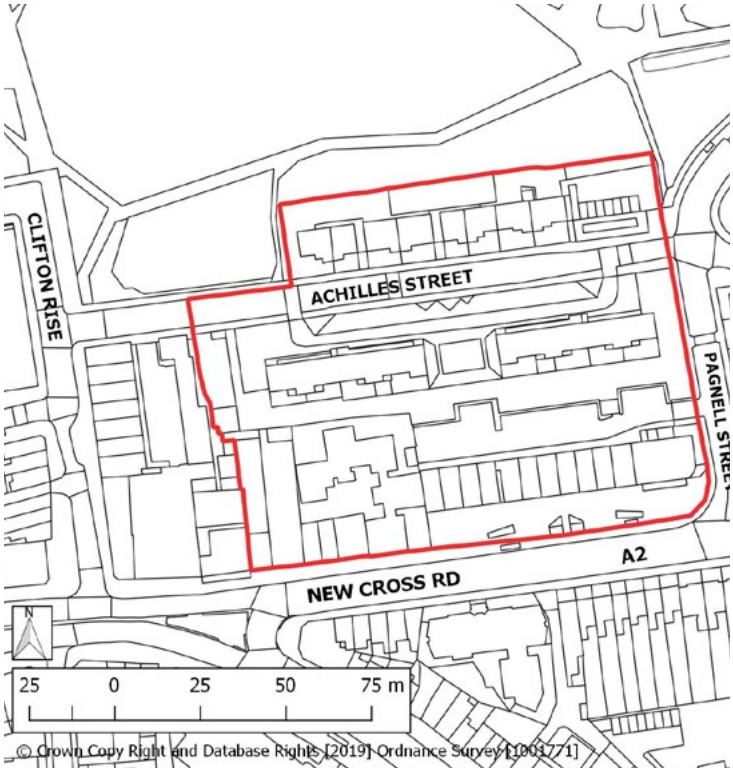
- Provide for an appropriate and tailored mix of uses to provide an integrated social, health, leisure facility, with new community facilities that create a focal point for the neighbourhood, provide activity throughout the day and encourage interaction, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- 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.

15.102 **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.
- 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 reams, 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.
- Development will need to be designed to ensure the protection of amenity of the Music Room, having regard to the Agent of Change principle.

18 Achilles Street



SITE ADDRESS	New Cross Road, SE14 6AT				
SITE DETAILS	**Site size (ha)** 1.40	**Setting** Urban	**PTAL** 2015: 6a 2021: 6a 2031: 6a	**Ownership** Public	**Current use** Residential, Main town centre uses
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity area, Archaeological Priority Area , adjacent to Conservation Area, adjacent to Listed Building, adjacent to Public Open Space, Air Quality Management Area , Air Quality Focus Area , Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone** , Cultural Quarter.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 497		**Non-residential floorspace**		

Site allocation

15.103 Regeneration of existing housing estate. Comprehensive redevelopment with residential, community and main town centre uses. Public realm and environmental enhancements, including improved pedestrian and cycle routes and new public open space.

Opportunities

15.104 The Achilles Street Estate is located to the north of New Cross Road and adjacent to Ford-ham Park. Following a resident's ballot supporting the estate's regeneration, there is an op-portunity to create a new high quality housing development, with re-provision of existing af-fordable housing and additional units, which better interfaces with Fordham Park and maxim-ises the amenity value provided by it.

15.105 **Development requirements**

- No net loss of affordable housing, including appropriate re-provision of existing housing on the estate, in line with Policy HO4 (Housing estate maintenance, renewal and regeneration).
- Estate regeneration, including the design of development proposals, must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration.
- Development should be designed to positively respond to the character and amenity value of Fordham Park
- Main town centre uses must be located along New Cross Road, with positive frontages to the street and active ground floor frontages,
- Positive frontages along Achilles Street and Fordham Park, with a high quality interface and improved connections to Fordham Park.

15.106 **Development guidelines**

- Buildings and heights should respect the scale and grain of the High Street, and allow for an increase on the existing number of shop units on the ground floor.
- Spaces between buildings facing Fordham Park should be designed as public spaces
- Development must be designed to protect the amenity of The Venue, having regard to the Agent of Change principle
- Development should be designed to improve access and permeability within and through the site, with particular consideration to routes to Fordham Park, as well as Lewisham Route 1.
- Careful consideration will need to be given to the appropriate level of car parking provi-sion to accommodate residents and businesses, taking into account the high Public Transport Accessibility Levels.

16 LEWISHAM'S EAST AREA

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Context and character

16.1 Lewisham's East Area comprises the neighbourhoods of Blackheath, Lee and Grove Park. It is made up of historic villages that formed along the route to Greenwich, which expanded dramatically with the arrival of the railways. Burnt Ash Hill is an important historic north-south route that connects from Blackheath to Lee. The area forms the eastern edge of the Borough and this is reinforced by the continuous stretch of green and open spaces that run from the riverside and Blackheath in the area's north to Elmstead Wood in the south. This network of green infrastructure, including the Green Chain Walk connecting green spaces, is one of the area's defining features.

16.2 The East Area has a predominantly suburban character. This is reflected by the built form and layout of the Victorian terraces, the formal historic village of Blackheath, Georgian and Regency villas, as well as 20th century housing, interwar homes and council estates. Residential developments typically feature wide plots, large gardens and generous street sections. The area's neighbourhoods are therefore some of the lowest density in the Borough.

16.3 The East Area contains the district centres of Blackheath and Lee Green. Blackheath is a significant historic area whose character centres on its heritage assets and strong village identity, along with the open expanses of the heath. Blackheath town centre serves a generally local function although its rich character and village qualities make it a visitor destination, with an active evening economy. Lee Green is one of the Borough's smallest district centres a serves its local catchment with a mix of shops and services. It includes several large format retail units and the Leegate Shopping Centre, the latter of which was built in the 1960s and following a planning application, a resolution is in place for its redevelopment. The centre suffers from areas of poorer quality public realm, with two busy roads forming a junction that dominates the centre of the high street, and is not performing as well as others in the Borough.

16.4 Grove Park is located to the very south of the Borough and is somewhat disconnected from its surrounding areas. This is owing to railway lines to the northeast and southwest that create physical barriers and contribute to severance, along with the South Circular. Baring Road is a key route within the neighbourhood, as well as the historic corridor of Burt Ash Road, although these routes are dominated by vehicular traffic and have a generally poorer public realm, limiting opportunities for pedestrian and cycle movement. Grove Park station and the local centre comprise a gateway and focal point in the neighbourhood.

16.5 The Quaggy River, the upper reaches of which are known as Kyd Brook, passes through parts of Lewisham's East Area at Chinbrook Meadows in Grove Park and Lee Green. At Chinbrook Meadows, the river channel has been naturalised with river banks reintroduced to encourage wildlife. Much of the subsequent length of the river to the boundary with the London Borough of Bromley is within concrete channels, or has been culverted.

Vision

16.6 By 2040 the East Area will continue to feel like a series of distinct villages within a linked network of green space extending from Grove Park to Greenwich. The character of Blackheath as both an open space and historic village will be preserved and enhanced, so that it continues to be one of the borough's most iconic places, strengthening its role as a unique destination within London and the southeast. The district centre of Blackheath will be enhanced to ensure that the historic centre is resilient to the intensity of use it attracts from the large number of visitors and tourists, with reduced street clutter and improved public realm. Blackheath will continue to be protected and enhanced as one of the boroughs most important open spaces. Improvements to sustainable forms of transport will make public transport, walking, and cycling a more attractive option, reducing the impact of traffic on the historic centre and improving air quality and reducing noise.

16.7 New development in Lee will make more efficient use of strategic sites including the Leegate Centre, Sainsburys site, and various garage sites across the area, as well as providing new homes and supporting the provision of civic infrastructure for residents. Lee Green will support a more intense form of development, with proposals that seek to re-examine the character of the area. The area around Lee station will see development that seeks to reinforce the existing character through sensitive small scale and infill development.

16.8 Environmental improvements to the crossroads of the A20 and Burnt Ash Road, combined with public realm improvements elsewhere including street planting will re-balance the area towards pedestrians, changing perceptions so that Lee Green is seen as a meeting point, reducing the dominance of cars and traffic and making the town centre more pedestrian friendly. The conservation area will be protected and enhanced through smaller scale sensitive infill development, with additional tree planting on roads and public spaces.

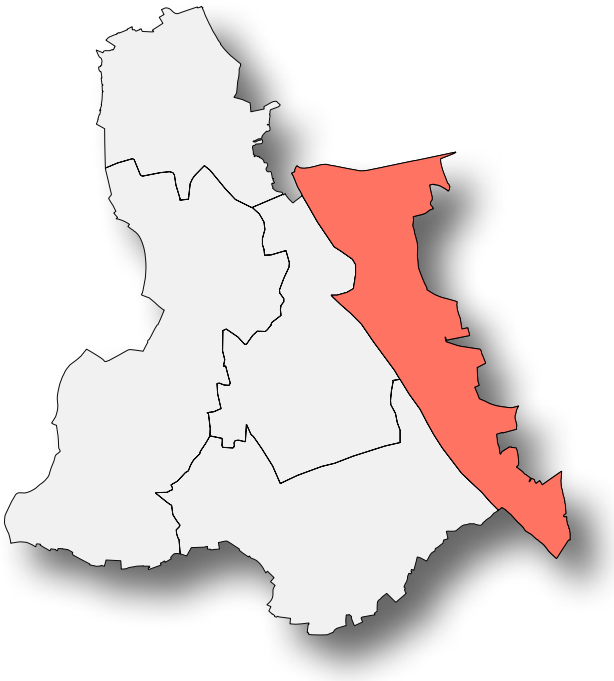


Figure 16.1: Eastern sub area

Eliot Place, Blackheath

16.9 The South Circular will benefit from environmental improvements that will re-purpose the road to become a pedestrian-friendly green boulevard, unlocking new development along the road. Key corridors for intensification including Lee High Road and Baring Road will accommodate new development, which will provide for a mix of uses, including new homes and mixed-use developments at an urban scale. The public realm along these key corridors will be improved, providing better access for pedestrians and cyclists.

16.10 The character of Grove Park will be re-examined and new development will lead to the intensification of residential and mixed-use sites at an appropriate scale within the town centre and in the vicinity of the train station. New access points across the railway lines will improve permeability and access to parks and open spaces, with new tree planting on key streets around the train station and bus garage. As an important historic asset the character and setting of the Chinbrook Estate will be protected and enhanced.

16.11 The Quaggy River will be re-naturalised and will become more accessible, allowing more people to enjoy this historic and valuable linear open space. A network of parks and open spaces will be developed, with improved pedestrian and cycle accessibility.

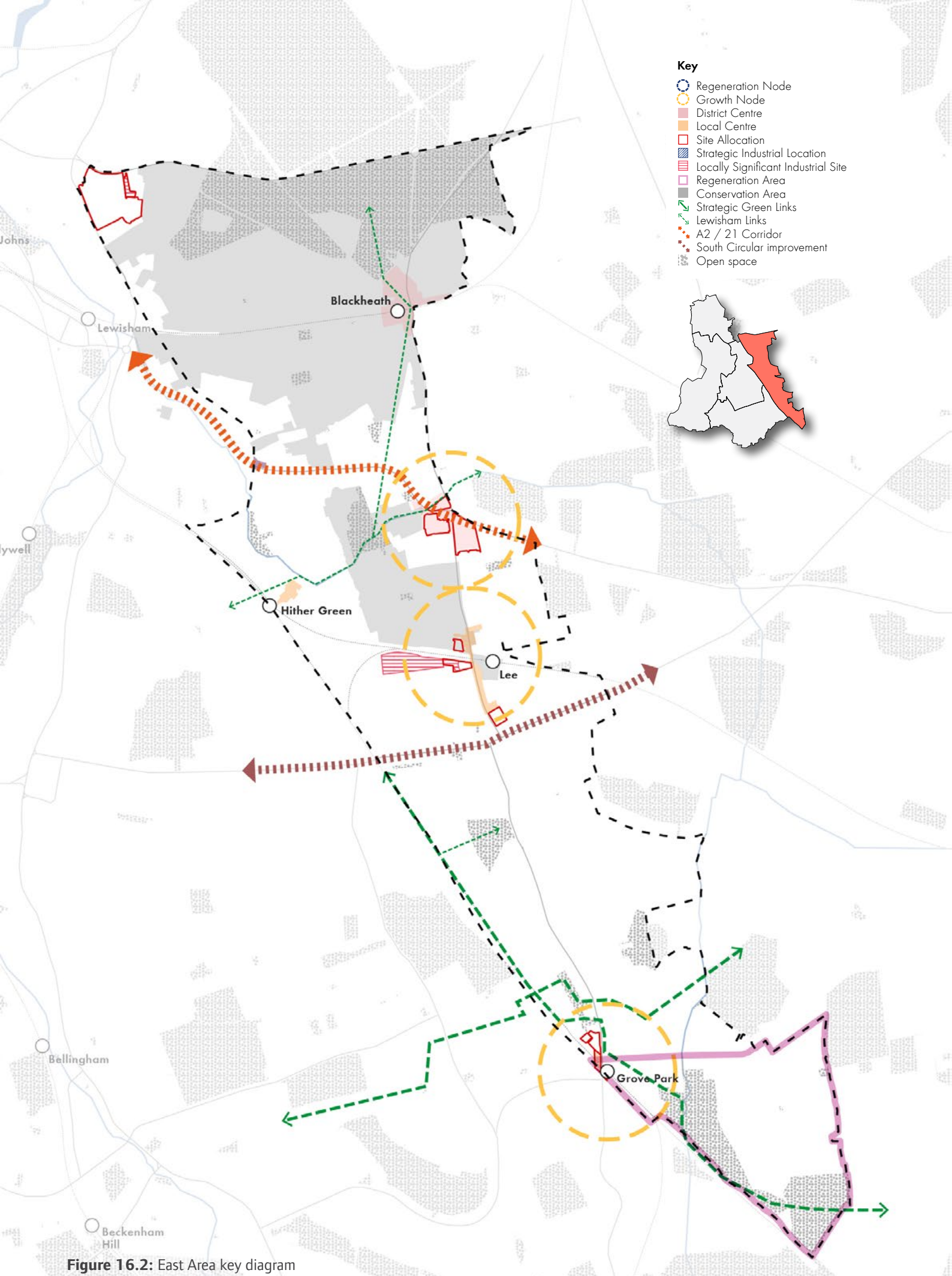


Figure 16.2: East Area key diagram

LEA1 **East Area place principles**

A Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and strategic sites. This will require that investment is appropriately coordinated within Lewisham's East Area and that:

a. The comprehensive redevelopment of strategic sites, and the renewal of other sites, within and around Lee Green district town centre is facilitated to secure the centre's long-term vitality and viability and to enhance its role as key focal point for community activity, in line with Policy LEA2 (Lee Green district centre and surrounds);
b. The renewal of sites at Grove Park and Staplehurst Road local centres and their surrounds, including the station approaches, is facilitated to support the long-term vitality and viability of the centres;
c. Burnt Ash local centre plays a more prominent role in supporting the local area with provision of modern workspace, services and community facilities;
d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Blackheath Hill and Manor Lane; and
e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on LSIS, along with improving the environmental quality of employment locations.

B Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its 'Outstanding Universal Value', as well as its setting and the views to and from it, in line with Policy HE2 (Designated heritage assets).

C Development proposals should positively respond to the historic and village character of Blackheath district centre and its wider setting, as well the architectural qualities of buildings that contribute to its local distinctiveness. A wide range of commercial, cultural and community uses will be supported within the centre in order to secure its long-term vitality and viability. A carefully managed approach to new development will be taken to maintain the centre's village character and reinforce its role in supporting the visitor and night-time economy, whilst ensuring the locality benefits from a high standard of amenity.

D The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into well-functioning and healthy streets that support a well-connected network of neighbourhoods and places will be facilitated, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Development proposals should seek to enhance the pedestrian and cycle environment through the provision of public realm improvements and positive frontages along the roads including, where appropriate, the infilling of vacant and underused sites. Proposals that are designed to improve safe movement along and across the South Circular and Lee High Road will be strongly supported.

E The intensification of sites within the Lee Green district centre and those fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park station and Heather Road/Bramdean Crescent), and along the South Circular will be supported.

F Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the South Circular (A205) and rail lines, particularly within the northeast and southwest parts of the East Area, and well as those that establish the boundary with Lewisham's Central and South Areas.

G Burnt Ash will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Lee station. To help secure the long-term viability of the local centre, development proposals should:

a. Enhance the character and accessibility to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of pedestrian and cycle routes; and
b. Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial and other uses.

H The sensitive intensification of established residential neighbourhoods will be supported where new development positively responds to their distinctive local character, including the landscape setting. The council will prepare a Small Site Guidance Supplementary Planning Document, which development proposals should have regard to.

I Opportunities should be taken to direct new investment to the Grove Park neighbourhood to address the pockets of deprivation within it, having regard to Policy LEA3 (Area for Regeneration, Grove Park). New development proposals should positively respond to the character and design qualities of the Chinbrook Estate.

J The network of green infrastructure within the East Area and its surrounds, including outside of the Borough, contributes to the area's distinctive character and environmental qualities. Development proposals should contribute to protecting and enhancing this network of green infrastructure, including by integrating greening measures that establish new linkages and greater continuity between green and other open spaces, in line with Policy LEA4 (Linear network of green infrastructure).

K Development proposals should help to ensure the East Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LEA5 (East Lewisham Links).

L The River Quaggy is a defining feature of the East Area which development proposals should positively respond to. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront. This includes opportunities to deculvert and naturalise the River Quaggy near Lee High Road, as well as to deliver improved access and views to it, particularly around the town centre.

M The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer and positively engage with these documents, including:

a. Lewisham Characterisation Study (2019);
b. Small sites SPD (forthcoming); and
c. River Corridor Improvement Plan SPD (2015).

LEA2 **Lee Green district centre and surrounds**

A Development proposals should contribute to securing the long-term vitality and viability of Lee Green district town centre by enhancing the place qualities of the centre, as well as reinforcing its role as a key focal point for community activity in the East Area. Development proposals must contribute to a coordinated process of town centre renewal that positively responds to the area's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial and community role is maintained and enhanced.

B The comprehensive redevelopment of strategic sites within the town centre should provide a catalyst for its renewal. Development proposals on strategic sites will be expected to optimise the use of land, having regard to other Local Plan policies. Strategic sites should be delivered through the masterplan process, taking into account their relationship with adjoining and neighbouring sites, to ensure a coordinated approach to town centre renewal. This is particularly for development proposals at the Leegate Shopping Centre (site ref XX), Sainsbury's Lee Green (site ref XX) and the land at Lee High Road and Lee Road (site ref XX), which together form a central focus for renewal.

C Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of routes running through and connecting key commercial, leisure and cultural destinations, along with public open spaces. Particular consideration will need to be given to movements along and across the main junction, Lee High Road, Lee Road, Burnt Ash Road, Taunton Road, Leyland Road and Hedgley Street.

D Development proposals should positively respond to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.

E Positive frontages should be integrated within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.

F Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Quaggy and to improve public access to it.

LEA3 **Strategic Area for Regeneration, Grove Park**

A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of Lewisham's South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within the area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.

B Development proposals and stakeholders should seek opportunities to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, taking into account policies for the wider Strategic Area for Regeneration in the Borough's south, as set out in Policy LSA2 (Strategic Area for Regeneration).

LEA4 **Linear network of green infrastructure**

A The East Area contains a linear network of green infrastructure that will be protected and enhanced, in line with other Local Plan policies. Development proposals should positively respond to the linear network of green infrastructure as a vital environmental asset within the Borough and defining feature of the Blackheath, Lee and Grove Park neighbourhoods.

B Development proposals should maximise opportunities to reinforce and enhance the character, amenity and environmental value of the linear network of green infrastructure, including by:

a. Integrating greening measures to enhance existing green linkages, and create new linkages, between the different elements of green infrastructure within the area, particularly to support the achievement of a continuous linear and connected ecological network;
b. Seeking opportunities to restore or introduce habitats, particularly priority habitats, to support species and enhance the biodiversity value of the network;
c. Maintaining and enhancing the Green Chain walk as a key route for public access to and between spaces within the network;
d. Making provision for safe public access to and throughout the network, where appropriate, including by improving or introducing pedestrian and cycle routes, pathways and access points, such as gates; and
e. Ensuring that development is designed in a manner that is sensitive to character of the network and the landscape setting.

C The effective management of the linear network of green infrastructure, including initiatives that promote interpretation and appreciation of the network (including its local, historical and ecological significance), will be encouraged.

LEA5 **East Lewisham links**

A Development proposals will be expected facilitate the creation and enhancement of the East Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the East area.

B On sites located adjacent to an existing or proposed route of the East Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the East Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:

a. New or enhanced footpaths or cycleways;
b. Road realignment;
c. Street crossings or other safety measures;
d. Cycle parking;
e. External lighting;
f. Landscaping;
g. Tree planting or other green infrastructure;
h. Drinking water fountains;
i. Public conveniences:
j. Way-finding signage.

C To support the effective implementation of the East Lewisham Links, development proposals will be expected to have regard to the council's Parks and Open Spaces Strategy.

Lewisham's East Area

16.12 Lewisham's East Area is largely made of up the historic villages that formed along the route to Greenwich. These greatly influenced the area's development and the predominantly suburban character that persists today. The East Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. Yet generating investment to improve the quality of neighbourhoods and opportunities for local people remains a priority. This is particularly in the Borough's Area for Regeneration, which extends to parts of Grove Park, where interventions are required to address the causes of deprivation. The Local Plan sets out a strategy to help facilitate new investment within the East Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets. This includes Blackheath and the Maritime Greenwich World Heritage Site Buffer Zone.

16.13 Town and local centres present the main opportunities for accommodating growth and securing new investment. The East Area's strategic development sites are generally located within or around these centres. There is significant potential to reinforce the role of Lee Green District Centre through targeted renewal. It contains a number of sites, including the Leegate Shopping Centre, whose comprehensive redevelopment will significantly enhance the place qualities of the centre whilst delivering new housing, improved retail provision and community facilities. There are also a number of local centres that play a vital role as community hubs serving the area's neighbourhoods, and where new development can help to support their long-term vitality and viability. This includes Grove Park, Burnt Ash and Staplehurst Road. Blackheath Village is an important visitor destination whose strategic role as a Night Time Economy hub is supported through the plan.

16.14 To make the best use of land and maximise opportunities for new investment in the East Area, the Local Plan seeks to facilitate the intensification of its neighbourhoods. The development of small housing sites provides a key means to realise the sensitive intensification of established residential areas. The Lewisham Characterisation Study (2019) has informed this approach and is useful in indicating where there is such scope in the East Area. We will prepare a Supplementary Planning Document to identify opportunities and to help ensure that all such development positively responds to its local context. Intensification of employment land is also promoted, particularly to deliver new workspace and secure the long-term viability of employment sites. Site intensification will be delivered primarily through the co-location of employment and other compatible uses on LSIS at Blackheath Hill and Manor Lane.

16.15 The Local Plan seeks to deliver a well-integrated network of high quality pedestrian and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into Healthy Streets underpins

this approach. These are principal movement corridors within the East Area, and have potential for accommodating growth and improving connections between neighbourhoods and places.

16.16 The linear network of green infrastructure is a defining feature of the Blackheath, Lee and Grove Park neighbourhoods and contributes to the East Area's distinctiveness. The network includes an expansive series of open spaces and parks, nature conservation sites and the river corridor, along with pedestrian and cycle routes that are of strategic importance, including the Green Chain Walk. It is imperative that the environmental and place qualities of this network of green infrastructure are protected and enhanced. The Local Plan sets the strategic priorities for the network which community groups, including neighbourhood forums, are encouraged to support, whether through community projects or neighbourhood plans. The East Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it, particularly by walking and cycling.

Chinbrook Meadows, Grove Park

Baring Road, Grove Park

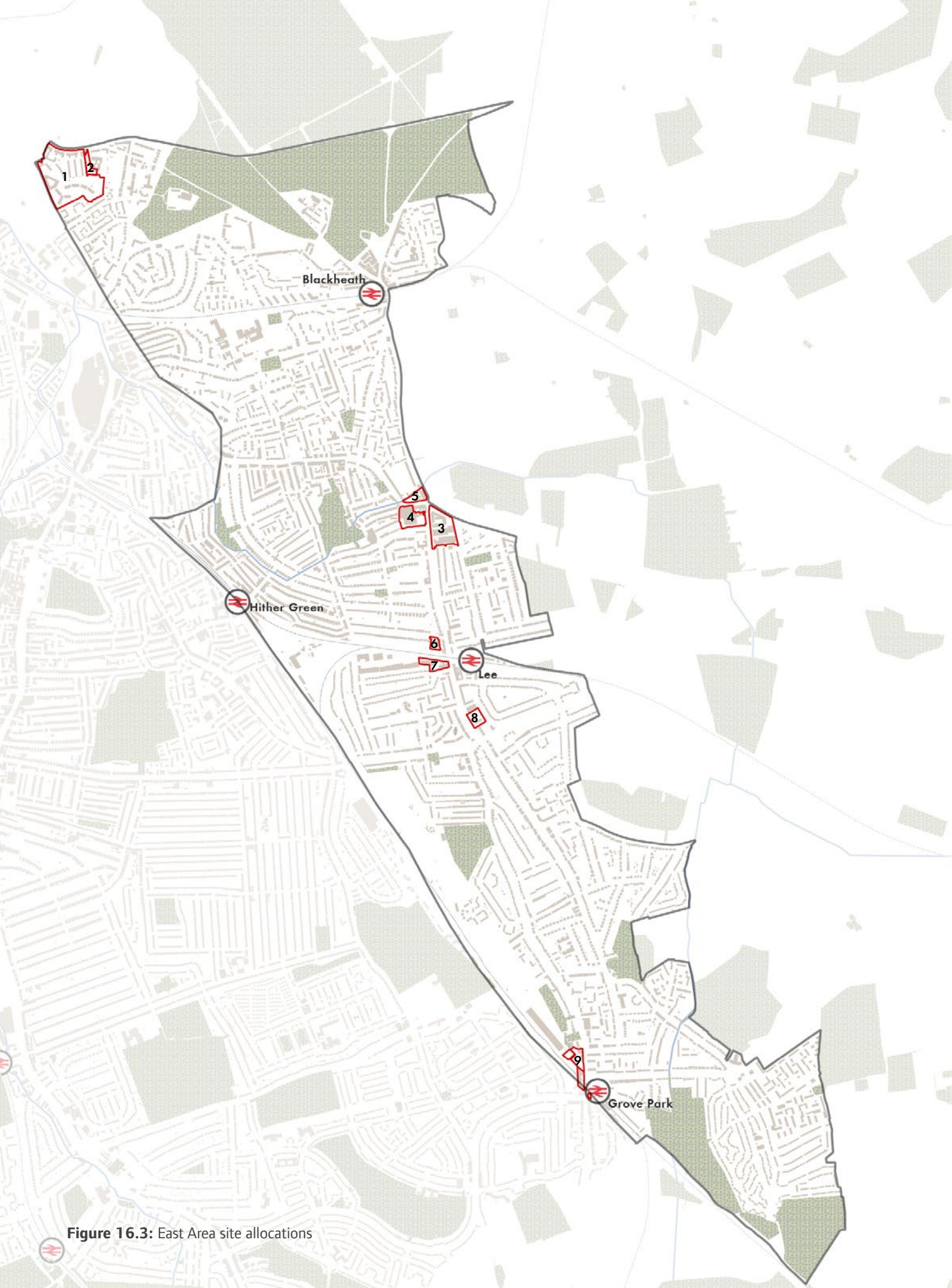


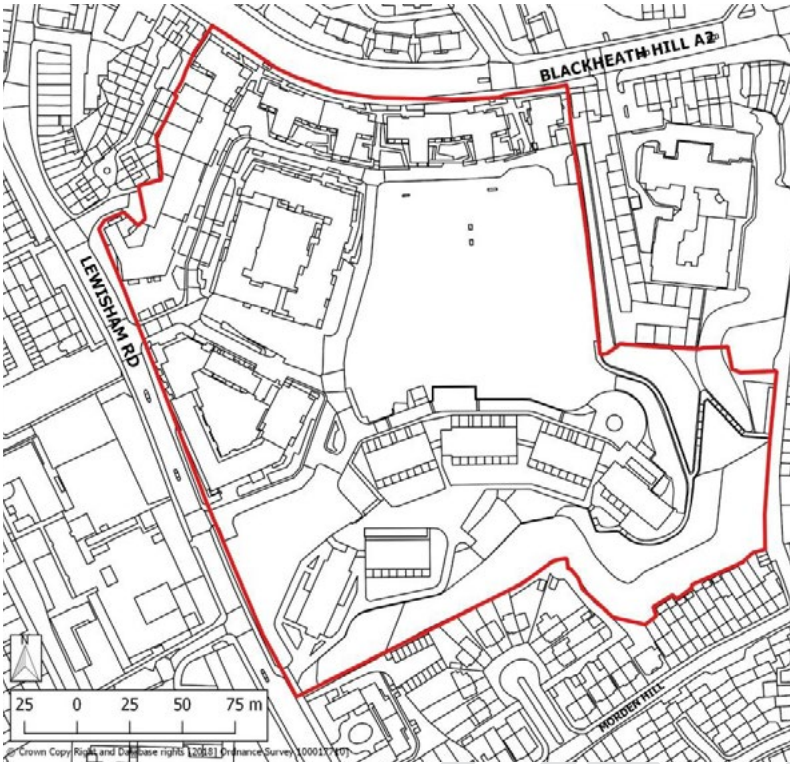
Figure 16.3: East Area site allocations

Site allocations

1 Heathside and Lethbridge Estate 595
2 Blackheath Hill Locally Significant Industrial Site 598
3 Leegate Shopping Centre 600
4 Sainsbury's Lee Green 603
5 Land at Lee High Road and Lee Road 606
6 Southbrook Mews 608
7 Travis Perkins and Citroen Garage 611
8 Mayfields Hostel, Burnt Ash Hill 614
9 Sainsbury Local and West of Grove Park Station 616

New development at Heathside and Lethbridge (BPTW)

1 Heathside and Lethbridge Estate



SITE ADDRESS	Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10				
SITE DETAILS	**Site size (ha)** 6.07	**Setting** Urban	**PTAL** 2015: 2-5 2021: 2-5 2031: 2-5	**Ownership** Public	**Current use** Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
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** Yes	**2025/26 – 2029/30** Yes	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 443		**Non-residential floorspace**		

Existing planning consent

16.17 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

16.18 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

16.19 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.

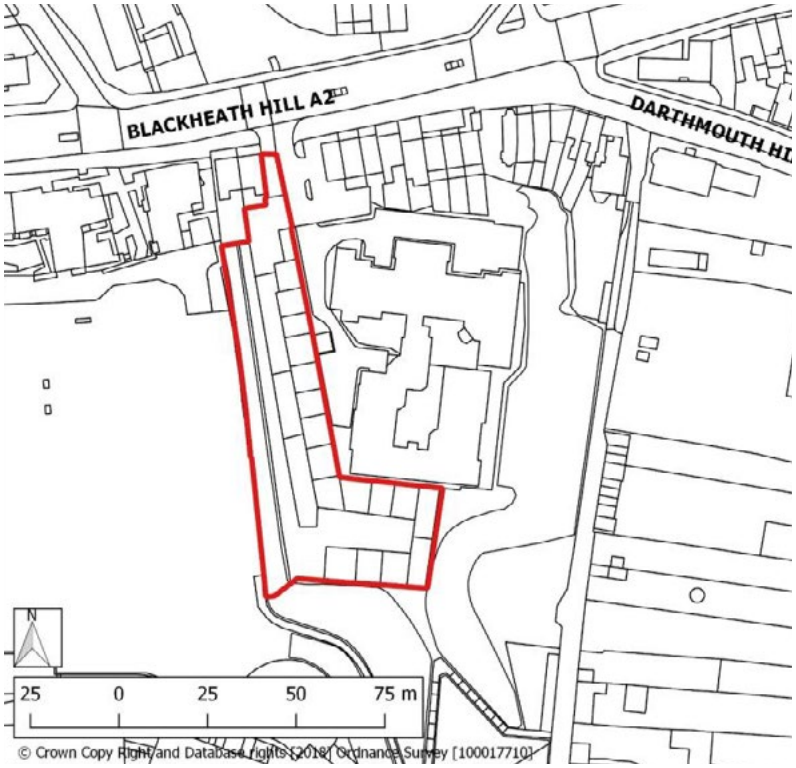
16.20 **Development requirements**

- 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.

16.21 **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.

2 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** 2015: 3 2021: 3 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 CONSIDERATIONS	Opportunity Area, Locally Significant Industrial Site, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35** Yes	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 30		**Non-residential floorspace**		

Site allocation

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

Opportunities

16.23 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.

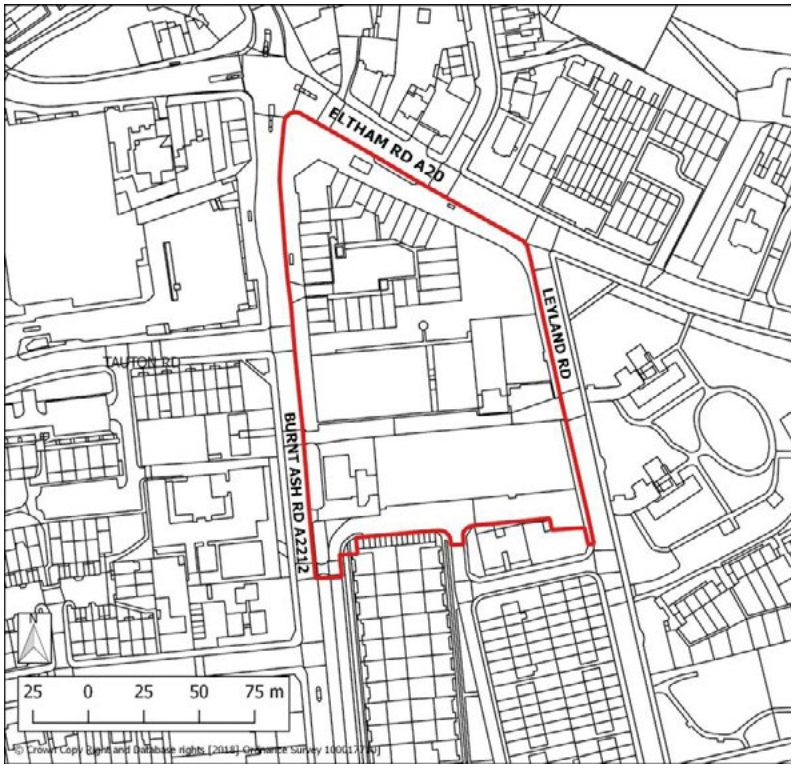
16.24 **Development requirements**

- 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 industrial 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.

16.25 **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.

3 Leegate Shopping Centre



SITE ADDRESS	Leegate Shopping Centre, London, SE12				
SITE DETAILS	**Site size (ha)** 1.90	**Setting** Urban	**PTAL** 2015: 3 2021: 3 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 CONSIDERATIONS	Adjacent to Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Flood Zone 3a.				
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 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 490		**Non-residential floorspace**		

Existing planning consent

16.26 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 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

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

Opportunities

16.28 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.

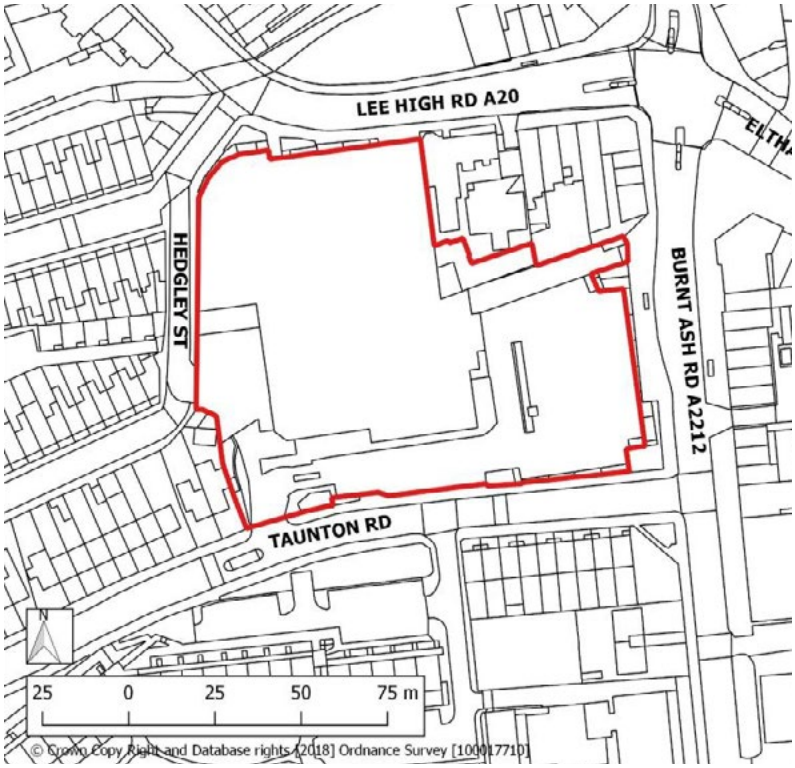
16.29 **Development requirements**

- 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.

16.30 **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.

4 Sainsbury's Lee Green



SITE ADDRESS	14 Burnt Ash Road, Lee, London, SE12 8PZ				
SITE DETAILS	**Site size (ha)** 1.05	**Setting** Urban	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Private	**Current use** Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, adjacent Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Flood Zones 1, 2, 3a, adjacent Listed Building 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 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 120		**Non-residential floorspace**		

Site allocation

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

Opportunities

16.32 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.

16.33 **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

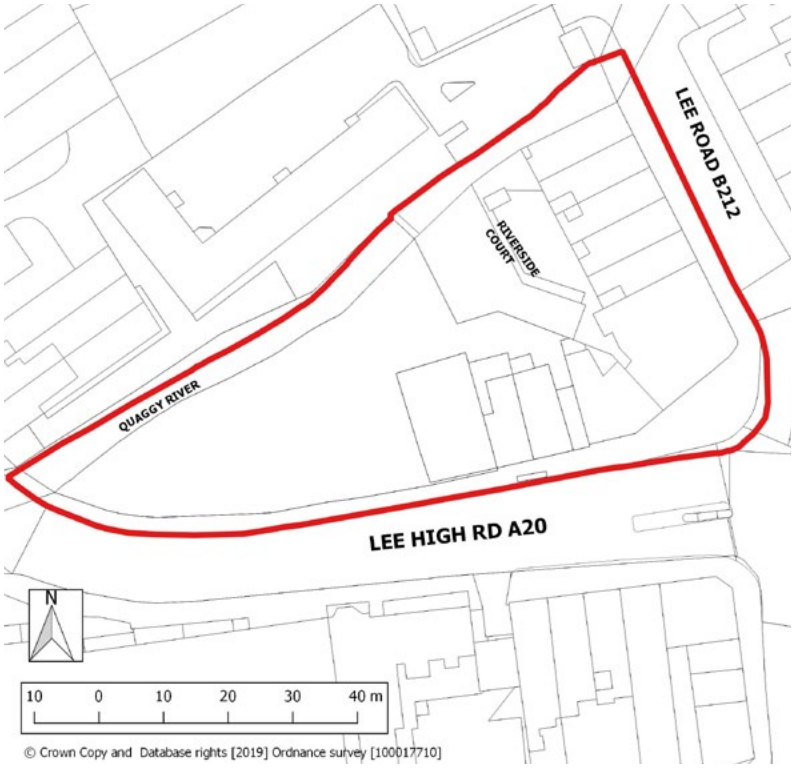
16.34 **Development guidelines**

- 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.

5 Land at Lee High Road and Lee Road



SITE ADDRESS	Lee High Road and Lee Road, SE12 8RU				
SITE DETAILS	**Site size (ha)** 0.43	**Setting** Urban	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Private	**Current use** Commercial, Residential
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Primary Shopping Area, Air Quality Management Area , Area of Special Local Character, Locally Listed Building on site, within 30m buffer of electricity cable, Flood Zone ?.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 55		**Non-residential floorspace**		

Site allocation

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

Opportunities

16.36 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.

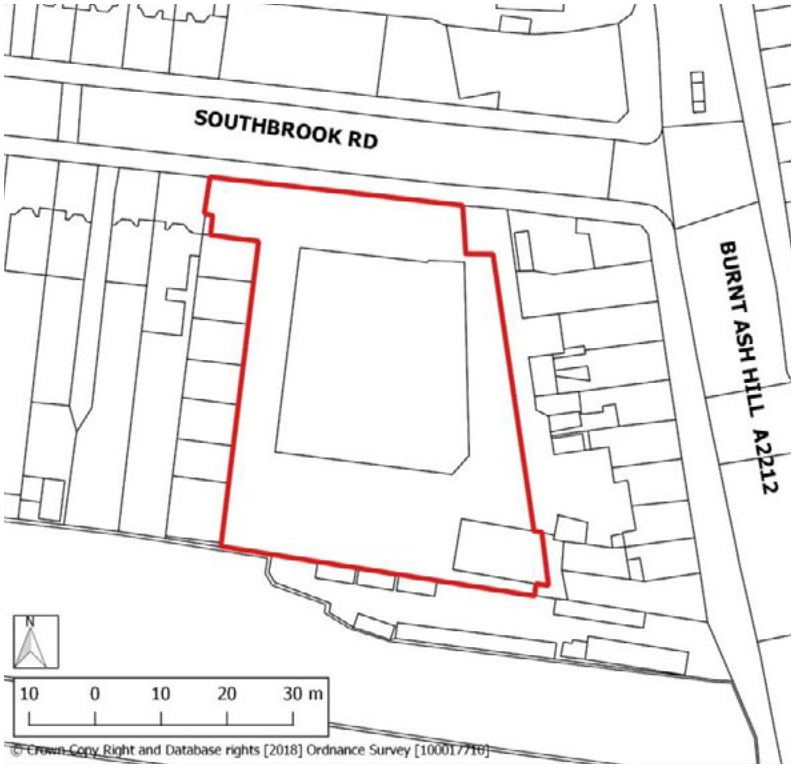
16.37 **Development requirements**

- 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

16.38 **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.

6 Southbrook Mews



SITE ADDRESS	Southbrook Mews, Lee, London, SE12 8LG				
SITE DETAILS	**Site size (ha)** 0.24	**Setting** Urban	**PTAL** 2015: 3 2021: 2-3 2031: 2-3	**Ownership** Private	**Current use** Employment, Commercial
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, adjacent 5 locally listed buildings, within 30m of an electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 23		**Non-residential floorspace**		

Site allocation

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

Opportunities

16.40 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.

16.41 **Development requirements**

- Development must ensure the maximum viable amount of employment floorspace is re-provided, in line with Policy EC7 (Non-designated employment sites).
- 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.

16.42 **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.

7 Travis Perkins and Citroen Garage

SITE ADDRESS	Holme Lacey Road, Lee, London, SE12 0HR				
SITE DETAILS	**Site size (ha)** 0.54	**Setting** Urban	**PTAL** 2015: 1b-3 2021: 1b-3 2031: 1b-3,c	**Ownership** Private	**Current use** Employment, Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, within 30m of an electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 52		**Non-residential floorspace**		

Site allocation

16.43 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

16.44 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.

16.45 **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 industrial 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

16.46 **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.

8 Mayfields Hostel, Burnt Ash Hill

SITE ADDRESS	Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE				
SITE DETAILS	**Site size (ha)** 0.49	**Setting** Central	**PTAL** 2015: 2-3 2021: 2-3 2031: 2-3	**Ownership** Private	**Current use** Hostel
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, 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 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 47		**Non-residential floorspace**		

Existing planning consent

16.47 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

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

Opportunities

16.49 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.

16.50 **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 tress of value.
- Development must create a positive frontage along Burnt Ash Hill.

16.51 **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.

9 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** 2015: 5 2021: 6a 2031: 6a	**Ownership** Private	**Current use** Main town centre uses, Retail, Transport, Garage, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35** Yes	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 78		**Non-residential floorspace**		

Site allocation

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

Opportunities

16.53 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.

16.54 **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.

16.55 **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.

17 LEWISHAM'S SOUTH AREA

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Context and character

17.1 Lewisham's South Area includes the neighbourhoods of Bellingham, Downham and Bell Green. It derives much of its character from the interwar homes constructed by the London County Council (LCC). These estates were influenced by 'garden city' principles and provide for a relatively homogenous form of low density housing throughout the area. There are clusters of higher density residential uses around Grove Park and Beckenham Hill stations, and pockets of Victorian housing in Bell Green. The South Area contains a number of historic buildings and Conservation Areas that also contribute to its local character.

17.2 The South Area includes the district town centre of Downham that serves the local catchment, however it has a limited range of services and convenience shopping compared to other district centres in the Borough. The LCC estates strongly influence the character Bellingham and Downham, and the area is generally characterised by wide residential streets punctuated by smaller shopping parades serving the immediate localities, with few community facilities and limited employment opportunities. This means that residents often have to travel to access key services and jobs. The area has a relatively low population density and has not benefitted from the same level of investment as other parts of the Borough owing, in part, to the lack of strategic development sites.

17.3 Many of the train stations and town centres in the South Area are poorly connected to their surrounding neighbourhoods. Good linkages between key destinations are limited, and the area suffers from low levels of public transport accessibility. Along many of the key movement corridors there is a poor public realm, including along Bromley Road, Southend Lane, Perry Hill, and Stanton Way, with many of these routes dominated by vehicular traffic.

17.4 The Bell Green neighbourhood is known for its out-of-centre retail park, including a superstore and other large format outlets, as well as their associated surface car parking. These retail uses are adjoined by two former gas holders, which are prominent local landmarks. Some contemporary blocks of flats have been developed on the edge of these Bell Green sites however new development has generally been delivered in a piecemeal way.

17.5 The South Area is characterised by its green and open spaces, including waterways. The Pool and Ravensbourne rivers run north-south through the area. The Pool River, in particular, is a key feature and provides a valuable natural corridor of significant ecological and biodiversity value, along with public access to the Waterlink Way. Beckenham Place Park is emerging as a key visitor destination in London and the wider southeast, and has recently received significant investment, including by a new outdoor swimming pond, landscape and public realm improvements.

Vision

17.6 By 2040 Lewisham's South Area will have continued to protect and enhance the unique character of the LCC estates, whilst increasing the residential density of the area through sensitive infill development along key routes and in the 'left-over' spaces of the estates. Contemporary development within the LCC areas will have celebrated the garden city character and preserved the integrity of the overall estate design, maintaining its cohesive appearance and garden city character as a unique place in London. New sensitively designed infill development and increased densities on key corridors will have made it easier to navigate the area, helping to signal the primary routes throughout the estates and the wider neighbourhood, and to guide movement between key destinations. The key opportunities for intensification will have been realised along Bromley Road, with smaller scale opportunities along Southend Lane, Whitefoot Lane, and Downham Way.

17.7 Alongside development within the LCC estates areas in Downham and Bellingham, the South Area will be enhanced with new town centre uses/a new town centre along Bromley Road (between Beckenham Hill Road and Aitken Road), and a renewed town centre offer in the district centre at Bellingham. New development in these key locations north and south of Bellingham station will have 're-examined' the character of the area, and be led by a comprehensive masterplan for the area. New town centre developments will take inspiration from the sense of place that the historic centre of Southend Village once had.

17.8 Across the South Area the town centres will be enhanced with a more diverse town centre offer and enhanced small scale employment opportunities, and all the town centres will be more easily accessible and better integrated into their surrounds. There will be a renewed sense of place at key destinations (town centres and train stations), with an improved public realm including decluttering and shopfront improvements. Improvements to sustainable forms of transport will make public transport, walking, and cycling a more attractive option in the area, with improved bus and cycle provision between the town centres and key rail stations, including at Bell Green, Downham and Bellingham.

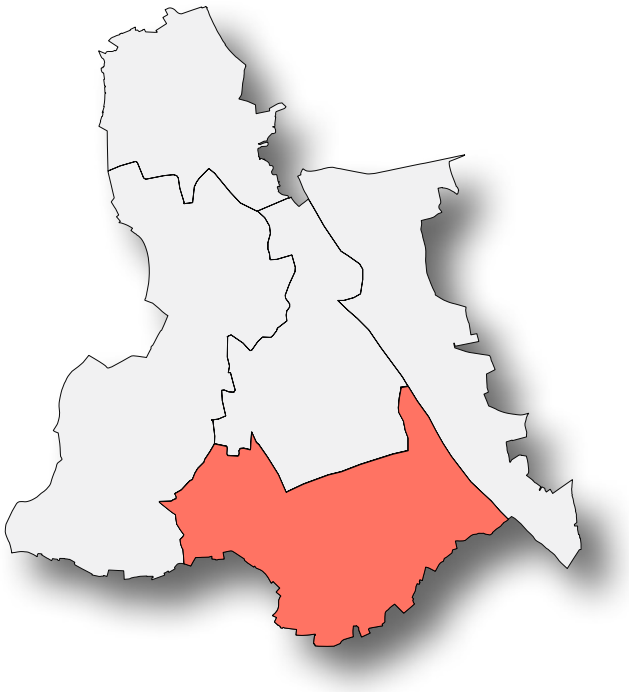


Figure 17.1: South Area

Beckenham Place Park (BDP)

17.9 By 2040 there will be a new neighbourhood at the existing Bell Green retail park and the surrounding sites. New development at Bell Green will have 're-examined' the character of the area creating a completely new place within the borough, with town centre and mixed-use residential development. The development of Bell Green will have been coordinated with investment in infrastructure and services, and will have been led by a comprehensive masterplan for the area. Development will be of a higher density and at an urban scale that optimises the use of available land, and which is in line with the accessibility of the area and the aspirations for the Bakerloo Line Extension that will provide new stations and underground access for the area.

17.10 Throughout the area there will be improved cycle and pedestrian links, with additional cycle lanes on key streets where the street width provides greatest opportunity. Improved pedestrian and cycle links will have strengthened the Green Chain Walk and improved the connectivity between existing green spaces, including the Pool River corridor and Beckenham Place Park, which will continue to attract investment and become a key green space of regional significance within London and the southeast. Investment in new and improved green links will mean that the residential neighbourhoods of the Southern Area will have become better integrated with key open spaces outside of the borough boundary such as Sundridge Park and Crystal Palace Park. The Pool River will be re-naturalised and will become more accessible, allowing more people to enjoy this historic and valuable linear open space.

17.11 Throughout the area there will be improved cycle and pedestrian links, with additional cycle lanes on key streets where the street width provides greatest opportunity. Improved pedestrian and cycle links will have strengthened the Green Chain Walk and improved the connectivity between existing green spaces, including the Pool River corridor and Beckenham Place Park, which will continue to attract investment and become a key green space of regional significance within London and the southeast. Investment in new and improved green links will mean that the residential neighbourhoods of the Southern Area will have become better integrated with key open spaces outside of the borough boundary such as Sundridge Park and Crystal Palace Park. The Pool River will be re-naturalised and will become more accessible, allowing more people to enjoy this historic and valuable linear open space.

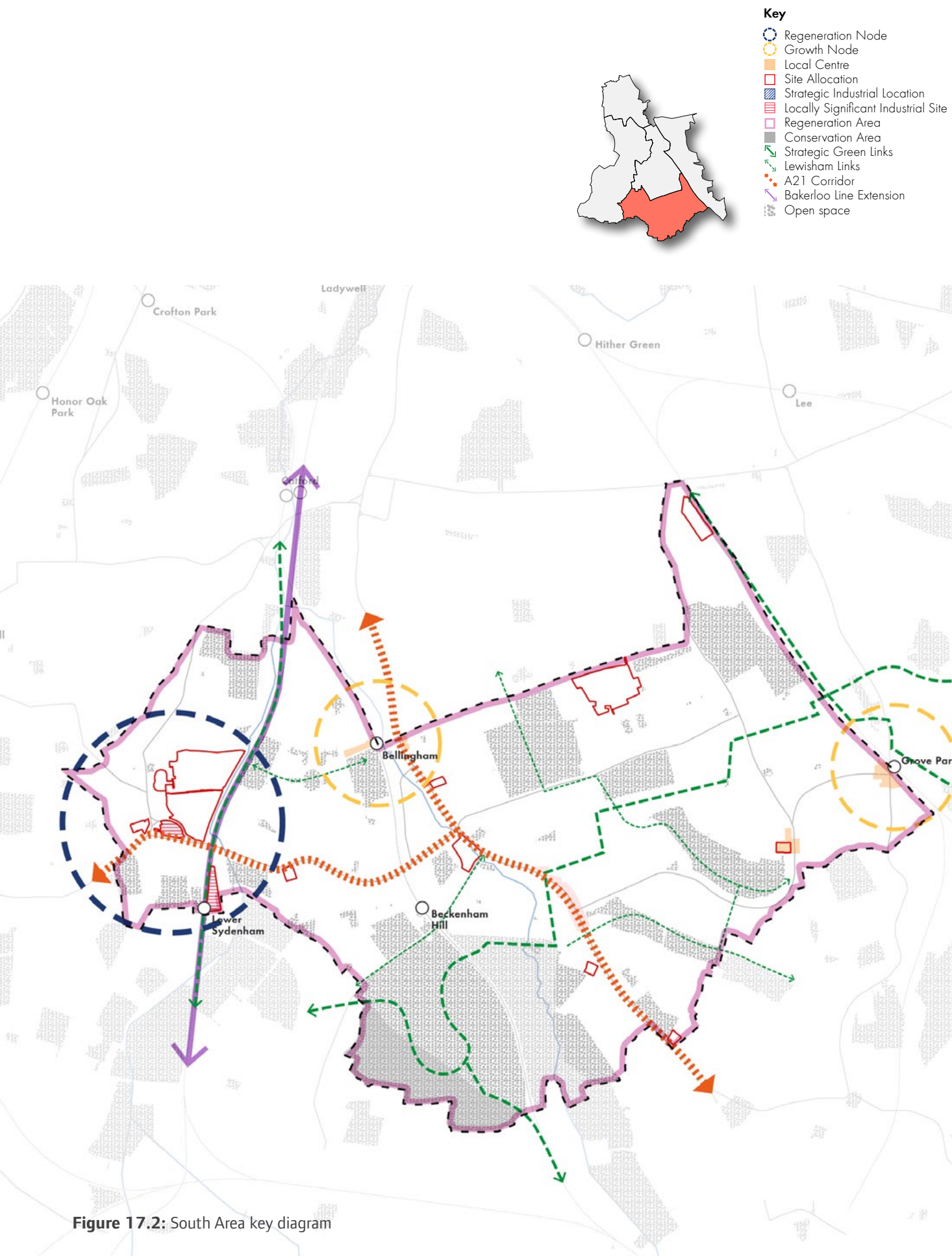


Figure 17.2: South Area key diagram

LSA1 **South Area place principles**

A Development proposals must make the best use of land in helping to facilitate Good Growth and focussed regeneration, particularly to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation locally. This will require that investment is appropriately coordinated within Lewisham's South Area and that:

a. The out-of-centre Retail Park, former Gas Works and other sites at Bell Green and Lower Sydenham are comprehensively redeveloped to create a new high quality residential, mixed-use quarter that is well-integrated with its surrounding neighbourhoods;
b. New development is directed to the A21 corridor (Bromley Road), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
c. Opportunities are taken to deliver new high quality housing, along with new or improved community facilities, through the sensitive intensification of sites within established residential neighbourhoods;
d. New employment development is concentrated within town centres and Locally Significant Industrial Sites;
e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, as well the redevelopment of the sites at Bell Green and Lower Sydenham, along with improving the environmental quality of employment locations;
f. Land is safeguarded to secure the delivery of strategic transport infrastructure, including the Bakerloo line extension south to Hayes, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension).

B Development proposals on strategic and other sites within the Bell Green and Lower Sydenham area must demonstrate how they will positively contribute to a coordinated process of local area regeneration, in line with Policy LSA3 (Bell Green and Lower Sydenham).

C Development proposals should optimise the use of land and capacity of sites, taking into account the Bakerloo line upgrade and extension and other infrastructure that will enable significant future improvements to public transport accessibility levels in the South Area. The council will seek that development is appropriately phased in order to ensure there is adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.

D Development proposals should positively respond to distinctive and historic character of Southend Village and its surrounds, and seek opportunities to enhance its unique place qualities and functions, having regard to Policy LSA3 (A21 corridor / Bromley Road).

E Opportunities should be taken to direct new investment to established residential neighbourhoods of Bellingham and Downham, including new high quality housing, enhanced community facilities and public realm improvements. The sensitive intensification of these neighbourhoods, including through the infilling of sites, will be supported where new development positively responds to their distinctive local character. This includes the predominant 'garden city' principles and cottage estate character associated with the London County Council estates. The council will prepare a Small Site Guidance Supplementary Planning Document, which development proposals must have regard to.

F Development proposals should positively respond to the role of Downham district centre in meeting the day-to-day shopping and service needs of the local area. A wide range of commercial, leisure and community uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:

a. Retain units for appropriate main town centre uses, particularly for A1 retail uses; and
b. Enhance the quality of the streetscape and townscape, along with the environmental quality of the centre, including through the improvements to shopfronts and the public realm.

G Bellingham will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Bellingham station and the A21 corridor. To help secure the long-term viability of the local centre, development proposals should:

a. Enhance access to and along the centre and station approach, including by improving public realm and the legibility of pedestrian and cycle routes; and
b. Enhance the character of the area through improvements to shopfronts and the renewal of employment land at the southern end of Bromley Road Strategic Industrial Location, at Randlesdown Road.

H Development proposals should contribute to supporting inclusive and mixed communities, including by protecting family housing and preventing against the overconcentration of Houses in Multiple Occupation in the local area, having particular regard to Policy HO8 (Housing with shared facilities).

I Development proposals should help to ensure the South Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces and waterways, having regard to Policy LSA4 (South Lewisham Links). Opportunities to introduce cycle routes, including Quietways, should be maximised, particularly in the established residential areas where wider street layouts are well suited to accommodating routes.

J Public realm and access improvements should be introduced along the A21 corridor / Bromley Road (including active frontages uses along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road).

K The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. The council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.

L The river valley network is a defining feature of the South Area which development proposals should positively respond to by:

a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise;
b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
c. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.

M A partnership approach will be pursued to help facilitate local area regeneration, particularly to deliver strategic transport infrastructure. This includes infrastructure necessary to ensure the development potential of the Bell Green / Lower Sydenham area can be fully realised, including:

a. The Bakerloo line extension to Hayes, including required station improvements; and
b. Improvements at key junctions to enhance safety for all road users, including at the Bell Green gyratory.

N The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the South Area, and to help ensure coordination in the delivery of new investment. Development proposals should have regard to and positively engage with these documents, including:

a. Lewisham Characterisation Study (2019);
b. A21 Corridor Intensification and Development Strategy (forthcoming);
c. Bell Green and Lower Sydenham Area Framework and/or SPD (forthcoming);
d. Small Site Guidance SPD (forthcoming); and
e. River Corridor Improvement Plan SPD (2015).

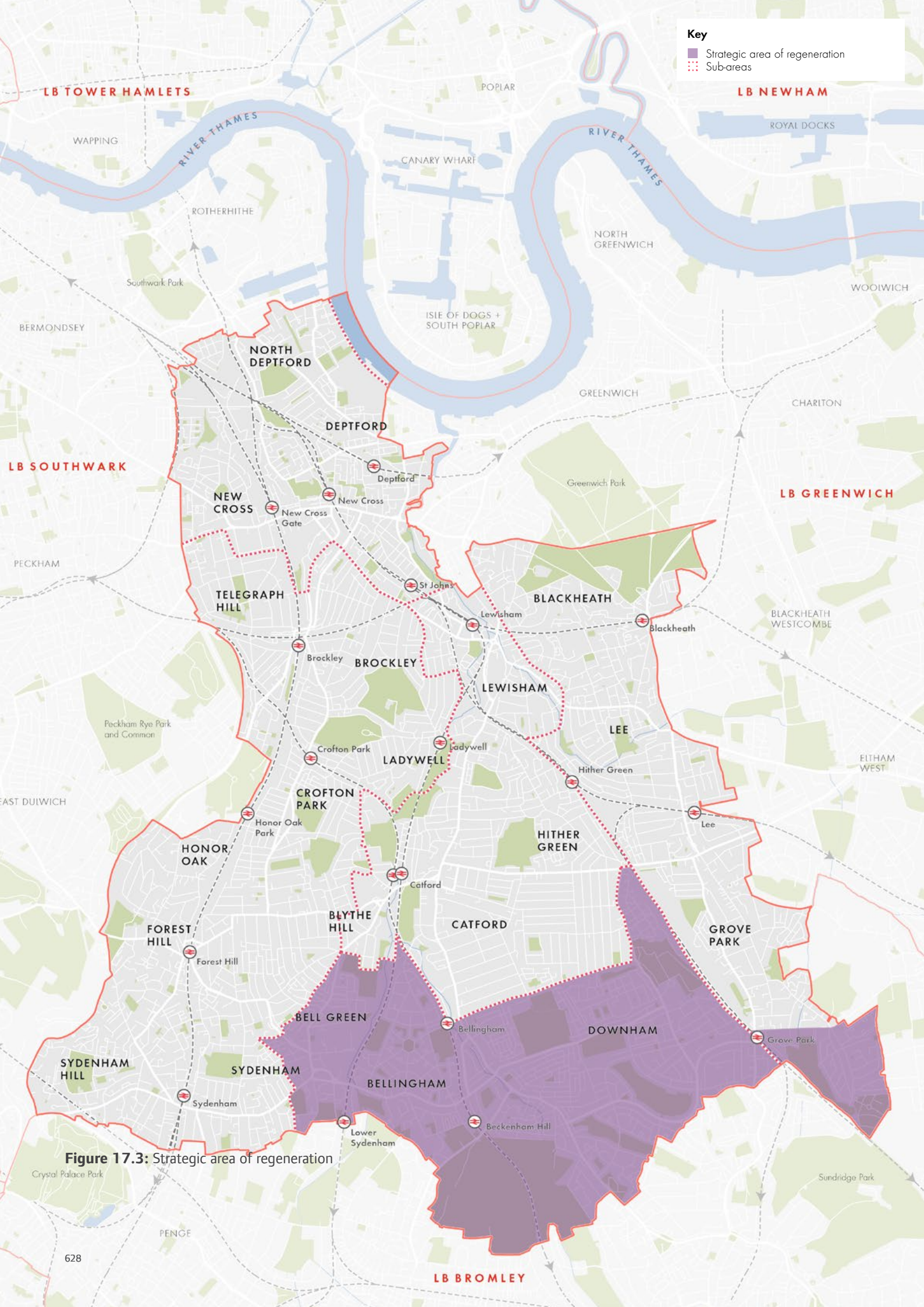


Figure 17.3: Strategic area of regeneration

LSA2 **Strategic Area for Regeneration**

A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of the South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within this area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.

B In order to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, stakeholders and development proposals should seek opportunities to:

a. Significantly improve transport accessibility in the area, particularly by:
   i. Enhancing provision of and access to high quality public transport infrastructure, including bus services;
   ii. Addressing barriers to movement by enhancing the network of pedestrian and cycle routes connecting to transport nodes, town and local centres, schools and training facilities, and employment locations;
b. Plan positively for social infrastructure to meet local needs, particularly community facilities and services catered to children and young people;
c. Support the vitality and viability of town and local centres, helping to ensure they make provision for a wide range of accessible shops and services;
d. Improve the environmental quality of neighbourhoods, including by reducing and mitigating pollution along main roads and junctions;

C Investment to support the achievement of safe, healthy and liveable neighbourhoods within the Strategic Area for Regeneration should be facilitated through a variety of approaches, including::

a. Partnership working with key stakeholders to secure the delivery of new and improved infrastructure, including transport infrastructure such as the Bakerloo line extension, to significantly improve access to high quality services and community facilities, along with training and employment opportunities, whether within the Borough or elsewhere in London and beyond;,
b. The comprehensive redevelopment of strategic sites, and renewal of town centres and employment locations, in the Bell Green and Lower Sydenham area, to help shift the focus and spread the benefits of investment southwards within the Borough;,
c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.

Big box retail park Bell Green

LSA3 **Bell Green and Lower Sydenham**

A The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported.

B To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that future development within the area supports the delivery of the spatial strategy for the Borough, the council will prepare a Supplementary Planning Document and/or Area Framework. This will complement the Local Plan in setting a long-term development and investment framework for the area. Development proposals must be delivered through the masterplan process, and in accordance with relevant site allocation policies and guidance documents.

C To ensure that regeneration in Bell Green and Lower Sydenham is delivered through a coordinated process of targeted investment and managed change, development proposals will be required to:

a. Safeguard the land required to secure the delivery of the Bakerloo line extension south to Hayes, and optimise the capacity of sites having regard to future improvements in public transport accessibility levels enabled by this infrastructure, in line with other Local Plan policies;
b. Deliver the comprehensive redevelopment of strategic sites in accordance with site allocation policies, including the former Bell Green gas holders (Site ref XX), Bell Green Retail Park (Site ref XX); and Sainsbury's Bell Green (Site ref XX);
c. Protect the employment function of the Locally Significant Industrial Sites at Stanton Square and Worsley Bridge Road, whilst seeking to deliver new high quality workspace, taking into account opportunities for the co-location of employment and other compatible uses;
d. Facilitate the delivery of public realm improvements to reduce barriers to movement, improve permeability and enhance the pedestrian and cycle environment, particularly around the Bell Green gyratory and along major routes, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road; and
e. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.

D Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by:

a. Renewing brownfield land, such as underused and vacant sites, to create a new high quality, residential-led mixed use quarter with a distinctive urban character that relates positively to its surroundings;
b. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area's integration with surrounding neighbourhoods and places. This includes enhanced routes to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;
c. Integrating new publicly accessible open space into development;
d. Positively responding to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and
e. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.

Bromley Road, Downham

LSA4 **A21 corridor / Bromley Road**

A The transformation of the A21 corridor (Bromley Road) and its immediate surrounds into a series of liveable, healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use residential quarters within this South Area location. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.

B Development proposals along the A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by:

a. Positively responding to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Corridor Intensification and Development Strategy SPD;
b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;
c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham district town centre and its edges;
d. Maximising opportunities to integrate urban greening measures; and
e. Enhancing connections between neighbourhoods surrounding the corridor through the delivery of new and improved public realm.

C Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to the safe and convenient movement of pedestrians and cyclists, as well as the use of public transport. This principal north-south route should be supported by a complementary network of legible, safe and accessible routes, including cycling Quietways, that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park and Mountsfield Park.

D Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.

E Development proposals on sites along the A21 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of heathy neighbourhoods).

Pedestrian and cycling improvements along the Bromley Road corridor, Green Man community centre

LSA5 **South Lewisham Links**

A Development proposals will be expected facilitate the creation and enhancement of the South Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the South area.

B On sites located adjacent to an existing or proposed route of the South Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the South Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:

a. New or enhanced footpaths or cycleways;
b. Road realignment;
c. Street crossings or other safety measures;
d. Cycle parking;
e. External lighting;
f. Landscaping;
g. Tree planting or other green infrastructure;
h. Drinking water fountains;
i. Public conveniences;
j. Way-finding signage.

C To support the effective implementation of the South Lewisham Links, development proposals will be expected to have regard to the council's Parks and Open Spaces Strategy.

Lewisham's South Area

17.12 Lewisham's South Area will play an important role in helping to deliver more inclusive, healthier and liveable neighbourhoods in the Borough. It has the potential to accommodate a significant amount of growth over the plan period. However, the level of this growth will be contingent on the delivery of strategic infrastructure necessary to support both new developments and existing neighbourhoods. This includes transport infrastructure and particularly the Bakerloo line extension. The South Area does not benefit from the same levels of good public transport accessibility as many other parts of the Borough. This is one of the key factors contributing to the deprivation experienced locally and the need to designate a Strategic Area for Regeneration. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the South Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension to Hayes. It requires that stakeholders work together and alongside local communities to tackle deprivation by directing investment in a joined up way. The phasing of new development of strategic sites will be critical to delivering area improvements and transformational change for the benefit of everyone. This is recognising the Bakerloo line extension will open new possibilities for optimising the capacity of sites.

17.13 The Bell Green and Lower Sydenham area is poised to become one of London's next Opportunity Areas. There are a number of large strategic sites in proximity to one another with the potential to be comprehensively redeveloped. They include the former Bell Green Gas Holders, an out-of-centre retail park and buildings, and several designated employment locations. The Local Plan establishes the principles for their regeneration and renewal. However, a more detailed framework will be prepared to ensure coordination between landowners in the delivery of a new high quality, residential-led mixed-use quarter. This will be led by the council working in collaboration with local communities and key stakeholders. Particular consideration will need to be given to the area's relationship with and connections to Sydenham District Centre. The long-term vitality and viability of the town centre can be aided by improved linkages and a critical mass of new residents/visitors in the south of the Borough.

17.14 The South Area derives much of its character from the interwar homes constructed by the London County Council, particularly in Bellingham and Downham. The housing estates were influenced by 'garden city' principles and provide for a distinctive but relatively homogenous pattern of lower density development. These neighbourhoods experience some of the highest levels of deprivation in Lewisham. Many localities are within the 20 per cent most deprived in the country. Investment is needed to address inequalities and the causes of deprivation. Given the character of the established residential neighbourhoods and the scarcity of large sites suitable for redevelopment, a more tailored approach to investment is required. Area improvements will be generated mainly through the sensitive intensification of existing neighbourhoods. We will prepare a Supplementary Planning Document to identify opportunities and to help ensure that all such development positively responds to its local context.

17.15 The Local Plan seeks to deliver a well-integrated network of high quality pedestrian and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the A21 (Bromley Road) and Southend Lane into Healthy Streets underpins this approach. These are principal movement corridors within the South Area, and have potential for accommodating growth and improving connections between neighbourhoods and places. Focussed investment will also help to support the vitality and viability of centres along or in proximity to the routes, including Downham District Centre, Southend Village and Bellingham Local Centre. Regeneration of Bell Green and Lower Sydenham presents opportunities to improve the environment for pedestrians and cyclists, particularly at major road junctions, including at Southend Lane.

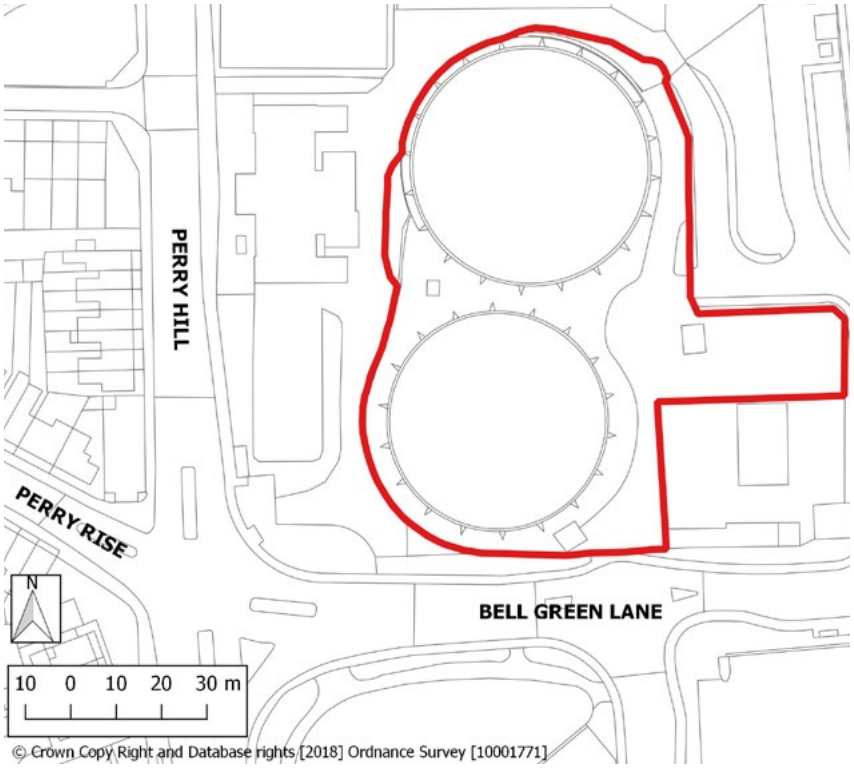
17.16 The South Area's network of green infrastructure includes parks, open spaces and waterways. Beckenham Place Park is the Borough's largest green space, featuring much ancient woodland, and is an important local asset. A significant amount of investment has been delivered here in recent years and the park will play an increasingly important role as a local and wider regional visitor destination. The river valley network is also a defining feature of the area, with the Ravensbourne and Pool Rivers traversing it. Opportunities must be taken to re-naturalise the rivers wherever opportunities arise, particularly to improve their ecological and amenity value. The South Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it by walking and cycling. We will work with other local authorities, including Bromley, to investigate opportunities to improve connections from the South Area to green spaces outside of Lewisham.

Figure 17.4: South Area site allocations

Site allocations

1 Former Bell Green Gas Holders 640
2 Bell Green Retail Park 642
3 Sainsbury's Bell Green 645
4 Stanton Square Locally Significant Industrial Site 648
5 Sydenham Green Group Practice 650
6 Worsley Bridge Road Locally Significant Industrial Site 652
7 Lidl, Southend Lane 654
8 Excalibur Estate 656
9 Bestway Cash and Carry 658
10 Homebase/Argos, Bromley Road 660
11 Downham Co-op 662
12 Beadles Garage 664
13 McDonalds Ashgrove Road 666
14 Catford Police station 668

1 Former Bell Green Gas Holders



SITE ADDRESS	Sydenham Gas Holder Station, Bell Green, SE26 4PX				
SITE DETAILS	**Site size (ha)** 0.77	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Private	**Current use** Gas holders
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, South-east London Green Chain Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site.				
PLANNING STATUS					
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 78-191		**Non-residential floorspace**		

Site allocation

17.17 Comprehensive mixed-use redevelopment with compatible residential, commercial, main town centre and community uses. Public realm and environmental enhancements, including new pedestrian and cycle routes, and public open space.

Opportunities

17.18 The site comprises a former gas works which is now vacant, with the gasholders having been dismantled. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses can provide a more optimal use of land and support strategic regeneration objectives. There is significant scope to facilitate transformational public realm and environmental improvements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

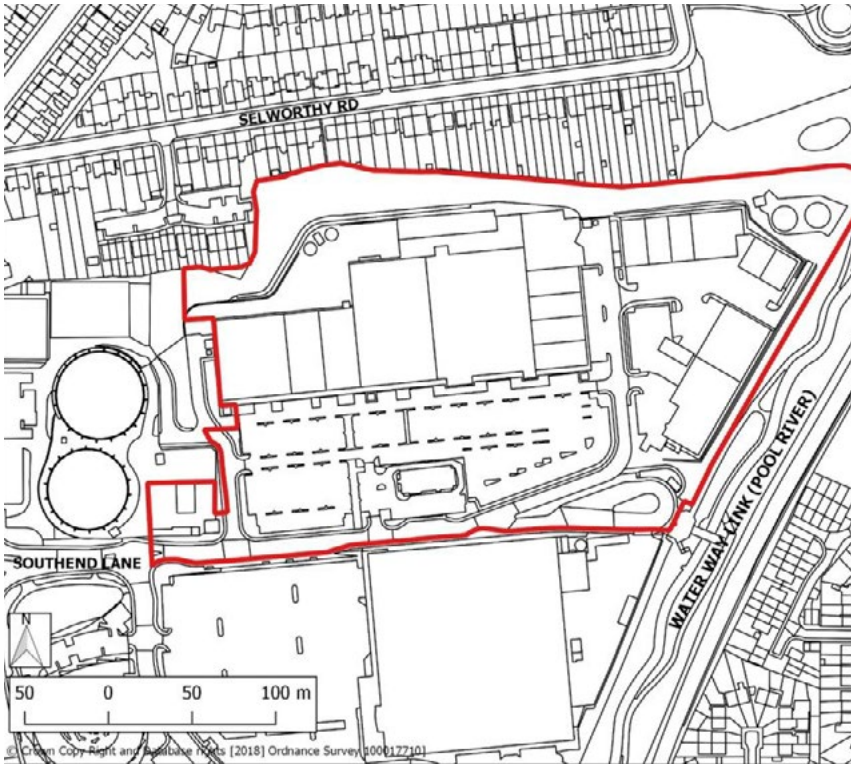
17.19 **Development requirements**

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, taking account of adjoining and neighbouring sites.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
- Support conservation objectives for heritage assets including listed building, locally listed building and Area of Special Local Character.

17.20 **Development guidelines**

- Development and phasing of this site should not prejudice the delivery of the master plan for the Bell Green and Lower Sydenham area.
- Development should deliver a more cohesive and rational road network and street pattern. There is an opportunity to open up new east-west and north-south pedestrian and cycle links, creating a better connected, permeable spaces and provides improved linkages to the surrounding neighbourhood area.
- The scale, massing and density of development should take into account future public transport accessibility levels. The Bell Green and Lower Sydenham masterplan area sites will be large enough to establish a new urban quarter with its own distinctive identity, character and building typologies.
- Development should positively respond to the suburban character of the surrounding neighbourhoods, taking into account the amenity of the established residential properties surrounding the site.
- Car parking should reflect future aspirations that seek to improve public transport accessibility levels for the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness, the Livesey Memorial Hall and gardens, 'The Bell' public house, The Old Bath House.
- Ground surveys will need to identify the nature and extent of ground contamination, with mitigation measures identified, where necessary.
- Development proposals should investigate opportunities to deliver a district heating network.

2 Bell Green Retail Park



SITE ADDRESS	Bell Green Retail Park, London, SE6 4RS				
SITE DETAILS	**Site size (ha)** 7.37	**Setting** Urban	**PTAL** 2015: 1b-2 2021: 1b-2 2031: 1b-2	**Ownership** Private	**Current use** Out of town retail, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Area of Regeneration, South-east London Green Chain Area, adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 748–1,831		**Non-residential floorspace**		

Site allocation

17.21 Comprehensive mixed-use redevelopment of the existing out-of-centre retail park with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including provision of new pedestrian and cycle routes, public open space and river restoration.

Opportunities

17.22 The site comprises an out-of-centre retail park with large format buildings and surface level car parking. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support strategic regeneration objectives. There is significant scope to facilitate transformational public realm and environmental improvements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and there is an opportunity to enhance the environmental quality of the river and public access to it, including by improving connections to Waterlink Way.

17.23 **Development requirements**

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, taking account of adjoining and neighbouring sites.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
- Support conservation objectives for heritage assets including an Area of Special Local Character.
- Support objectives for nature conservation assets including SINC land, green corridor, Metropolitan Open Land and Waterway Link (a long distance foot and cycle path) along the Pool River immediately east of the site.

17.24 **Development guidelines**

- Development and phasing of this site should not prejudice the delivery of the master plan for the Bell Green and Lower Sydenham area.
- Development should deliver a more cohesive and rational road network and street pattern. There is an opportunity to open up new east-west and north-south pedestrian and cycle links, creating a better connected, permeable spaces and provides improved linkages to the surrounding neighbourhood area.
- Development should deliver linkages and public access to Waterway Link that runs along the route of the river.
- The scale, massing and density of development should take into account future public transport accessibility levels. The Bell Green and Lower Sydenham masterplan area sites will be large enough to establish a new urban quarter with its own distinctive identity, character and building typologies.
- Development should positively respond to the character of the surrounding neighbourhoods, taking into account the amenity of the established residential properties surrounding the site.
- Car parking should reflect future aspirations that seek to improve public transport accessibility levels for the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness.

3 Sainsbury's Bell Green

SITE ADDRESS	Sainsbury's, Southend Lane, London, SE26 4PU				
SITE DETAILS	**Site size (ha)** 5.42	**Setting** Urban	**PTAL** 2015: 2-3 2021: 2-3 2031: 2-3	**Ownership** Private	**Current use** Out of town retail, Car park
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, adjacent Public Open Space, South-east London Green Chain Area, Air Quality Management Area , adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 550-1,347		**Non-residential floorspace**		

Site allocation

17.25 Creation of a new urban quarter in accordance with a masterplan for the Bell Green and Lower Sydenham area. Comprehensive mixed-use redevelopment with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm, transport and environmental enhancements, including provision of new public open space.

Opportunities

17.26 The site comprises an out-of-centre large format retail unit and surface car parking Comprehensive redevelopment of the site and its surrounds offers an opportunity to make a more optimal use of land, and can help to facilitate transformational local area improvements in townscape, public realm and accessibility, in support of strategic regeneration objectives. The area offers scope for future London Plan Opportunity Area status, linked to the potential Bakerloo Line extension. The site provides the opportunity to deliver new and improved commercial floorspace, along with environmental improvements, through the provision of enabling residential uses.

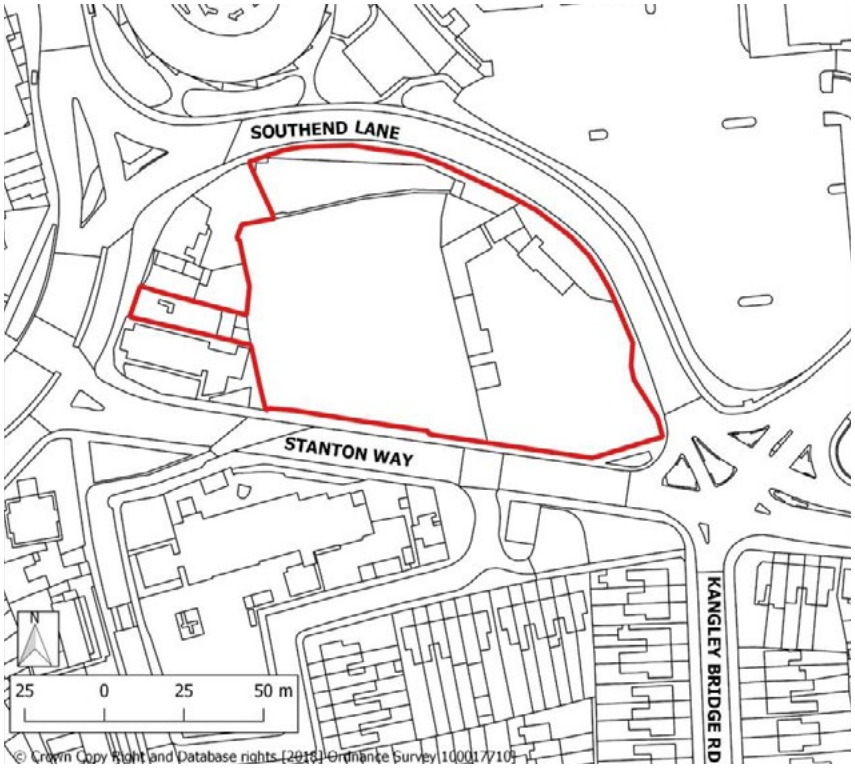
17.27 **Development requirements**

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, taking account of adjoining and neighbouring sites.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
- Support conservation objectives for heritage assets including an Area of Special Local Character.
- Support objectives for nature conservation assets including SINC land, green corridor, Metropolitan Open Land and Waterway Link (a long distance foot and cycle path) along the Pool River immediately east of the site.

17.28 **Development guidelines**

- Development and phasing of this site should not prejudice the delivery of the master plan for the Bell Green and Lower Sydenham area.
- Development should deliver a more cohesive and rational road network and street pattern. There is an opportunity to open up new east-west and north-south pedestrian and cycle links, creating a better connected, permeable spaces and provides improved linkages to the surrounding neighbourhood area.
- Development should deliver linkages and public access to Waterway Link that runs along the route of the river.
- The scale, massing and density of development should take into account future public transport accessibility levels. The Bell Green and Lower Sydenham masterplan area sites will be large enough to establish a new urban quarter with its own distinctive identity, character and building typologies.
- Development should positively respond to the suburban character of the surrounding neighbourhoods, taking into account the amenity of the established residential properties surrounding the site.
- Car parking should reflect future aspirations that seek to improve public transport accessibility levels for the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness.

4 Stanton Square Locally Significant Industrial Site



SITE ADDRESS	Stanton Way, London, SE26 5SP				
SITE DETAILS	**Site size (ha)** 0.97	**Setting** Urban	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 94-231		**Non-residential floorspace**		

Site allocation

17.29 Comprehensive employment led redevelopment. Co-location of compatible commercial residential uses. Public realm and environmental enhancements.

Opportunities

17.30 The site comprises the Stanton Square Locally Significant Industrial Site. Comprehensive redevelopment and employment land intensification can provide a more optimal use of land and support strategic regeneration objectives. There is significant scope to facilitate transformational public realm and environmental improvements around the gyratory, in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

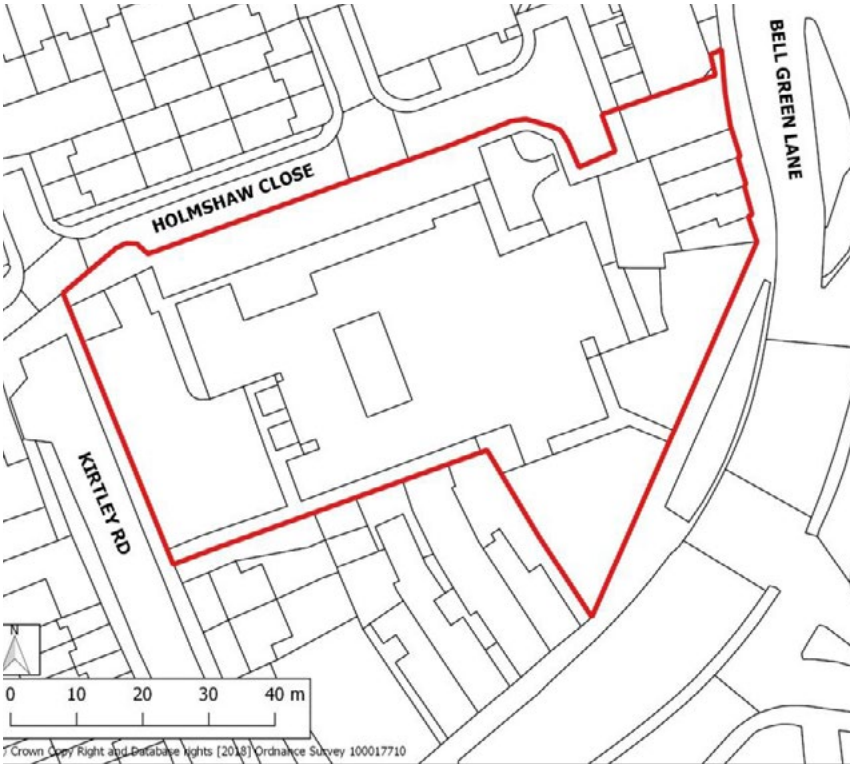
17.31 **Development requirements**

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, taking account of adjoining and neighbouring sites.
- 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 industrial 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 and open space, in accordance with a site-wide public realm strategy. This will require that particular attention is given to the interface with Stanton Way and Southend Lane.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.

17.32 **Development guidelines**

- Development and phasing of this site should not prejudice the delivery of the master plan for the Bell Green and Lower Sydenham area.
- Development should take account of the development potential of the cluster of sites to the north of the site and should contribute to the transformation of the Bell Green area.
- Development should better integrate the site with the surrounding street network. The site masterplan should address the island nature of the site, having regard to the wider area masterplan. The need to improve pedestrian connectivity, in particularly across Southend Lane, will be vital and the road network should be reconsidered with priority given to pedestrians over vehicles.
- 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 scale, massing and density of development should take into account future public transport accessibility levels. The Bell Green and Lower Sydenham masterplan area sites will be large enough to establish a new urban quarter with its own distinctive identity, character and building typologies.
- Development should positively respond setting and scale of the primary school, located on the opposite side of Stanton Way, whilst protecting and improving its amenity.
- The retention and incorporation of the well-preserved 20th Century art deco building should be considered as part of the overall design of the site. Consideration should also be given to the well-preserved set of Victorian buildings, the architectural salvage building, and the Bell pub, to ensure that the design of the site contributes to the character of the wider area.

5 Sydenham Green Group Practice



SITE ADDRESS	26 Holmshaw Close, London, SE26 4TG				
SITE DETAILS	**Site size (ha)** 0.49	**Setting** Urban	**PTAL** 2015: 2-3 2021: 2-3 2031: 2-3	**Ownership** Mixed, public and private	**Current use** Doctors surgery
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 48		**Non-residential floorspace**		

Site allocation

17.33 Mixed-use redevelopment with residential and community uses, including re-provision of the health care facility.

Opportunities

17.34 The site is currently occupied by a health care facility. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support strategic regeneration objectives for the Bell Green and Lower Sydenham area.

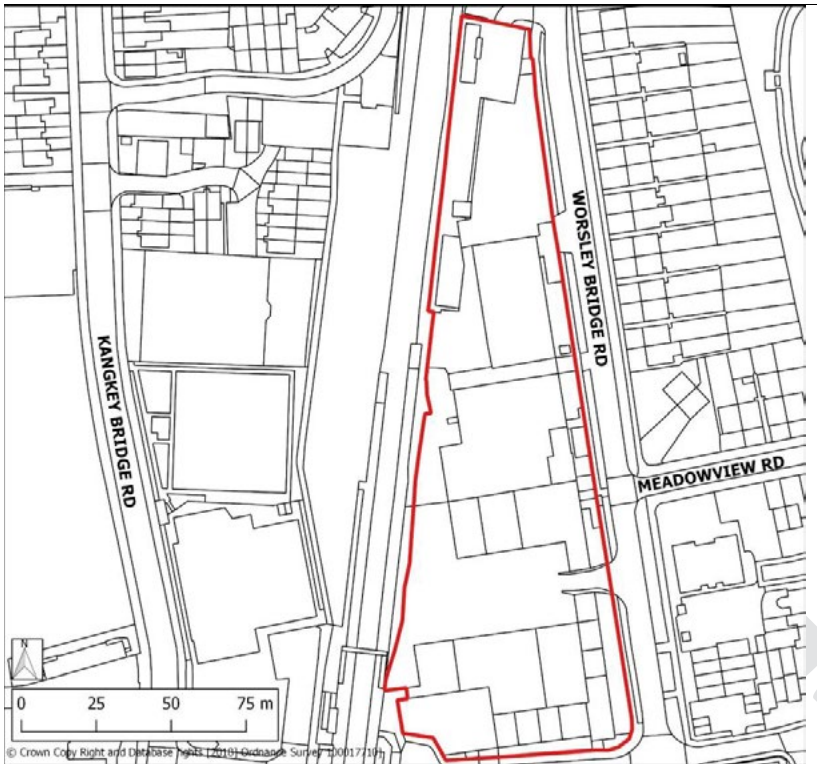
17.35 **Development requirements**

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, taking account of adjoining and neighbouring sites.
- Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages and improved public realm along Bell Green Lane, Holmshaw Close and Kirtley Road

17.36 **Development guidelines**

- Development and phasing of this site should not prejudice the delivery of the master plan for the Bell Green and Lower Sydenham area.
- Proposals should take account of the development potential of the cluster of sites to the north of the site and should contribute to the transformation of the Bell Green area.
- Development should positively respond to the suburban character of the surrounding neighbourhoods, taking into account the amenity of the established residential properties surrounding the site.
- Car parking should reflect future aspirations that seek to improve public transport accessibility levels for the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness.
- Consideration should be given to the introduction of a new pedestrian route connecting Kirtley Road and Bell Green lane.

6 Worsley Bridge Road Locally Significant Industrial Site



SITE ADDRESS	Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham				
SITE DETAILS	**Site size (ha)** 1.26	**Setting** Urban	**PTAL** 2015: 2-3 2021: 2-3 2031: 2-3	**Ownership** Private	**Current use** Industrial, Commercial, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 122-300		**Non-residential floorspace**		

Site allocation

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

Opportunities

17.38 The site comprises the Worsley Bridge Road Locally Significant Industrial Site. Comprehensive redevelopment and employment land intensification can provide a more optimal use of land and support strategic regeneration objectives. There is significant scope to facilitate transformational public realm and environmental improvements, in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

17.39 **Development requirements**

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, taking account of adjoining and neighbouring sites.
- 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 industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance the station approach.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
- Positive frontages along Worsley Bridge Road.
- Support objectives for nature conservation assets including urban green space, SINC land, green corridor and Waterway Link (a long distance foot and cycle path) along the Pool River, on the opposite side of the railway.

17.40 **Development guidelines**

- Development and phasing of this site should not prejudice the delivery of the master plan for the Bell Green and Lower Sydenham area.
- 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 scale, massing and density of development should take into account future public transport accessibility levels. The Bell Green and Lower Sydenham masterplan area sites will be large enough to establish a new urban quarter with its own distinctive identity, character and building typologies.
- Development should respond to the station approach and contribute to the creation of a safe and attractive public realm.

7 Lidl, Southend Lane

SITE ADDRESS	235 Southend Lane, SE6 3QH, Bellingham				
SITE DETAILS	**Site size (ha)** 0.43	**Setting** Urban	**PTAL** 2015: 1a 2021: 1a 2031: §.	**Ownership** Private	**Current use** Industrial, Commercial, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 14		**Non-residential floorspace**		

Site allocation

17.41 Mixed-use redevelopment for with residential and main town centre uses.

Opportunities

17.42 The site comprises a large format out-of-centre retail unit with ancillary surface level car parking. A more optimal use of the siteland can be made, including through intensification and the introduction of residential uses that are more compatible with the character of the surrounding properties. The site offers scope for public realm improvements to support active modes of travel along Southend Lane..

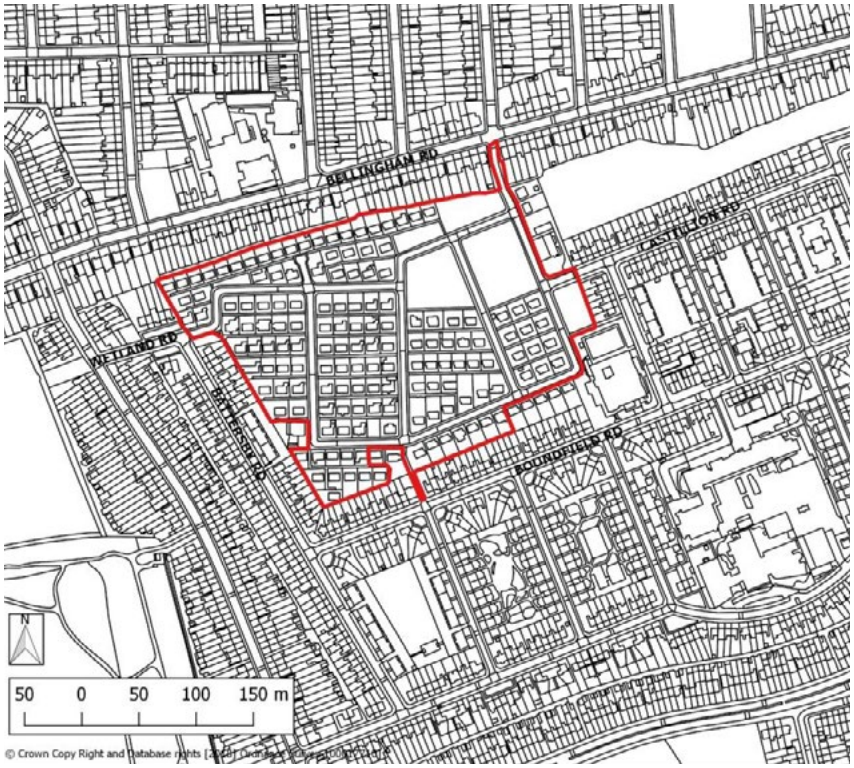
17.43 **Development requirements**

- Positive frontage along Southend Lane.
- Design must improve site interface with adjoining residential properties.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Support conservation objectives for heritage assets including an Area of Special Local Character.

17.44 **Development guidelines**

- There is an opportunity to reintroduce a new building frontage, aligned along Southend Lane.
- There is potential for taller buildings on this site, although consideration should be given to the need for a buffer zone along the site's southern boundary, to protect the residential amenity of properties on Maroons Way.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness.

8 Excalibur Estate



SITE ADDRESS	Excalibur Estate, Baudwin Road, Whitefoot, SE6				
SITE DETAILS	**Site size (ha)** 6.14	**Setting** Urban	**PTAL** 2015: 1b 2021: 1b 2031: 1b	**Ownership** Public	**Current use** Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings.				
PLANNING STATUS	Full application DC/10/075973 granted March 2012. Various subsequent applications granted. Started construction and development is partially complete				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 305		**Non-residential floorspace**		

Existing planning consent

17.45 DC/10/75973 - The redevelopment of the Excalibur Estate SE6, seeking full planning permission (Phase 1) for 152 residential units, and outline planning permission (Phase 2) for 219 residential units, creating a total of 371 residential together with associated highway infrastructure, soft and hard landscaping including the provision of open space.

17.46 DC/17/100865 - Reserved Matters of design (internal layout, external appearance), landscaping, scale and massing (height), resulting in a reduction to 210 residential units for phases 4 and 5.

Site allocation

17.47 Housing estate regeneration. Comprehensive redevelopment for residential uses.

Opportunities

17.48 The site is a housing estate located in Bellingham, surrounded predominantly by residential properties. Redevelopment provides the opportunity to regenerate the estate with an uplift in the number and quality of homes whilst delivering public realm and environmental improve-ments. Phases 1 and 2 of the site are already completed.

17.49 **Development requirements**

- Provision of residential accommodation consistent with the planning consent.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area.
- 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 locally listed buildings - a row of six locally listed pre-fabricated buildings along Persant Road.
- Support objectives for nature conservation assets including designated urban green space and allotment gardens that run alongside the railway and adjoin the site's eastern boundary.

17.50 **Development guidelines**

- Development of the remaining phases should positively respond to the surrounding properties, moderately scaled heights and a mix of building typologies.
- Connectivity through the site should be improved via a central landscaped spine road, with connecting home zones, and integrating with the existing street pattern and road network. Car parking should be integrated with soft and hard landscaping to ensure cars are not prominent in the streetscape.
- The bulk, mass and scale of development should respond positively to the existing residential development surrounding the site, in keeping with the suburban character of the site. A reduced scale should be used in the vicinity of the locally listed buildings adjoining the site's southern boundary.
- Development should provide a clear pattern of public and private space, with a range of gardens and amenity areas and high quality landscape designed to integrate into the overall scheme. A range of play spaces should be provided for children, including pocket play spaces, local play spaces and youth spaces.

9 Bestway Cash and Carry

SITE ADDRESS	1 St Mildreds Road, London, SE12 0RS				
SITE DETAILS	**Site size (ha)** 1.70	**Setting** Urban	**PTAL** 2015: 1b 2021: 1b 2031: 1b	**Ownership** Private	**Current use** Out of town retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 136		**Non-residential floorspace**		

Site allocation

17.51 Comprehensive rdevelopment for residential use.

Opportunities

17.52 The site comprises a large format out-of-centre retail warehouse. Redevelopment of this site provides the opportunity to introduce residential use that is more compatible with the site's predominantly residential context.

17.53 **Development requirements**

- Residential led development with a design that positively responds to the suburban location.
- Support objectives for nature conservation assets including SINC land, designated urban green space allotment gardens and Metropolitan Open Land beyond the railway line.

17.54 **Development guidelines**

- The bulk, mass and scale of development should respond positively to the existing residential development surrounding the site, in keeping with the suburban character of the site.
- Building heights should vary across the site, with the potential for taller elements at the eastern parts of the site.
- The design of the site should provide a new layout that maximises connectivity, both throughout the site and with the surrounding road network.
- Landscaping should be an integral part of the scheme and should take into account existing mature trees.
- Residential units should be designed so as to protecting amenity and minimise noise disturbance from the railway.

10 Homebase/Argos, Bromley Road

SITE ADDRESS	10 Beckenham Hill Road, Catford, London SE6 3NU, Downham				
SITE DETAILS	**Site size (ha)** 1.70	**Setting** Urban	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Private	**Current use** Out of town retail, Car park
HOW SITE WAS IDENTIFIED	Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent Urban Green Space, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 160		**Non-residential floorspace**		

Site allocation

17.55 Comprehensive residential-led mixed use redevelopment. Reconfiguration of existing buildings to facilitate a new layout with new and improved routes, both into and through the site, along with public realm and environmental enhancements.

Opportunities

17.56 The site comprises large format retail buildings and surface car parking. A more optimal use of land can be made through site intensification and the introduction of residential uses that are more compatible with the character of the surrounding properties. The site benefits from relatively good levels of transport accessibility, and being situated on the A21 corridor offers scope for public realm improvements to support active modes of travel. Redevelopment of the site also offers the opportunity to enhance the amenity and character of the historic Southend Village, which is situated opposite the site.

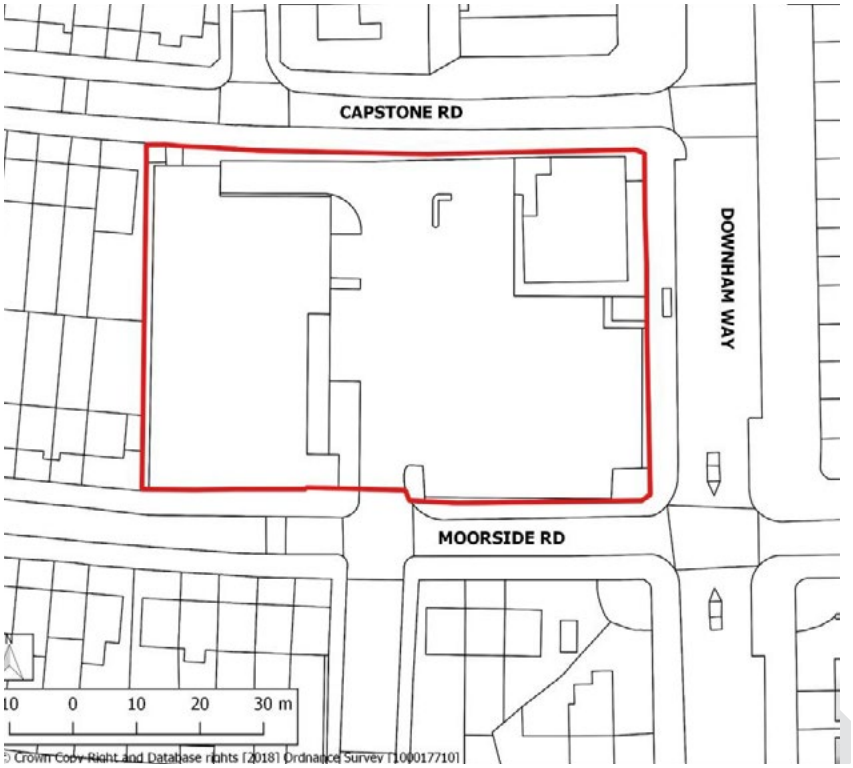
17.57 **Development requirements**

- Development proposals must be designed in accordance with the A21 Corridor Intensification and Development SPD.
- A well designed, positive frontage and public realm enhancements along Bromley Road to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, taking account of existing natural features.
- Support conservation objectives for heritage assets including a listed building.
- Support objectives for nature conservation assets including SINC land, urban green space and public open space.

17.58 **Development guidelines**

- Development should make more efficient use of the land by removing surface car parking and redesigning the car parking as an integral part of the scheme.
- Development should create legibility with enhanced pedestrian permeability through the site, in particular from Bromley Road through to Beckenham Hill Road and from Bromley Road through to the sports ground to the west of the site.
- Landscaping should seek to optimise linkages and opportunities associated with the pond (designated SINC) in the eastern corner of the site, retain existing mature tree coverage and improve the amenity of the remainder of the site.
- The bulk, massing and scale of development should respond positively to the existing development surrounding the site including residential properties and the sports buildings to the west.
- Development should positively respond to Southend Village and heritage assets located opposite the site on Bromley Road, including the three Grade II listed buildings associated with St John the Baptist Church, and their setting.
- Development should positively respond to the open and green features on and surrounding the site. The eastern corner of the site includes a pond, designated as a Site of Importance for Nature Conservation. Designated public open space and a Site of Importance for Nature Conservation also exists to the south east of the site. The site's western boundary adjoins a sports ground, designated as urban green space.
- Development should be designed to ensure there is not adverse impact on the biodiversity of the pond in the eastern corner of the site. Proposals should seek to enhance wildlife in this part of the site.

11 Downham Co-op



SITE ADDRESS	431-435 Downham Way, Bromley BR1 5HR				
SITE DETAILS	**Site size (ha)** 0.43	**Setting** Suburban	**PTAL** 2015: 3 2021: 4 2031: 4	**Ownership** Private	**Current use** Out of town retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 42		**Non-residential floorspace**		

Site allocation

17.59 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

17.60 This site comprises a single storey retail building with surface clevel ar parking, located within Downham Way local centre. It is surrounded by a mix of residential and retail uses. Redevelopment of this site provides the opportunity to make a more optimal use of land, introduce a wider range of uses including residential that will help to maintain the vitality of the local centre and improve local area amenity.

17.61 **Development requirements**

- Positive frontages along Downham Way, Captsone Road and Moorside Road.
- Appropriate main town centre uses on the ground floors of buildings, above which residential uses may be located.
- Maximise the use of the land by redeveloping the ground floor car park.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Retention of the public house.

17.62 **Development guidelines**

- Development should create positive frontages with improved public realm along Capstone Road, Downham way, Moorside Road.
- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site.
- The site is currently in operational retail use. Consideration should be given to phasing options to allow existing retail use to continue trading during site redevelopment.

12 Beadles Garage

SITE ADDRESS	Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS				
SITE DETAILS	**Site size (ha)** 0.33	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Private	**Current use** Car services
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Site of Importance for Nature Conservation, adjacent to Public Open Space, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 22		**Non-residential floorspace**		

Site allocation

17.63 Mixed-use development with compatible residential and commercial or ancillary main town centre use.

Opportunities

17.64 This corner site, currently in use as a car showroom, is bounded by Bromley Hill and Avondale Road, and is lined with mature trees. The site benefits from relatively good levels of transport accessibility, and being situated on the A21 corridor offers scope for public realm improvements to support active modes of travel. Redevelopment of the site provides the opportunity to make more optimal use of the site, introduce residential use onto the site that are compatible with the surrounding properties, along with strengthening the street frontage and enhancements to local amenity.

17.65 **Development requirements**

- A well designed, positive frontage and public realm enhancements along Bromley Road and Avondale Road, to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor.
- Development must be in accordance with the A21 Corridor Intensification and Development SPD.
- Appropriate commercial and main town centre uses on the ground floors of buildings, above which residential uses may be located.
- Support objectives for nature conservation assets including an adjacent cemetery, designated as SINC land and public open space.

17.66 **Development guidelines**

- Development should create positive frontages along Bromley Hill and Avondale Road.
- The bulk, massing and scale of development should consider the aspiration for the A21 to become a public transport focussed corridor.
- The bulk, massing and scale of development respond also positively to the existing residential development surrounding the site.
- Consideration should also be given to creating an enhanced relationship between the site and the designated public open space and SINC immediately to the north of the site whilst respecting it's character and context as an historic cemetery with archaeological value.

13 McDonalds Ashgrove Road

SITE ADDRESS	Bromley - Garden Gate, Old Bromley Rd, Bromley BR1 4JY, Downham				
SITE DETAILS	**Site size (ha)** 0.32	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Private	**Current use** Out of town restaurant
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent South London Green Chain Area, adjacent Metropolitan Open Land, Area of Archaeological Priority, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 31		**Non-residential floorspace**		

Site allocation

17.67 Mixed use development with compatible residential and main town centre or commercial uses.

Opportunities

17.68 This corner site lies in a prominent position at the junction of Ashgrove Road, Old Bromley Road and Bromley Hill, surrounded by a mix of residential and retail uses. The site benefits from relatively good levels of transport accessibility, and being situated on the A21 corridor offers scope for public realm improvements to support active modes of travel. Redevelopment of the site provides the opportunity to make more optimal use of the land and to introduce residential use into the predominantly residential area whilst also strengthening the street frontage and creating public realm enhancements.

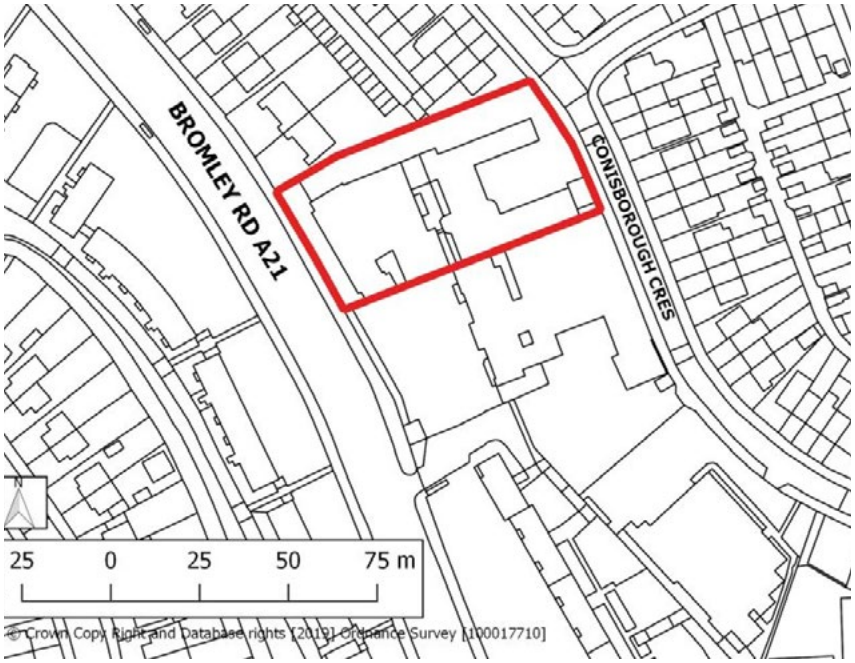
17.69 **Development requirements**

- A well designed, positive frontage and public realm enhancements along Bromley Road and Ashgrove Road, to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor.
- Development must be in accordance with the A21 Corridor Intensification and Development SPD.
- Appropriate commercial and main town centre uses on the ground floors of buildings, above which residential uses may be located.
- The site must improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes. Particular consideration must be given to the access and servicing arrangements.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Support objectives for nature conservation assets including the adjacent playing field, designated as Metropolitan Open Land and green corridor.

17.70 **Development guidelines**

- Development should create positive frontages along Old Bromley Road and Ashgrove Road, with new buildings aligned with the existing street pattern.
- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site. Development that provides low grain and suburban character is suitable for this site, although there is a potential for a focal point to be sited in the eastern corner of the site, opposite Sandpit Road. Consideration should be given to the aspiration for the A21 to become a public transport focussed corridor.
- Development should create legibility with enhanced pedestrian permeability through the site, in particular with direct access through to the playing fields to the west of the site.
- Landscaping should be designed as an integral part of the overall development, with public realm spaces that enhance the amenity of the site and connect with the existing open amenity space on the corner of Old Bromley Road. The historic trough (street furniture) at junction with Old Bromley Road and Bromley Road is of special interest and should be maintained.
- Development should be designed to retain existing vehicular access onto both Old Bromley Road and Ashgrove Road.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

14 Catford Police station



SITE ADDRESS	333 Bromley Rd, London SE6 2RJ				
SITE DETAILS	**Site size (ha)** 0.32	**Setting** Urban	**PTAL** 2015: 3-4 2021: 3-4 2031: 3-4	**Ownership**	**Current use** Police Station
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and Landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 39		**Non-residential floorspace**		

Site allocation

17.71 Mixed use redevelopment with compatible residential, commercial and main town centre uses.

Opportunities

17.72 Subject to appropriate re-provision of the Catford police station, the site offers potential for redevelopment for a wider range of complementary uses. Redevelopment of buildings and spaces to the rear of the station can enhance local character, including the site's interface with the surrounding residential properties.

Development requirements

17.73 Site redevelopment will be subject to appropriate re-provision of the Police Station in line with Policy CI 1 (Safeguarding and securing community infrastructure).

17.74 A well designed, positive frontage and public realm enhancements along Bromley Road

17.75 A positive frontage along Conisborough Cresent with improved public realm.

17.76 Development must be in accordance with the A21 Corridor Improvement SPD

Development guidelines

- A positive frontage along Bromley Road and Conisborough Crescent.
- The proportions and features of terraced homes along Conisborough Crescent should be reflected along the eastern edge of the site and visual amenity should be enhanced with green buffers introduced along the street frontage.
- Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.

18 LEWISHAM'S WEST AREA

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Context and character

18.1 The West Area comprises nine distinct neighbourhoods, including: Telegraph Hill, Brockley, Crofton Park, Honor Oak, Blythe Hill, Forest Hill, Perry Hill, Sydenham, and Sydenham Hill. The area comprises a series of older villages that run north south which developed around key railway stations.

18.2 The area is characterised by its topography and prominent green spaces with remnants of the Great North Wood. The area remains noticeably wooded, with prominent mature street and garden trees. The railway line dissects the area and limits access between many neighbourhoods. The sidings and embankments also support a significant variety of biodiversity and wildlife, which reinforce its green character. The area contains the Ravensbourne river and valley corridor, which provides an important natural corridor through the sub-area. Whilst there are many parks and open spaces, the pedestrian and cycle links between these are varied, and many open spaces are poorly connected.

18.3 The residential areas are predominantly low-rise with linear terraces and narrow street sections resulting in relatively high densities. The Western Area has a diverse built character that includes historic Victorian and Edwardian terraces, interwar 'garden city' inspired housing, post-war flats and council estates, and 20th century infill. The sub-area contains many conservation areas and listed buildings, which strongly inform the character of the area.

18.4 The sub-area contains the district centres of Sydenham and Forest Hill that have a diverse town centre offer and serve the wider neighbourhood. The local centres of XXXX and XXXX serve an important local function as part of town centre network. Some town centres (such as Ladywell) contain vacant and underused sites, and have a poor quality public realm. The area has a diverse land use mix, with a strong creative and digital industry clusters in Brockley and Forest Hill with links to Goldsmiths and Southwark College. The West Area contains the Horniman Museum which is a significant cultural destination within London and the southeast.

18.5 There sub-area has a number of key train stations and transport corridors, including the B218 Brockley Road/Brockley Rise and the A205 South Circular. Pedestrian and cycle accessibility is very limited along these corridors, and the public realm is generally of a poorer quality and is dominated by traffic. Whilst many train station are well positioned and accessible, a number of stations have a poor sense of arrival and are not well sited within the neighbourhood they serve.

Vision

18.6 By 2040 the Western Area will continue to be known as one of the greenest neighbourhoods in the borough. The distinct town centres identities will have been enhanced and strengthened making the Western Area a highly desirable place to live. Forest Hill and Sydenham will have a more diverse town centre offer and be thriving destinations serving the wider neighbourhoods, supported by stronger local centres that serve the local catchment. In all town centres vacant and underused sites will have been brought back into active uses through sensitive infill development and the reuse and redevelopment of vacant buildings.

18.7 Growth will be focused along the key corridors of Brockley Road/Brockley Rise and the South Circular, and within Forest Hill and Sydenham town centres, with increased density and a more urban scale 're-examining' the character of these areas. In the local centres of Brockley, Crofton Park, and Honor Oak, and in the surrounding residential neighbourhoods growth will be enabled through high quality infill development, the re-use of the existing built fabric, and through smaller site development that 'reinforces' the existing character. Development will enable the intensification of key small sites, particularly around train stations and key destinations, including around Brockley Station and Brockley Cross.

18.8 The area will capitalise on the many historic assets and their setting, with new heritage-led development celebrating local landmarks, historic landscapes, and local views. Across the area key public realm improvements will take place, including the greening and/or traffic calming of key routes (Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/Brockley Rise). Public realm improvements on these key routes will have led to street decluttering, improved crossings, and shopfront improvements.

18.9 Across the area there will be improved access for pedestrians and cyclists especially in areas with wider streets, which will include transforming the South Circular into a green boulevard with improved pedestrian, cycling, and bus provision, re-connected to the neighbourhoods along the route. There will be improved access and wayfinding to public transport nodes, and enhanced train station environs and a sense of arrival will encourage the use of sustainable forms of transport.

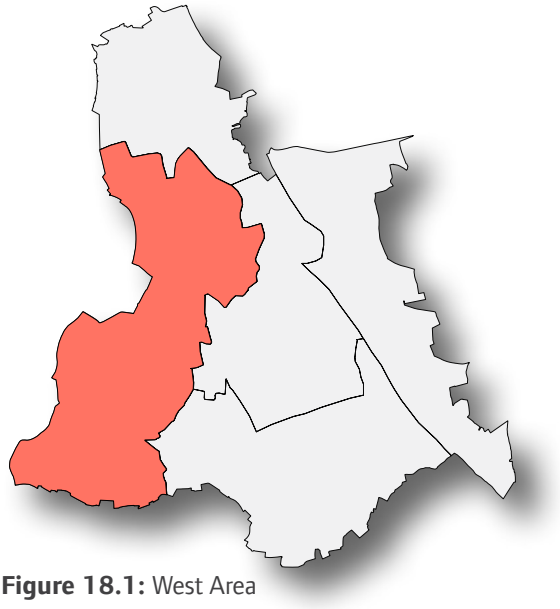


Figure 18.1: West Area

Havelock Walk, Forest Hill

18.10 Access to the area's many green spaces will be improved and the area will celebrate its historic landscape character, woodland, and topography. The area will develop new green links with better wayfinding, with new and enhanced pockets of smaller green space, and increased street trees and front and rear garden planting. Links to significant regional parks outside the borough will have been enhanced, including to Crystal Palace and Dulwich Park. Development will have re-naturalised the Ravensbourne river and valley corridor and provide better access to and from this important natural asset.

18.11 Existing local employment opportunities will be protected while opportunities to deliver new employment space will be promoted. The connections between the Western Area and the Central Area will be improved to ensure residents and businesses within the sub-area have access to the facilities on offer at the borough's new metropolitan centre. The existing creative and digital industry sectors will become of strategic importance to the borough, building on the unique links to Goldsmiths College and Southwark College. The emerging creative clusters at Brockley and Forest Hill will be supported, as will form a key part of the borough's future economic growth. The Horniman Museum is a significant cultural destination. Its location and setting will be enhanced through wayfinding and accessibility improvements, increasing its prominence within its immediate surrounds, and strengthening its draw as a regional destination within London and the southeast.

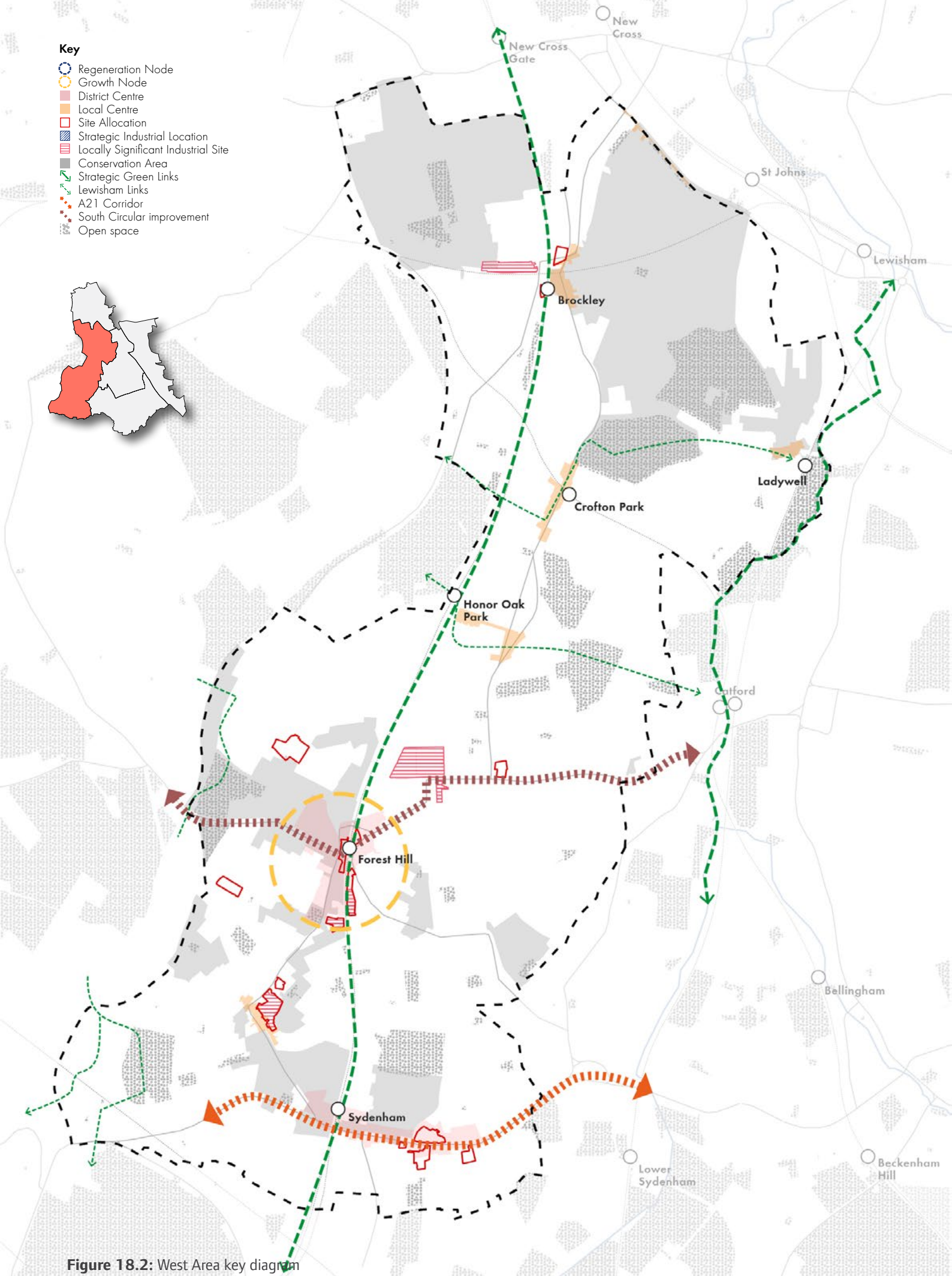


Figure 18.2: West Area key diagram

LWA1 **West Area place principles**

A Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and employment locations. This will require that investment is appropriately coordinated within Lewisham's West Area and that:

a. The redevelopment of strategic sites, and the renewal of other sites, within and around the area's linear network of town centres is facilitated to better connect the centres and to secure their long-term vitality and viability; in line with Policy LWA2 (Connected network of centres);
b. New development within and around Forest Hill district town centre supports and reinforces the centre's role as a key commercial, community and cultural hub, in line with Policy LWA3 (Forest Hill district centre and surrounds);
c. New development is directed to the main corridors of Brockley Road (B218) and Stanstead Road (A205 / South Circular), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Endwell Road, Malham Road, Perry Vale, Clyde Vale and Willow Way;
e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on selected LSIS, along with improving the environmental quality of employment locations;
f. The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and
g. Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy. TR1 (Sustainable transport and movement).

B Development proposals must positively respond to the character of established residential areas. This includes the historic character of the area's neighbourhoods, and particularly their town centres which are defined by their Victorian shopping parades and make an important contribution to local distinctiveness. The historic landscape character, including woodland and topography, is also a defining feature of the West Area, which was once covered by the Great North Wood. Proposals will be expected to maximise opportunities to integrate urban greening to respond to and connect the remnants of the woodland, along with protecting and enhancing important views and vistas.

C Development proposals incorporating new or re-purposed workspace should seek to ensure that this provision is designed to accommodate micro, small and medium-sized businesses, to complement and support existing clusters of cultural and creative industries, including in Brockley and Forest Hill.

D The comprehensive redevelopment of sites within Willow Way LSIS will be supported to enhance local employment provision as well as to improve the environmental and visual quality of the neighbourhood area. Development proposals within the LSIS should positively address the site's relationship with Upper Sydenham/Kirkdale local centre, particularly to ensure compatible land-uses as well as safe and legible connections. Development should deliver high quality designs that help to establish a more cohesive, employment-led mixed-use quarter.

E The sensitive intensification of established residential neighbourhoods will be supported where new development positively responds to their distinctive local character, including the landscape setting. The council will prepare a Small Site Guidance Supplementary Planning Document, which development proposals should have regard to.

F Development proposals should help to ensure the West Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LWA4 (West Lewisham Links). Particular consideration should be given to improving linkages between and access to strategic regional parks and open spaces that are located outside, but within comfortable walking or cycling distance from the West area.

G Development proposals must positively respond to the historic character and setting of the Horniman Museum and Gardens, particularly to support its role as a key visitor destination within London and the southeast. Proposals within the vicinity of the museum should provide for improved way finding and access routes to and from the museum.

H Development proposals should investigate opportunities for the comprehensive redevelopment of strategic site allocations and other sites, particularly within and around Sydenham and Forest Hill district centres, in order to make the most optimal use of land and support the delivery of the spatial strategy.

I Development proposals should to contribute to delivery of high quality public realm, particularly on and around approaches to and from train stations, and along key movement routes including Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/Brockley Rise.

J The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the West Area, and to help ensure coordination in the delivery of new investment. Development proposals should have regard to and positively engage with these documents, including:

a. Lewisham Characterisation Study (2019);
b. Bell Green and Lower Sydenham Area Framework and/or SPD (forthcoming); and
c. Small Site Guidance SPD (forthcoming).

LWA2 **Connected network of town centres**

A The West Area contains an historic network of town and local centres that serve its neighbourhoods. Development proposals should positively respond to this network and help to secure the long-term vitality and viability of the centres by:

a. Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features;
b. Making provision for a wide range of appropriate main town centre uses that build on the economic strengths and unique attributes of each of the centres, whilst seeking to ensure they complement and do not compete with one another; and
c. Improving connections between the centres by:
    i. Delivering public realm enhancements to facilitate safe and convenient pedestrian and cycle movements along main roads and routes linking the centres (name a few), and
    ii. Making provision for highly accessible, safe and attractive interchanges at key public transport nodes, including stations.

B Brockley Cross, Crofton Park, Honor Oak / Brockley Rise and Upper Sydenham/Kirkdale will be designated as local centres reflecting the complementary role each plays in the provision of local services and community facilities within their neighbourhoods.

C Within the West Area's town and local centres, proposals for meanwhile uses on vacant sites and properties will be supported in order to facilitate their return to active use, in line with Policy EC22 (Meanwhile uses). Meanwhile spaces catered for micro businesses, including independent traders, and community uses will be strongly encouraged.

D Development proposals should support the growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity, in line with Policy LWA2 (Forest hill district centre and surrounds).

E The renewal of Sydenham district town centre to will be supported in order to secure its long-term vitality and viability. Development proposals will be expected to contribute to the renewal and revitalisation of the town centre by:

a. Seeking opportunities to repair the structure and fabric of the centre through the sensitive redevelopment and infilling of sites, particularly those which detract from the historic character and grain that is still evident;
b. Delivering public realm improvements to make the centre a more accessible, welcoming and attractive place to visit, particularly at key arrival points around Sydenham station and at the western and eastern edges of the centre, along Kirkdale and Sydenham Road; and

c. Making provision for a diverse mix of main town centre uses (including shops, services and community facilities) that reinforce the role of the centre in Lewisham's town centre hierarchy, and ensure it both supports and complements significant new development planned on strategic sites in the Bell Green and Lower Sydenham area.

F The renewal of Upper Sydenham/Kirkdale local centre will be supported in order to secure its long-term vitality and viability. Development proposals should contribute to a coordinated process of area improvement, helping to deliver a more cohesive and complementary relationship between the centre and neighbouring properties and sites, including the Willow Way Locally Significant Industrial Site and former Sydenham police station.

G The continued renewal of Brockley Cross local centre will be supported in order to secure its long-term vitality and viability. Development proposals will be expected to contribute to the renewal and revitalisation of the local centre by:

a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and positively responding to its historic character; and
b. Seeking opportunities to support and make provision of workspace for the cultural and creative industries, reinforcing and enhancing the existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone.

H Development proposals should help to secure the long-term vitality and viability of Crofton Park local centre by:

a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and positively responding to its historic character;
b. Seeking to alleviate vehicle congestion by improve the pedestrian and cycle environment.

I Development proposals should help to secure the long-term vitality and viability of Crofton Park local centre by:

a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and positively responding to its historic character;
b. Seeking to improve the arrival point to Honor Oak around the station, particularly though public realm enhancements.

Forest Hill Pools, Louise House and Forest Hill Library, Dartmouth Road, Forest Hill

LWA3 **Forest Hill district centre and surrounds**

A Development proposals should contribute to securing the long-term vitality and viability of Forest Hill district town centre by enhancing the place qualities of the centre and its surrounds, as well as reinforcing its role as a key focal point for commercial, cultural and community activity. Development proposals must contribute to a coordinated process of town centre improvement that positively responds to the area's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial, cultural and community role is maintained and enhanced.

B The growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by:

a. Ensuring development proposals provide a complementary mix of uses within the town centre, in line with other Local Plan policies;
b. Designating the Forest Hill Cultural Quarter along with promoting and seeking to protect cultural and creative uses and activities within it, in line with Policy EC18 (Culture and the night-time economy);
c. Designating the town centre as an area of local significance of night-time economic activity, and strengthening its role as a visitor destination, in line with Policy EC18 (Culture and the night time economy);
d. Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location:
    i. Positively respond to its distinctive character and employment function;
    ii. Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and
    iii. Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location;
e. Extending the boundary of the Malham Road Locally Significant Industrial Site to include 118 Stansted Road, along with protecting and enhancing uses that within the LSIS that make a positive contribution to the Cultural Quarter; and
f. Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, including by improving wayfinding and safe access to it.
g. Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. Particular consideration will need to be given to movements along and across the main junction and station approaches, the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and Waldram Park Road.

C Development proposals will be supported where they contribute to enhancing east-west pedestrian and cycle routes and connections within and around the town centre, including public realm enhancements along the station approaches and to the forecourt. Proposals designed to improve the quality of the station underpass (including its visibility, legibility and safe use) will be strongly supported.

Mayow Park, Perry Vale

LWA4 **West Lewisham Links**

A Development proposals will be expected facilitate the creation and enhancement of the West Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the West area.

B On sites located adjacent to an existing or proposed route of the West Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the West Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:

a. New or enhanced footpaths or cycleways;
b. Road realignment;
c. Street crossings or other safety measures;
d. Cycle parking;
e. External lighting;
f. Landscaping;
g. Tree planting or other green infrastructure;
h. Drinking water fountains;
i. Public conveniences;
j. Way-finding signage.

C To support the effective implementation of the West Lewisham Links, development proposals will be expected to have regard to the council's Parks and Open Spaces Strategy.

Lewisham's West Area

18.12 Lewisham's West Area is characterised by the remnants of the Great North Wood along with its development as a series of older villages on a north-south spine which have grown around railway stations. The West Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. The area's topography is another consideration. Its position at high ground, providing views towards London and Kent as well as to local landmarks, contributes to local character but also constrains certain types of development, such as tall buildings. Yet there remains a need to deliver new development in order to improve the liveability of the area's neighbourhoods as well as the viability of its centres and other employment locations. The Local Plan sets out a strategy to help facilitate new investment within the West Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets, including its topography.

18.13 The West Area's network of town and local centres is one of its defining features. It also presents some of the main opportunities for accommodating growth. A key strategic priority is to secure the long-term viability and vitality of these centres by improving their place qualities, also responding to their position near stations and other transport routes. This can be achieved by facilitating new investment within the centres and enhancing connections between them. Public realm enhancements along the B218, Stanstead Road (South Circular) and other key routes, transforming them into Healthy Streets, is necessary to support the safe and efficient movement of pedestrians and cyclists, and to help make travel by public transport more efficient. The sensitive intensification of these strategic movement corridors will therefore be supported as a means to secure new investment. It is imperative that the town centres retain their distinctive qualities and maintain a complementary offer of retail provision, services and community facilities. Most of the area's strategic site allocations are located within or around the centres, particularly the District Centres of Forest Hill and Sydenham as well as the local centres of Brockley and Upper Sydenham / Kirkdale. The redevelopment of these sites will help to stimulate new investment locally.

18.14 The continued evolution of Forest Hill District Centre into a thriving community, commercial and cultural hub is an important aspect of the spatial strategy for the Borough. The Local Plan seeks to build on the existing strengths of the centre as a key visitor destination. This includes taking advantage of its position as a gateway to the Horniman Museum and Gardens, and ensuring the centre is supported by a wide range of daytime and night time activities. Havelock Walk and 118 Stansted Road are unique commercial locations with a mix of cultural and creative industries. Their presence and value is recognised through the designation of the Forest Hill Cultural Quarter. Live-work accommodation has been successfully integrated at Havelock Walk, and is the only location in the Borough where this development typology is supported. Whilst the District Centre is well served by public

transport its amenity is adversely impacted by the South Circular. We will therefore work with key stakeholders, including Transport for London and Network Rail, to secure the delivery of public realm enhancements wherever feasible. This may include, for instance, improvements to pedestrian crossings, the station

18.15 There are a number of employment sites in close proximity to the town centres that make an important contribution to the local economy. The renewal of these sites will be encouraged in order to deliver new modern workspace and jobs, as well as to improve the relationship between commercial and other neighbouring uses. In selected Locally Significant Industrial Sites, the co-location of commercial and other complementary uses will be supported. This includes sites in Forest Hill as well as Upper Sydenham / Kirkdale, near Willow Way.

18.16 The West Area was once covered by the Great North Wood, which extended from New Cross to Croydon south of the Borough. Much of the woodland was lost by the 18h century, but a strong woodland character prevails with the abundance of large mature street and garden trees, nature reserves along the railway lines, and allotments and other green spaces. The West Lewisham Links are centred on the network of green infrastructure and other valued places, recognising the priority given to improving public access to them by walking and cycling.

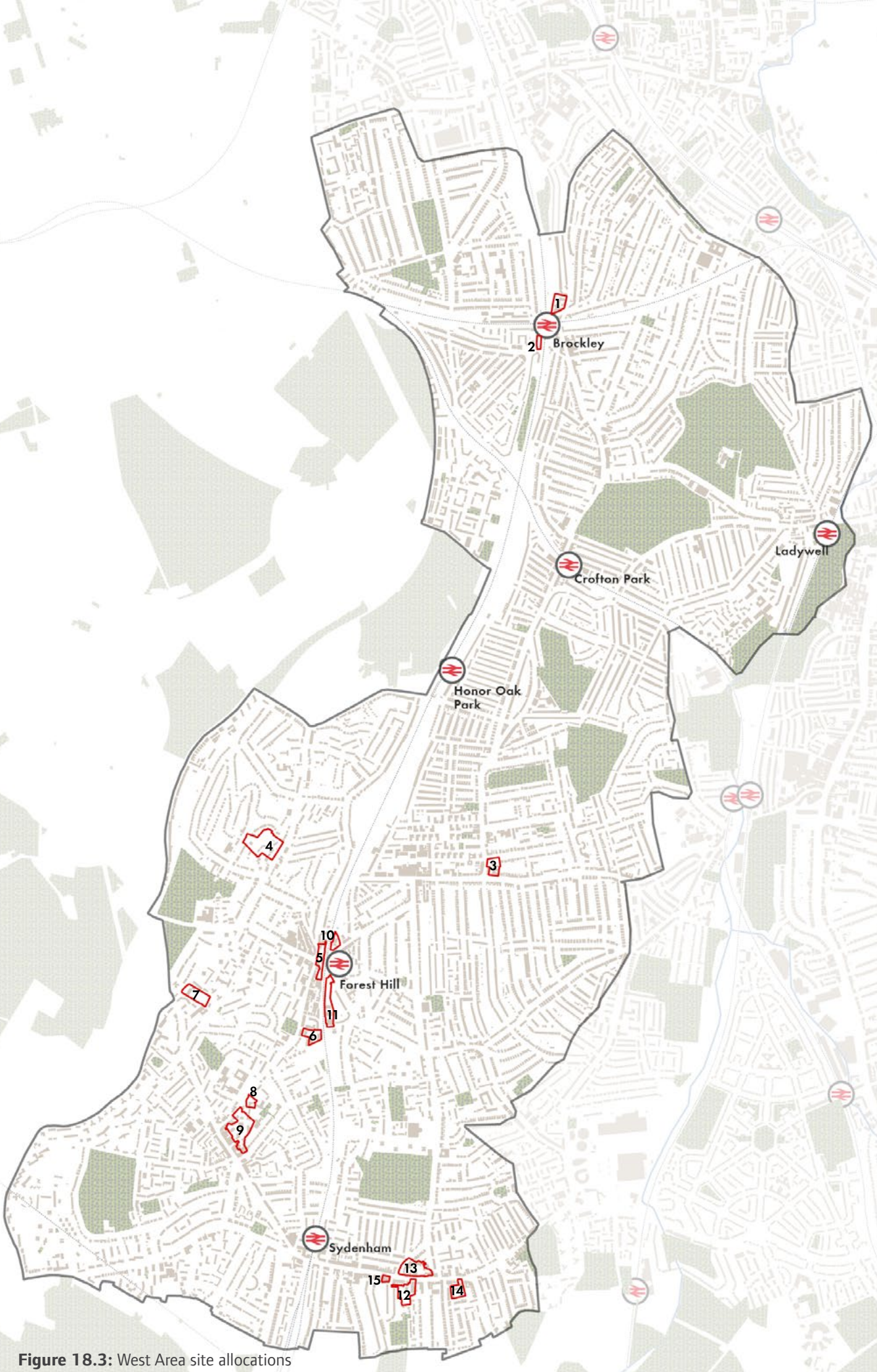
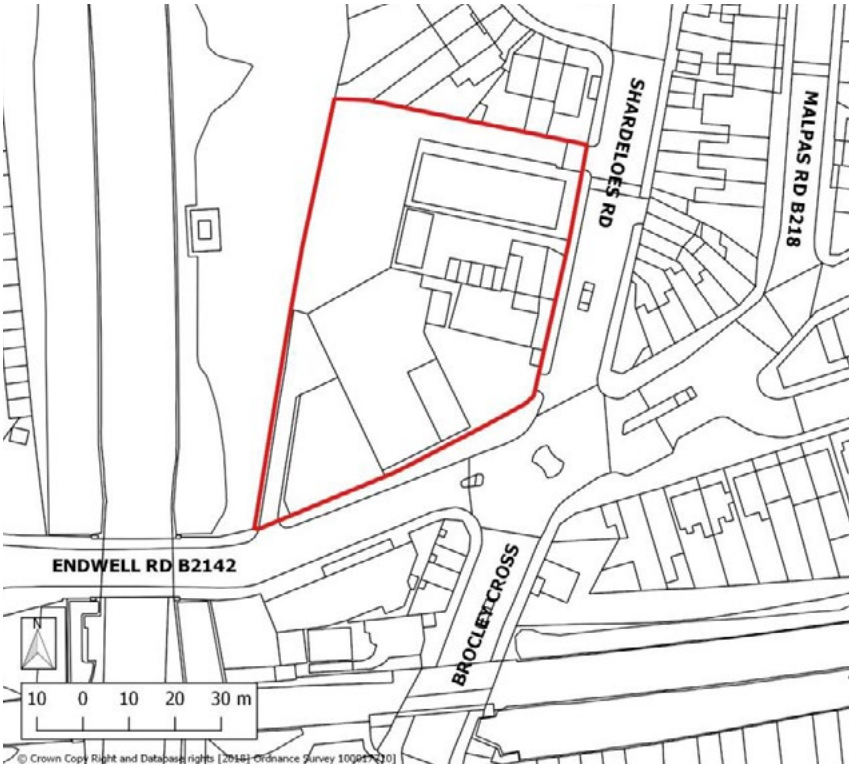


Figure 18.3: West Area site allocations

Site allocations

1 111-115 Endwell Road 690
2 6 Mantle Road 692
3 Jenner Health Centre 694
4 Havelock House, Telecom Site and Willow Tree House, near Horniman Drive 696
5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads) 698
6 Clyde Vale Locally Significant Industrial Site 701
7 Featherstone Lodge, Eliot Bank 703
8 Former Sydenham Police Station 705
9 Willow Way Locally Significant Industrial Site (LSIS) 707
10 Land at Forest Hill Station east (Waldram Place and Perry Vale) 710
11 Perry Vale Locally Significant Industrial Site 712
12 Land at Sydenham Road and Loxley Close 714
13 113-157 Sydenham Road 716
14 154-160 Sydenham Road 719
15 74 to 78 Sydenham Road 721

1 111-115 Endwell Road



SITE ADDRESS	111-115, Endwell Road, SE4 2PE				
SITE DETAILS	**Site size (ha)** 0.43	**Setting** Urban	**PTAL** 2015: 4 2021: 4 2031: 4	**Ownership** Private	**Current use** Industrial, car services, place of worship
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air Quality Management Area , Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/19/110715 granted in May 2019 (part of the site)				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 65		**Non-residential floorspace**		

Existing planning consent

18.17 DC/19/110715 – Demolition of the existing single storey buildings on the site at R L Watson and Son, Shardeloes Road SE4 and construction of a part one/part two storey building to provide an MOT centre facilities

Site allocation

18.18 Employment led mixed-use redevelopment with compatible commercial, community and residential uses.

Opportunities

18.19 The southern part of this site is located within Brockley Cross local centre. Re-development can help to enable delivery of new and enhanced workspace provision whilst introducing residential uses onto the site, along with public realm improvements focussed on the station approach.

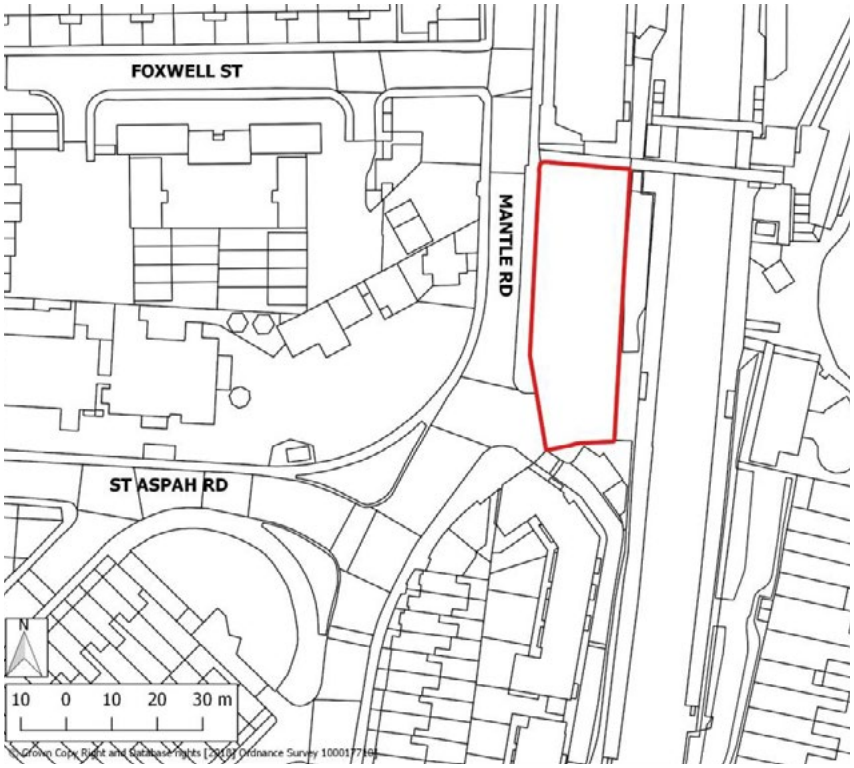
18.20 **Development requirements**

- Provision of an element of employment floorspace, with evidence to demonstrate that the maximum viable amount of floorspace will be re-provided.
- Retention or appropriate re-provision of the existing religious facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Active frontages along with employment and commercial uses on the ground floors of buildings, above which residential uses may be located.
- Development should support a legible and safe network of pedestrian and cycle routes, helping to improve safe access to the station.
- Contribute to improved legibility, safety and access to the station.
- Support objectives for nature conservation assets including SINC land running along the Forest Hill to New Cross Railway Cutting.

18.21 **Development guidelines**

- Development should maximise employment floorspace provision, through reconfiguration of the site, and improve the overall environmental quality of the site.
- The operational requirements of the employment 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 employment uses.
- Residential units should be designed so as to minimise noise nuisance arising from the nearby railway line.
- Building heights should differ across the site to reflect their surroundings including the residential buildings along the site's northern and eastern boundaries. Taller elements should be sited on the western side of the side, facing the railway.
- The current wall surrounding the timber yard and the blank, ground level façade along Endwell Road should be removed and the site should be opened up with a development that provides greater natural surveillance, with an enhanced street scene and public realm space.
- Development should provide high quality landscaping and complement the green links running north-south along the site's western boundary, and help to enhance wildlife movement through to wider green corridors.

2 6 Mantle Road



SITE ADDRESS	6 Mantle Rd, London, SE4 2EX				
SITE DETAILS	**Site size (ha)** 0.12	**Setting** Suburban	**PTAL** 2015: 4-5 2021: 4-5 2031: 4-5	**Ownership** Private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Conservation Area, Site of Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air Quality Management Area , Air Quality Focus Area, Flood Zone 1				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35** Yes	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 17		**Non-residential floorspace**		

Site allocation

18.22 Mixed-use development with compatible residential, commercial and main town centre uses.

Opportunities

18.23 The site lies adjacent to Brockley Cross local centre. Development of the site provides the opportunity to extend the parade of shops, strengthen the area's character whilst providing active frontage to improve natural surveillance and improving access to Brockley rail station.

18.24 **Development requirements**

- Active frontages along Mantle Road with appropriate town centre uses on the ground floors of buildings, above which residential uses may be located.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, to create a direct link to the station, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods.
- Public realm improvements to enhance legibility and safe access to the station entrance from the western side of the railway.
- High quality landscaping, giving particular consideration to protection and enhancement of the green corridor on the eastern edge of the site.
- Support conservation objectives for heritage assets including Brockley Conservation Area (on the opposite side of the railway).
- Support objectives for nature conservation assets including SINC land running along the Forest Hill to New Cross Railway Cutting.

18.25 **Development guidelines**

- Development should maximise employment floorspace provision and improve the overall environmental quality of the site.
- The operational requirements of the employment 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 employment uses.
- Consideration should be given to locating non-residential uses on the ground floor, with residential above, extending the existing parade of shops southwards.
- There will be a need to work cooperatively with Transport for London in the design affecting the railway station entrance.
- 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.
- Building heights should differ across the site to reflect their surroundings including the residential buildings along the site's northern boundary, on the opposite side of the railway and the primary school on the opposite side of Mantle Road, which has historic interest.
- The current wall that provides a blank façade along Mantle Road and across the footbridge to the station should be removed and the site should be opened up with a development that provides greater natural surveillance, with an enhanced street scene and public realm space.
- Development should provide high quality landscaping and retain green links running north-south through the site, to enable wildlife movement through to wider green corridors.

3 Jenner Health Centre

SITE ADDRESS	Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU				
SITE DETAILS	**Site size (ha)** 0.41	**Setting** Urban	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Public	**Current use** Doctors surgery
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 40		**Non-residential floorspace**		

Site allocation

18.26 Comprehensive mixed use redevelopment of existing health centre with residential and community uses.

Opportunities

18.27 The health centre is located on a corner plot, north of Stanstead Road and east of Brockley Rise. Redevelopment of the site provides the opportunity to make more optimal use of the land whilst re-providing healthcare provision alongside a range of uses, including residential, to help improve the vitality of the area, providing active frontage to improve natural surveillance and opening up the site's southern boundary.

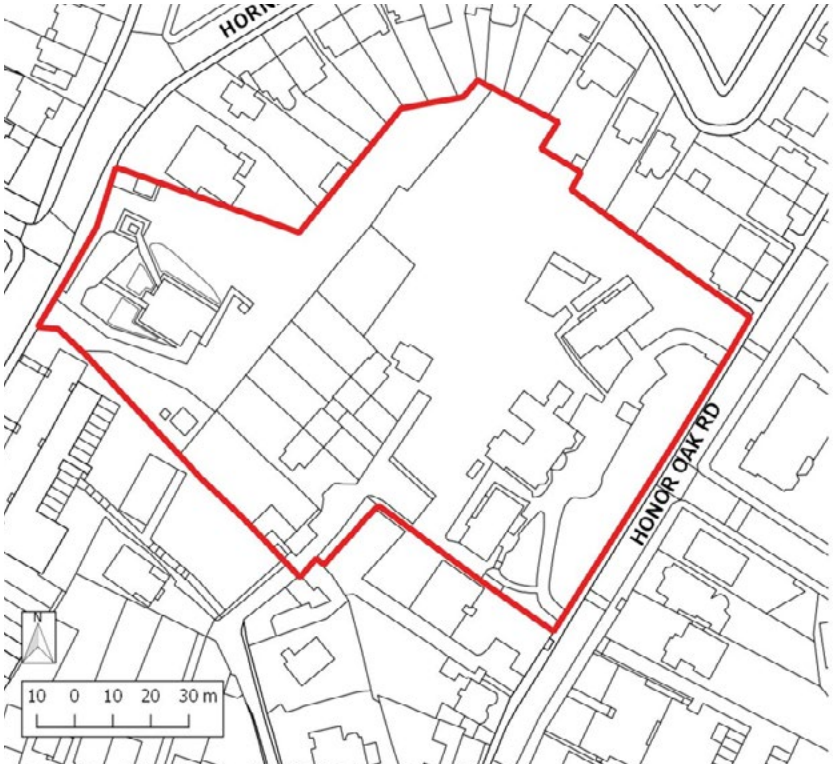
18.28 **Development requirements**

- Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Active frontages and public realm enhancements along Stanstead Road.

18.29 **Development guidelines**

- The design of the site should take account of spatial and operational requirements of health and community buildings to be developed, and consider the appropriate interface with residential and other uses on the site.
- Development should make more efficient use of the land by removing surface car parking and redesigning the car parking as an integral part of the scheme.
- Consideration should be given to realigning the street frontage along Stanstead Road, to align with, and respect, the existing buildings on either side of the side whilst creating an enhanced street scene.
- Development should ensure legibility and permeability through the site, with new connections north-south through the site and with new pedestrian connectivity between the health and community uses on-site and Stanstead Road.
- Building heights should differ across the site to reflect their surroundings, with the majority of the existing buildings being 2-3 storeys in height. The central portion of the site may be suitable for taller buildings.
- Landscaping should be designed as an integral part of the overall development, with public realm spaces that enhance the amenity of the site.

4 Havelock House, Telecom Site and Willow Tree House, near Horniman Drive



SITE ADDRESS	Havelock House, Honor Oak Road, Forest Hill, London SE23 3SA				
SITE DETAILS	**Site size (ha)** 1.48	**Setting** Urban	**PTAL** 2015: 3 2021: 3 2031: 3	**Ownership** Private	**Current use** Telecoms, Residential
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Conservation Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 30		**Non-residential floorspace**		

Site allocation

18.30 Redevelopment of backland site for residential use.

Opportunities

18.31 The site is located on the western side of Honor Oak Road where three large buildings containing flatted properties are set within greenspace and mature trees. Redevelopment of the backland portion of the site provides the opportunity to make more efficient use of the land by introducing additional residential properties into the area whilst retaining residential amenity for surrounding properties.

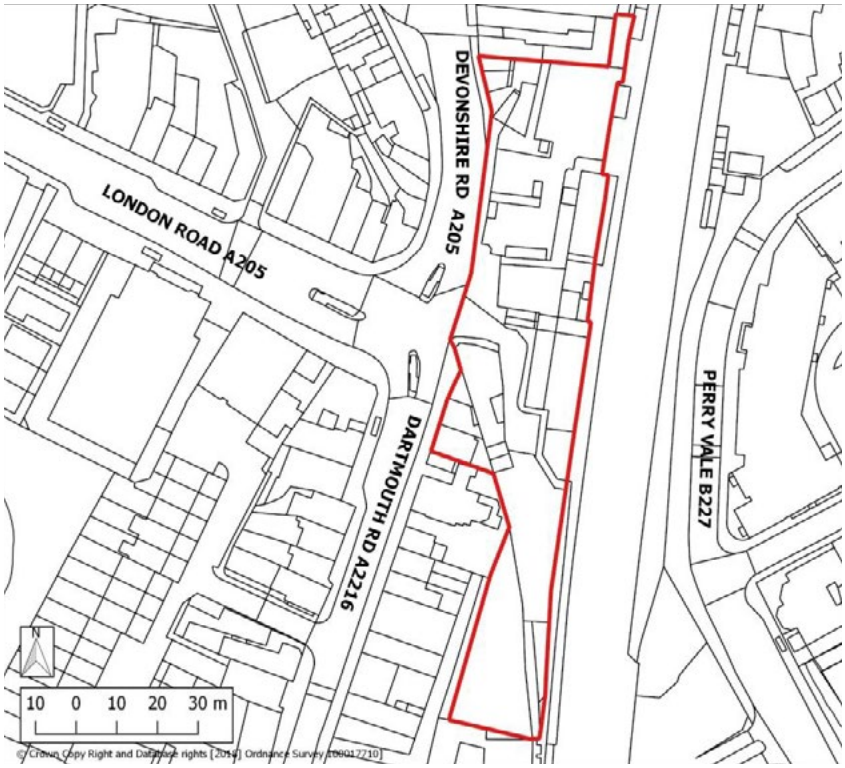
18.32 **Development requirements**

- The site must improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes. Particular consideration must be given to the access and servicing arrangements.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, taking account of existing mature trees.
- Support conservation objectives for heritage assets including a Conservation Area and listed buildings.

18.33 **Development guidelines**

- The design of the site should be informed by an assessment of the existing buildings and whether they are suitable for continued use or re-use.
- A tree survey should identify healthy, mature trees to be retained within the backland plot. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green. The soft, green frontage onto Honor Oak Road should be retained.
- A design approach should enhance the character and appearance of the nearby Forest Hill Conservation Area and Listed Building and Locally Listed Building, with sensitive redevelopment of the site and low rise buildings.

5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads)



SITE ADDRESS	Station forecourt, Dartmouth Road, west of railway line, London, SE23 3H				
SITE DETAILS	**Site size (ha)** 0.44	**Setting** Urban	**PTAL** 2015: 5 2021: 5 2031: 5	**Ownership** Private	**Current use** Main town centre uses, Retail, Dentist, Industrial, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 86		**Non-residential floorspace**		

Site allocation

18.34 Comprehensive mixed-use development, with compatible, main town centre, commercial, community and residential uses. Public realm enhancements to improve Forest Hill station approach and forecourt.

Opportunities

18.35 The site is located adjacent to Forest Hill Station, west of the railway line. It is located within Forest Hill district centre and includes secondary retail frontage. Redevelopment of this site provides the opportunity to make a more optimal use of land in a town centre location, to regenerate the site, contributing to the vitality of the district centre to create a gateway to the district centre and enable public realm improvements to enhance legibility and create safe access to the railway station.

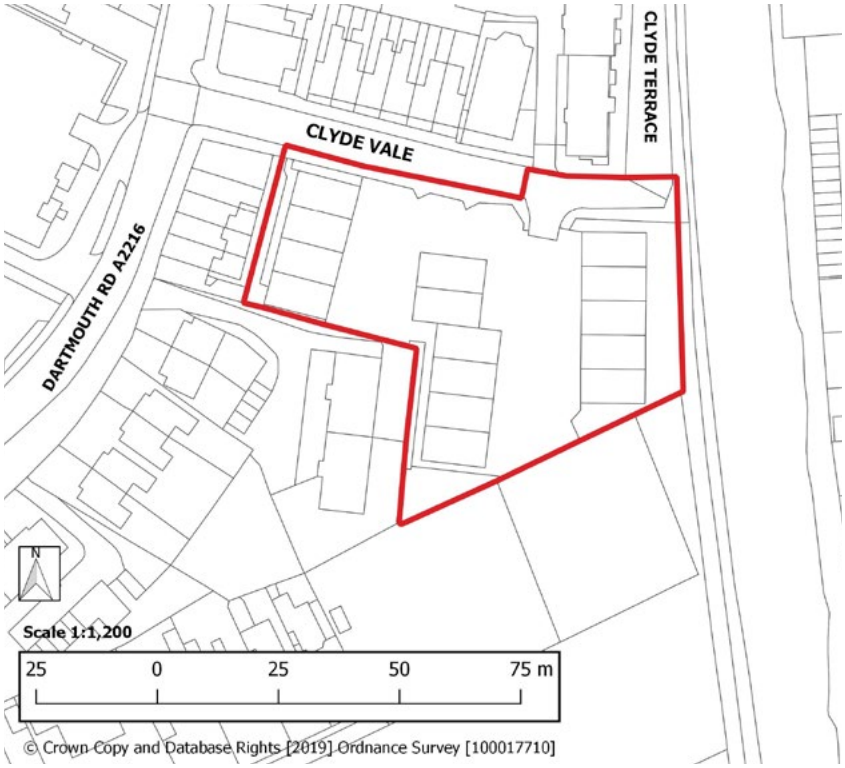
18.36 **Development requirements**

- Active frontages with appropriate commercial and town centre uses on the ground floors of buildings, above which residential uses may be located.
- Retention or appropriate re-provision of the existing dental surgery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Residential uses will not be acceptable on ground floor or basement levels.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, to create a direct link to the station.
- Contribute to improved legibility, safety and access to the station through the provision of enhanced public space in front of the station entrance.
- Support conservation objectives for heritage assets including Forest Hill Conservation Area and locally listed building adjacent to the site's western boundary.

18.37 **Development guidelines**

- Development should maximise retail and commercial floorspace provision, through reconfiguration of the site, and improve the overall environmental quality of the site, to create a new gateway for the district centre.
- The operational requirements of the different 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 or commercial uses or access to the railway station.
- Development should comply with London Overground's infrastructure protection requirements and ensure operational requirements for accessing the station are maintained. Residential units should be designed so as to minimise noise nuisance arising from the nearby railway line.
- Redesigning the layout of the site should enhance permeability through the site and beyond into the district centre. Development should encompass on-site visual and physical improvements to station to give people a sense of arrival.
- Public realm should form an integral part of the site's design, taking into account the existing trees and the slope of the ground that provides the opportunity to create different site levels and form public/semi-private/private spaces. Consideration should be given to creating a new public square outside of the station entrance, to create a sense of arrival, with improved interchange with buses.
- An architectural assessment of existing buildings to inform the design of the site. Building heights should be limited in order to respect the setting of the Conservation Area and new buildings should provide a strong relationship with the existing built form on the other side of Waldram Place and Perry Vale.

6 Clyde Vale Locally Significant Industrial Site



SITE ADDRESS	Clyde Vale, London SE23				
SITE DETAILS	**Site size (ha)** 0.12	**Setting** Urban	**PTAL** 2015: 4 2021: 4 2031: 4	**Ownership** Mixed, public and private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Public Open Space, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 15		**Non-residential floorspace**		

Site allocation

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

Opportunities

18.39 This Locally Significant Industrial Site, currently being used for light industrial uses, is located adjacent to Forest Hill District Centre. Comprehensive redevelopment provides the opportunity to deliver new and improved employment floorspace, along with environmental improvements, through the provision of enabling residential uses. It will also improve the vitality and viability of the district centre and reinforce its role within the borough's town centre hierarchy.

18.40 **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 industrial 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 in the local area. This includes a legible and safe network of pedestrian and cycle routes.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.41 **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.

7 Featherstone Lodge, Eliot Bank

SITE ADDRESS	Featherstone Lodge, Eliot Bank, London, SE23				
SITE DETAILS	**Site size (ha)** 0.64	**Setting** Urban	**PTAL** 2015: 2 2021: 2 2031: 2	**Ownership** Public	**Current use** Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Flood Zone 1, Critical Drainage Area, Locally Listed Building on Site.				
PLANNING STATUS	None, consent has lapsed				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 33		**Non-residential floorspace**		

Existing planning consent

18.42 DC/14/086666 – this application was granted in November 2015 but has now lapsed for the demolition of the existing structures at Featherstone Lodge and the change of use of the main building to a senior co-housing development to provide 6 two bedroom, two storey duplex houses and 27 units comprising 12 one bedroom self-contained flats and 15 two bedroom self-contained flats, plus communal areas, a new roadway from Eliot Bank to the rear of 1-13 Knapdale Close, together with the felling of protected TPO trees and the provision of additional landscaping.

Site allocation

18.43 Redevelopment for residential use.

Opportunities

18.44 Featherstone Lodge is a locally listed mid 19th Century house located at Eliot Bank and sits within gardens. Redevelopment of the site will provide the opportunity to provide for specialist older person's accommodation whilst retaining the character of the area and contributing positively to the listed buildings and locally listed buildings that are located within the vicinity of the site.

18.45 **Development requirements**

- Demolition of some of the existing buildings and conversion of the main building.
- Delivery of predominantly specialist housing to assist in meeting local need, with priority given to specialist older person's accommodation.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, taking account of existing mature trees.
- Support conservation objectives for heritage assets including a listed building and a locally listed building.

18.46 **Development guidelines**

- The design of the site should incorporate the re-use of the existing lodge as well as the provision of new buildings, in an integrated way across the whole site. Extensions to the Lodge should include pitched roofs to replicate the existing roofline.
- A range of units should be provided to cater for varying needs, including flats within the Lodge as well as flats and houses set within the garden.
- Consideration should be given to creating different elevational treatments for each building block, with architectural elements that match their surroundings and are appropriate to the rich visual character of the Lodge.
- Development should cater for the sloping nature of the site, sloping down from north west to south east.
- A tree survey should identify healthy, mature trees to be retained within the garden. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green.
- Given that this development is catered towards older people, accessibility both inside the residential units and throughout the landscaped gardens should be a key consideration when designing the site.

8 Former Sydenham Police Station

SITE ADDRESS	Sydenham Police Station, 179 Dartmouth Road, SE26 4RN				
SITE DETAILS	**Site size (ha)** 0.20	**Setting** Urban	**PTAL** 2015: 4 2021: 4 2031: 4	**Ownership** Private	**Current use** Police station
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	Full application DC/15/092798 granted in May 2016				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 33		**Non-residential floorspace**		

Existing planning consent

18.47 DC/15/92798 - The demolition of the former Sydenham Police Station and the construction of 15 one bedroom, 15 two bedroom and 3 three bedroom self-contained flats, together with associated landscaping.

Site allocation

18.48 Redevelopment for residential use.

Opportunities

18.49 This site consists of a vacant police station and is located off Dartmouth Road, and in proximity with the junction with Willow Way. Redevelopment of this site provides the opportunity to introduce residential uses that are appropriate to this backland site, whilst enhancing the amenity of the local area, retaining the character of nearby Conservation Area and listed buildings and protecting the amenity of residential properties surrounding the site.

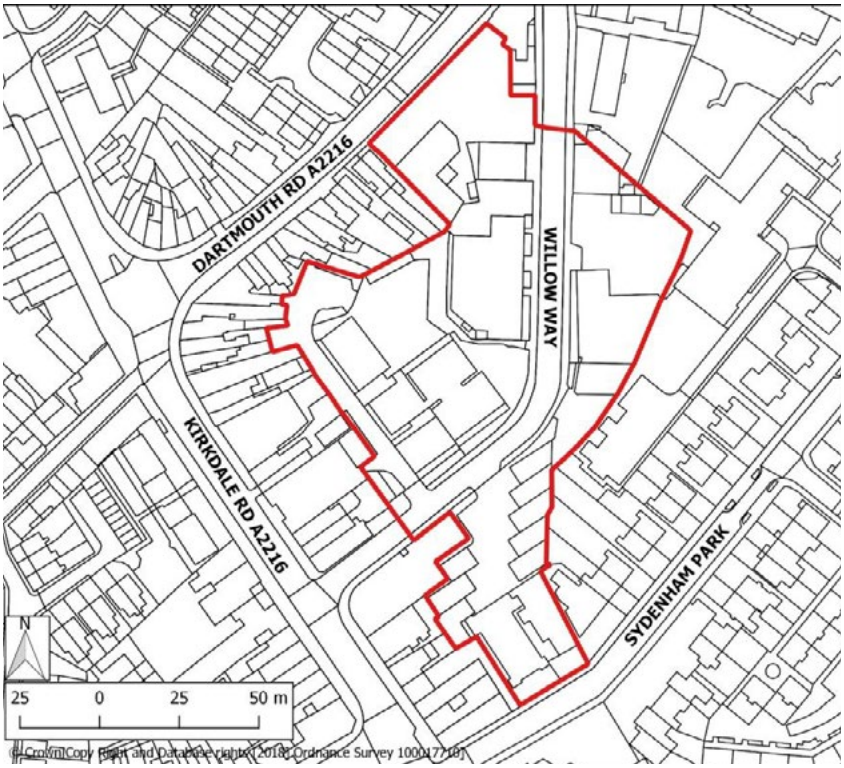
18.50 **Development requirements**

- Residential development to be the principal focus of the scheme.
- Support conservation objectives for heritage assets including Sydenham Park Conservation Area, and locally listed buildings along Dartmouth Road.

18.51 **Development guidelines**

- The design of the site should optimise the use of the land including the redevelopment of the car parking space.
- New buildings should be proportionate to the surrounding townscape and enhance the permeability of the site.
- New buildings should retain the existing frontage line to create a continuation in the streetscape. Building heights should be comparable with their surroundings, especially the existing building on Willow Way, which is located in close proximity to the site's southern boundary.
- Development should incorporate communal amenity space including a play area and enhanced landscaping.

9 Willow Way Locally Significant Industrial Site (LSIS)



SITE ADDRESS	Willow Way Employment Location (comprising10-24, 21-57, Council Offices and Depot Willow Way, Units 1-8 Willow Business Park and Church Hall and 1 Sydenham Park), SE26.				
SITE DETAILS	**Site size (ha)** 1.29	**Setting** Urban	**PTAL** 2015: 4 2021: 4 2031: 4	**Ownership** Mixed, public and private	**Current use** Main town centre uses, Retail, Employment, Industrial, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Local Centre, Area of Special Local Character, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 175		**Non-residential floorspace**		

Site allocation

18.52 Comprehensive employment led mixed-use development. Co-location of compatible commercial, main town centre and residential uses. Reconfiguration of buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site along with public realm and environmental enhancements.

Opportunities

18.53 This Locally Significant Industrial Site is located adjacent to Upper Sydenham/Kirkdale local centre. It spans both sides of Willow Way. Comprehensive redevelopment provides the opportunity to optimise the use of land with a mix of uses including the delivery of new and improved employment floorspace, alongside enabling residential uses, to complement the existing mix of uses surrounding the site and protect the amenity of residential properties facing the site. It will also provide an uplift in environmental quality and facilitate local area improvements in townscape, public realm and accessibility.

18.54 **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 industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Active frontages with appropriate commercial uses on the ground floors of buildings, above which residential uses may be located.
- Residential uses will not be acceptable on ground floor or basement levels.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods. Particular consideration must be given to the access and servicing arrangements.
- 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 Sydenham Park Conservation Area, Halifax Street Conservation Area, Jews Walk Conservation Area, Area of Special Local Character, listed building and locally listed buildings along Kirkdale.

18.55 **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.
- Enhanced permeability off Willow Way will be an essential element within the design of the site.
- Additional planting and landscaping should be designed to encourage more public use of the space along Willow Way.
- The bulk, massing and scale of development should respond positively to the varying character of the residential developments surrounding the site. In particular, the heights and style of adjacent development, especially properties within the Conservation Area, listed buildings and locally listed buildings, should be taken into account.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness.

10 Land at Forest Hill Station east (Waldram Place and Perry Vale)

SITE ADDRESS	East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD				
SITE DETAILS	**Site size (ha)** 0.21	**Setting** Urban	**PTAL** 2015: 5 2021: 5 2031: 5	**Ownership** Private	**Current use** Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, adjacent Site of Importance for Nature Conservation, District Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35** Yes	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 41		**Non-residential floorspace**		

Site allocation

18.56 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to Forest Hill station approach.

Opportunities

18.57 The site is located near Forest Hill Station, east of the railway line. It is an island site located within Forest Hill district centre. Redevelopment of this site provides the opportunity to make a more optimal use of land in a town centre location, to regenerate the site and contribute to the vitality of the district centre and for public realm improvements to enhance legibility and safe access to the railway station.

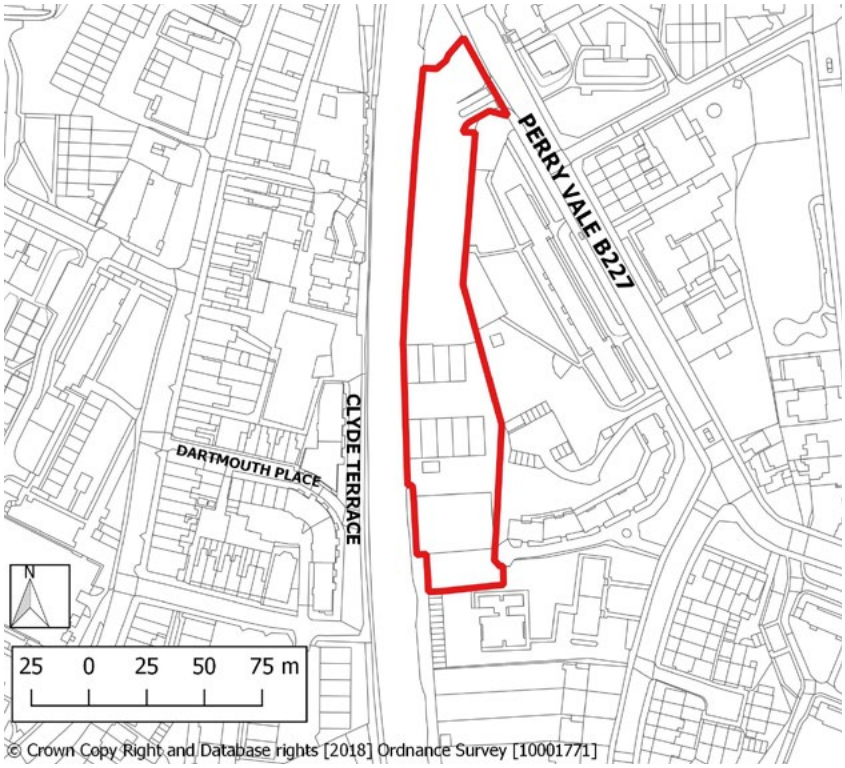
18.58 **Development requirements**

- Active frontages with appropriate commercial and main town centre uses on the ground floors of buildings, above which residential uses may be located.
- Residential uses will not be acceptable on ground floor or basement levels.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, to create a direct link to the station.
- Contribute to improved legibility, safety and access to the station.
- Support conservation objectives for heritage assets including Forest Hill Conservation Area (northern part of the site).
- Support objectives for nature conservation assets including SINC land along the route of the railway.

18.59 **Development guidelines**

- Development should maximise employment floorspace provision, through reconfiguration of the site, and improve the overall environmental quality of the site.
- The operational requirements of the employment 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 employment uses or access to the railway station.
- 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.
- The layout of the site should enhance permeability through the site. Development should encompass on-site visual and physical improvements to Forest Hill station to give people a sense of arrival.
- Building heights should positively respond to the setting of the Conservation Area.
- Development should be designed to having regard to the existing built form on the other side of Waldram Place and Perry Vale.

11 Perry Vale Locally Significant Industrial Site



SITE ADDRESS	67A Perry Vale, London, SE23 3HW				
SITE DETAILS	**Site size (ha)** 0.72	**Setting** Urban	**PTAL** 2015: 4 2021: 3 2031: 3	**Ownership** Mixed, public and private	**Current use** Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, District Centre, Night-time Economy Hub, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35** Yes	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 122		**Non-residential floorspace**		

Site allocation

18.60 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial, main town centre and residential uses.

Opportunities

18.61 This Locally Significant Industrial Site, currently being used for industrial uses, is located within Forest Hill District Centre. Comprehensive redevelopment provides the opportunity to deliver new and improved employment floorspace, along with environmental improvements, through the provision of enabling residential uses. It will also improve the vitality and viability of the district centre and reinforce its role within the borough's town centre hierarchy.

18.62 **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 industrial 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 in the local area. This includes a legible and safe network of pedestrian and cycle routes.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.63 **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.
- Consideration should be given to improved legibility and access to the railway footbridge.

12 Land at Sydenham Road and Loxley Close

SITE ADDRESS	Loxley Close, Sydenham, SE26 5DU				
SITE DETAILS	**Site size (ha)** 0.67	**Setting** Other Centre	**PTAL** 2015: 4-5 2021: 4-5 2031: 4-5	**Ownership** Private	**Current use** Retail, Residential, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 131		**Non-residential floorspace**		

Site allocation

18.64 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre and residential uses. Public realm and environmental enhancements.

Opportunities

18.65 The site is partly located within Sydenham District Centre, with the northern part of the site containing secondary retail frontage. Redevelopment of this site provides the opportunity to optimise land use of the existing ground floor car park and offers the opportunity for high quality regeneration of Sydenham district centre; providing a range of retail units and other town centre uses that will improve the vitality and viability of the district centre and reinforce its role within the borough's town centre hierarchy. It also enables an uplift in environmental quality, the introduction of enhanced public realm and wider mix of uses to the site, including residential, to complement the site's surroundings and protect the amenity of residential properties facing the site.

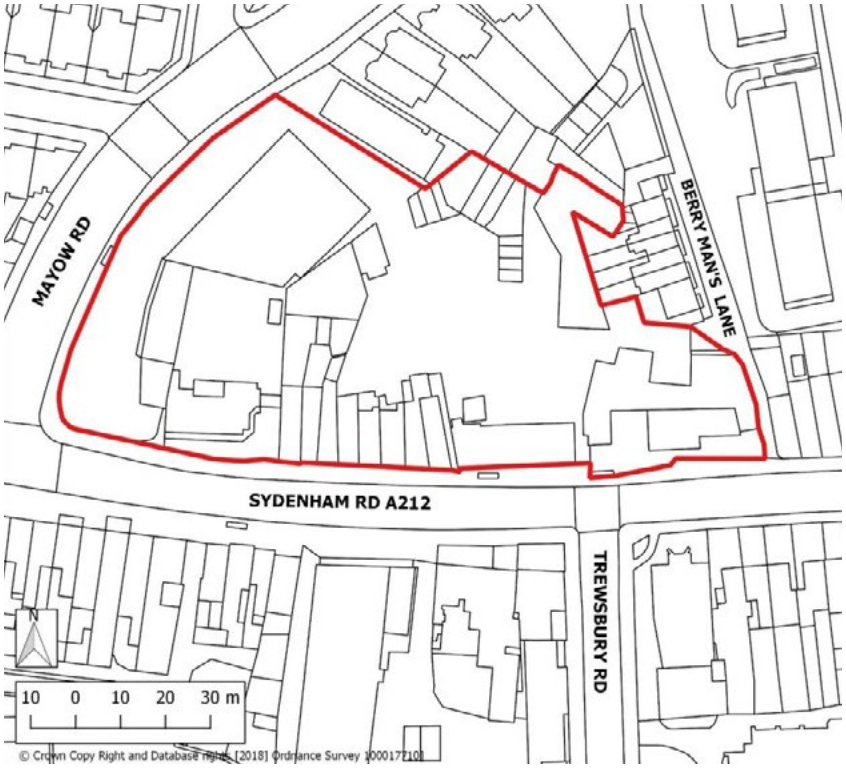
18.66 **Development requirements**

- Provision of a critical mass of main town centre and other complementary uses to support the district centre function.
- Positive frontages along Sydenham Road and Loxley Close with appropriate town centre uses on the ground floors of buildings, above which residential uses may be located.
- Residential uses will not be acceptable on ground floor or basement levels.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, with improved connectivity to designated urban green space allotment gardens.
- Support conservation objectives for heritage assets including Sydenham Thorpes Conservation Area, a listed building on Trewsbury Road, locally listed building on the eastern part of the site.

18.67 **Development guidelines**

- An assessment should be carried out to determine what on site buildings should be retained and the parts of the site that can be redeveloped. The new development should complement the Golden Lion public house.
- Development should make a more optimal use of land by considering options for the existing car park.
- Building heights should differ across the site to reflect the nature of the surrounding area, from the more urban environment in the northern part of the site to the predominantly residential area in the south of the site.
- Development should ensure permeability through the site and boundary landscaping should be used to mitigate the effects of the development on neighbouring residential properties.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

13 113-157 Sydenham Road



SITE ADDRESS	113-157 Sydenham Road, London, SE26 5UA				
SITE DETAILS	**Site size (ha)** 0.86	**Setting** Urban	**PTAL** 2015: 4-5 2021: 3-5 2031: 3-5	**Ownership** Private	**Current use** Main town centre uses, Retail, Public House, Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, adjacent Conservation Area, District Centre, Flood Zone 1, Critical Drainage Area, Locally Listed Building on site				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30** Yes	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 168		**Non-residential floorspace**		

Site allocation

18.68 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre and residential uses. Public realm and environmental enhancements.

Opportunities

18.69 The site is located within Sydenham District Centre, with retail frontage to the west and south. Redevelopment of this site provides the opportunity to optimise the land and offers the opportunity for high quality regeneration of Sydenham district centre; providing a range of retail units and other town centre uses that will improve the vitality and viability of the district centre and reinforce its role within the borough's town centre hierarchy. It also enables an uplift in environmental quality, the introduction of enhanced public realm and wider mix of uses to the site, including residential, to complement the site's surroundings and to protect the amenity of residential properties facing the site.

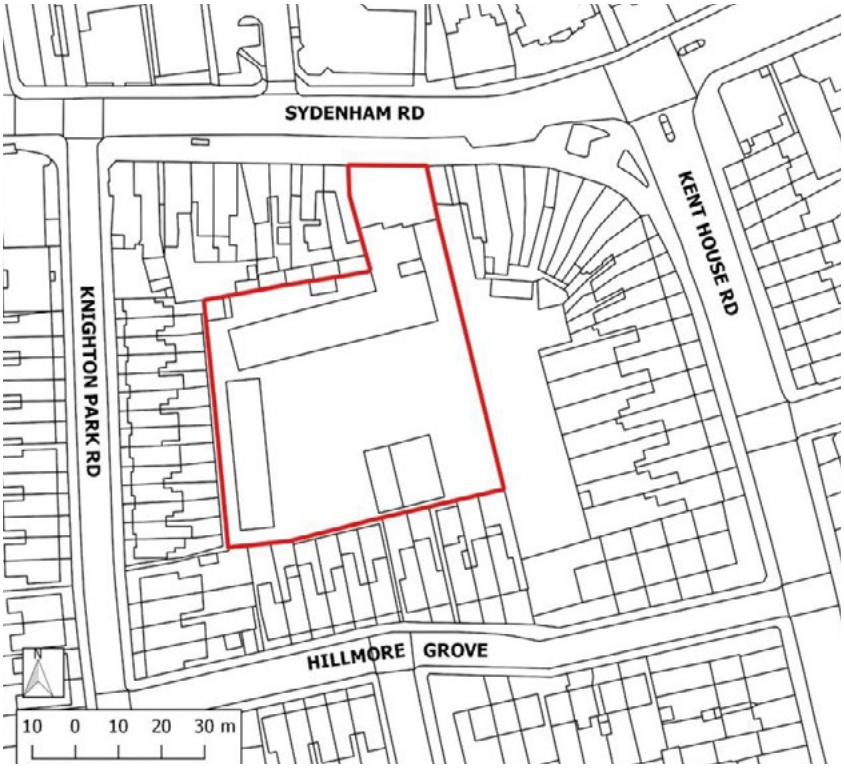
18.70 **Development requirements**

- Provision of main town centre and other complementary uses to support the centre's district centre role.
- Active frontages to be provided along Sydenham Road and Mayow Road.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes, as well as to enhance connections between public spaces and the site's surrounding neighbourhoods. Particular consideration must be given to the access and servicing arrangements.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Support conservation objectives for heritage assets including Sydenham Thorpes Conservation Area, a listed building on Sydenham Road and a locally listed building.

18.71 **Development guidelines**

- Development should incorporate positive frontages along Mayow Road and Sydenham Road, with appropriate town centre uses on the ground floors of buildings, above which residential uses may be located.
- Residential uses will not be acceptable on ground floor or basement levels.
- An assessment should be carried out to determine what on site buildings should be retained and the parts of the site that can be redeveloped. The new development should positively respond to the locally listed Dolphin public house.
- Enhancements to public realm including an improved street scene and communal areas should be incorporated into the overall development of the site, without compromising existing buildings to be retained.
- The site must improve access and permeability in the local area, with a legible and safe network of pedestrian and cycle routes, as well as to enhanced connections between public spaces and the site's surrounding neighbourhoods. Particular consideration must be given to the access and servicing arrangements.
- 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 Sydenham Thorpes Conservation Area to the west of the site and the Locally Listed Dolphin public house, should be taken into account.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

14 154-160 Sydenham Road



SITE ADDRESS	154-158 Sydenham Road, Sydenham, SE26 5JZ				
SITE DETAILS	**Site size (ha)** 0.39	**Setting** Urban	**PTAL** 2015: 3-4 2021: 3-4 2031: 3-4	**Ownership** Private	**Current use** Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/104571 granted in July 2019				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25** Yes	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 79		**Non-residential floorspace**		

Existing planning consent

18.72 DC/17/104571 - The construction of 18 one, two and three bedroom self-contained flats, 10 three bedroom houses, 1 two bedroom maisonette and 155m2 ground and first floor commercial floorspace (A1, A2, B1, D1, D2), together with associated parking and landscaping.

Site allocation

18.73 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

18.74 The site contains vacant land and buildings. The northern part of the site is located within Sydenham District Centre, surrounded by small scale shops and businesses at ground floor level. Redevelopment provides the opportunity to optimise this vacant backland site and enable an uplift in environmental quality through the introduction of a mix of uses to the site including residential, to complement the site's surroundings and protect the amenity of residential properties facing the site.

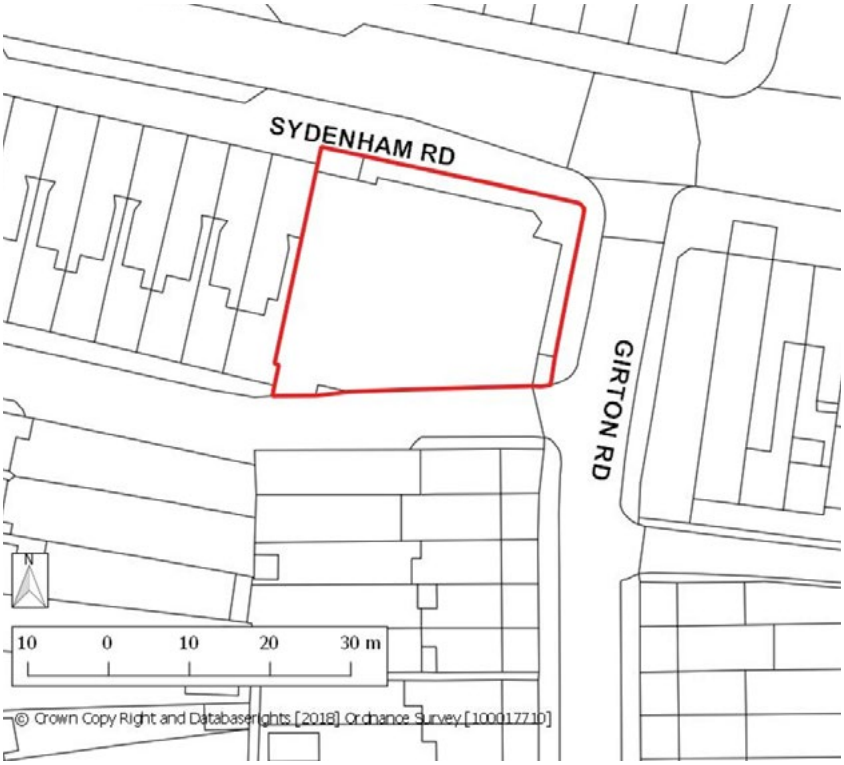
18.75 **Development requirements**

- Provision of an element of employment floorspace, with evidence to demonstrate that the maximum viable amount of floorspace will be re-provided.
- Positive frontages along Sydenham Road.
- Residential uses along Sydenham Road will not be acceptable on ground floor or basement levels.

18.76 **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.
- The operational requirements of the employment 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 users, without prejudicing or precluding on-site employment uses.
- New buildings should consider how an active frontage can be introduced to Sydenham Road as well as providing environmental enhancements to generate an enhanced streetscene and enhanced vehicular access and servicing within the site.
- A contextual analysis should be incorporated into the design of the site, which should consider the backland nature of the site and heights of new buildings should address the proximity to existing residential units. Landscaping and boundary treatments should be used to mitigate the impacts of development on surrounding properties.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

15 74 to 78 Sydenham Road



SITE ADDRESS	74 to 78 Sydenham Road, SE26 5QE				
SITE DETAILS	**Site size (ha)** 0.09	**Setting** Other centre	**PTAL** 2015: 5 2021: 5 2031: 5	**Ownership** Private	**Current use** Supermarket
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Primary Shopping Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	**2020/21 – 2024/25**	**2025/26 – 2029/30**	**2030/31 – 2034/35**	**2035/36 – 2039/40**	
INDICATIVE DEVELOPMENT CAPACITY	**Net residential units** 18		**Non-residential floorspace**		

Site allocation

18.77 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

18.78 The site is located within Sydenham District Centre and situated at a prominent position at Sydenham Road and Girton Road. It comprises of a two-storey building occupied by a retail unit. Redevelopment and site intensification, along with the introduction of a wider range of uses, can make a more optimal use of the land and support the vitality and viability of the town centre. The introduction of a new high quality building can also enhance the townscape and better complement the character of neighbouring properties.

18.79 **Development requirements**

- Development must provide for a positive frontage along Sydenham Road and Girton Road, with active ground floor frontages.
- Public realm enhancements along Sydenham Road.

18.80 **Development guidelines**

- Development proposals should be designed having regard to the character of adjoining and neighbouring properties, particularly the terraced buildings along the High Street.
- Consideration will need to be given to the amenity of residential properties and gardens to the rear of the site, along Girton Road and Tannsfeld Road.
- Public realm enhancements should include tree planting to complement existing trees along the High Street.

PART

FOUR

19 **DELIVERY AND MONITORING** 727

19 DELIVERY AND MONITORING

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Characterisation Study workshop

DM1 **Working with stakeholders to deliver the Local Plan**

A The Council will take a proactive and positive approach to working alongside local communities and community groups, key stakeholders, landowners, development industry partners and the wider public to realise the Vision for Lewisham, and to deliver the strategic objective for 'An Open Lewisham as part of an Open London'.

B Progress towards the delivery of the Vision for Lewisham and the Local Plan objectives, along with performance in implementation of the planning policies, will be regularly assessed, in line with Policy DM5 (Monitoring and review). Where necessary, revisions to strategic policy approaches will be considered in order to ensure successful implementation of the spatial strategy for the Borough, along with beneficial social, economic and environmental outcomes.

Explanation

19.1 The Lewisham Local Plan sets out an ambitious long-term strategy for securing and coordinating new investment in the Borough, along with managing growth and new development in a socially, economically and environmentally sustainable way. It seeks to provide clarity around the main issues and opportunities facing the Borough and certainty about how these will be addressed for the wider public benefit. The Local Plan sets out a Vision for Lewisham and, to support the delivery of this vision, provides details about the character sub-areas within the Borough and how development within their neighbourhoods can contribute to delivering inclusive, healthy and liveable places.

19.2 The Local Plan is underpinned by a focus on delivery and implementation. It has been informed by a detailed assessment of the infrastructure required to support Lewisham's neighbourhoods now and in the future, taking into account the levels of growth planned over the long-term. The Local Plan is a shared document intended to be used by internal and external stakeholders alike, and has therefore been prepared through extensive public consultation. It should help to ensure that infrastructure providers and public sector agencies are sighted on the scale of growth to be delivered locally, so that they can appropriately plan for and allocate funding towards service and capacity upgrades.

19.3 We have prepared an Infrastructure Delivery Plan (IDP) as a companion document to the Local Plan, and which will support its successful implementation. This sets out details on the infrastructure required to support growth and new development across the Borough. The IDP will be subject to regular review and updating over the plan period, for example to take account of infrastructure that has been delivered and/or new infrastructure programmes and service priorities that come to light.

19.4 We will work positively and proactively with local communities and community groups, businesses, key stakeholders, landowners, developers and the wider public to ensure the successful delivery of the Local Plan. Effective cross-service working, securing the coordinated and timely delivery of social and physical infrastructure improvements, including green infrastructure, will be essential to support new development and ensure that growth in Lewisham is delivered as Good Growth.

Leisure Centre

DM2 Infrastructure funding and planning obligations

Community infrastructure levy

A The council will set a Lewisham Community Infrastructure Levy which is payable on all qualifying development. CIL funding will be used to secure the delivery of inclusive, healthy and liveable neighbourhoods across the Borough that are well supported by infrastructure. A CIL Charging Schedule will be published and this will be subject to periodic review over the plan period.

B A portion of Lewisham CIL collected will be allocated towards neighbourhood priorities to help ensure that local areas are appropriately supported with infrastructure and benefit from investment generated by new development. The council will work proactively with local communities to set priorities for the spending of neighbourhood CIL in Lewisham.

C Neighbourhood forums are strongly encouraged to identify priorities for the use of neighbourhood CIL in neighbourhood plans.

Planning obligations

D The council will seek planning obligations on a case-by-case basis having regard to the relevant policy requirements of the statutory Development Plan, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations.

E The following is a list of areas where planning obligations may be sought, recognising that other types of obligations may be necessary depending on the nature of a proposal and individual site circumstances:

a. Affordable housing
b. Transport and highways infrastructure and works
c. Public transport improvements
d. Parking controls and restrictions
e. Community and social infrastructure
f. Employment and skills training
g. Affordable workspace
h. Public realm
i. Public art
j. Community safety measures
k. Amenity space
l. Play space and recreational facilities
m. Open space
n. Green infrastructure
o. Biodiversity and wildlife habitats
p. Communications infrastructure
q. Management and maintenance arrangements
r. Low carbon and renewable energy
s. Flood risk management
t. Utilities

Explanation

19.5 A wide range of strategic infrastructure projects will be required to support the levels of planned growth within Lewisham over the long-term. As well, specific measures may be needed on a site-by-site basis to ensure that additional needs for infrastructure generated by new development are positively managed and that any impacts arising are appropriately mitigated. The following section describes the main funding tools that are available to the council to support the successful delivery of the Local Plan.

Community Infrastructure Levy

19.6 Both the Mayor of London and the council have legal powers to introduce a Community Infrastructure Levy. This is a charge levied on certain types of new development and is non-negotiable. It is an important tool to help fund the delivery of strategic infrastructure that is essential to support growth across London, particularly transport infrastructure. CIL is also vital to helping the council secure infrastructure required for inclusive, healthy and liveable neighbourhoods across the Borough.

19.7 Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy. Some developments may be eligible for relief or exemption from the levy. This includes social housing, residential annexes and extensions, and houses and flats which are built by 'self-builders'. There are strict criteria that must be met, and procedures that must be followed, to obtain the relief or exemption. Applicants are advised to refer to the Government's Planning Practice Guidance for general information on the setting, collection and use of the levy.

19.8 The London Mayor has introduced a CIL that is applicable to qualifying development across London. The council assists in administering the collection of CIL funding generated in Lewisham on behalf of the Mayor. We will seek to advise applicants on the latest information on the Mayoral CIL.

19.9 In addition, the council adopted a CIL Charging Schedule in February 2015 which sets out the local levy rates within the Borough. This will be subject to periodic review and potential updating over the plan period. Changes to the CIL Charging Schedule may be necessary to respond to significant changes in the level of infrastructure provision required to support the planned levels of growth, or to take into account new evidence on development viability. Further information is available on the council's planning website.

19.10 A portion of the local CIL collected in Lewisham is set aside to be spent on neighbourhood priorities. The council has formally agreed governance arrangements for the use of this neighbourhood Community Infrastructure Levy (NCIL). There are NCIL funds available to each ward within the Borough. Local residents and community groups are encouraged to assist in setting priorities for the use of these funds within the local area. Neighbourhood forums are strongly encouraged to set out priorities for the use of NCIL within neighbourhood plans. This will allow for an additional level of public engagement in the process of priority setting and help to ensure there are clear priorities in place to address neighbourhood plan objectives. Further information on the governance arrangements for NCIL, and opportunities to assist in priority setting, is available on the council's planning webpage.

Planning obligations

19.11 As part of the process of determining planning applications, the council may seek to enter into legal agreements with landowners and developers, and/or secure planning contributions. This is particularly where infrastructure is required to address the additional demand generated by new development proposals. The purpose of planning obligations is to make development acceptable in planning terms. Planning obligations will be sought to compensate and/or mitigate the impact of a development, which without that mitigation, would render the development unacceptable in planning terms. Legal agreements and/or contributions will be negotiated on a case-by-case basis, taking into account the individual site circumstances and the mitigation measures required for the development proposed. Planning applications will be refused where appropriate mitigation measures are not provided or cannot otherwise be secured.

19.12 We have published a Planning Obligations Supplementary Planning Document. This sets out guidance on the types and scale of planning obligations that are likely to be sought in accordance with Lewisham's statutory Development Plan. The SPD sets out our expectations on the process for securing planning obligations. Reduced contributions, where necessary (for example due to the exceptional costs of redeveloping a particular site) will be negotiated on an 'open book' basis based on the financial viability of the scheme.

PLACE Ladywell (RSHP)

DM3 **Masterplans and comprehensive development**

A Development proposals must be accompanied by a site masterplan where they form all or part of a site allocation, or in other circumstances specified by the Local Plan. The site masterplan will be expected to set out how development will contribute to delivery of the spatial strategy for the Borough. It must also suitably demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area.

B The site masterplan must be submitted at the outline or full planning application stage. Where an outline application is submitted, it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to comprise of:

a. An assessment of the site and its context to inform the overall development strategy;
b. A detailed site-wide masterplan that positively responds to the spatial strategy for the Borough, site specific development principles and guidelines, and other relevant planning policies; and
c. A delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for planning obligations and/or planning conditions, where appropriate.

C Proposals must address how the development site relates to neighbouring properties and the surrounding area, particularly in contributing to the delivery of the spatial strategy for the Borough. Where appropriate, applications will be required to be supported by a masterplan covering multiple sites in order to demonstrate the acceptability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required by (A) and (B) above.

D Applicants must demonstrate that they have appropriately consulted the public through the masterplan process, including active engagement with the landowners and occupiers of the subject site along with those in other parts of the allocated site.

Explanation

19.13 In order to achieve the Local Plan's vision and strategic objectives it will be important that all development proposals positively engage with and seek to deliver the spatial strategy for the Borough. This is particularly vital for those sites that have been allocated for their strategic role and potential to deliver new and improved housing, business space, public realm, facilities and other infrastructure to support our communities. The site allocations are comparatively large brownfield sites and can therefore add complexity in terms of their redevelopment. This may include a situation of multiple land ownership, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. The council considers that these constraints are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively and in line with a site-wide masterplan.

19.14 To help ensure certainty of outcomes, the council will seek that masterplans are submitted at the outline or full planning application stage. The masterplan should be informed by a baseline assessment of the site and its surrounds, drawing on the latest available evidence. This may include demographic data, economic and social indicators and/or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development. The level of detail included in the masterplan should be commensurate with nature and scale of development proposed, along with site specific requirements. Depending on individual circumstances, matters to be addressed may include: historical and cultural context; land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; and infrastructure (including transport, community and green infrastructure).

19.15 The delivery strategy is important to ensuring certainty on outcomes sought both for the individual scheme and the site allocation. One of the key aims of the masterplan process is to ensure that landowners and/or developers are liaising with each other and made aware of the planning objectives for the site and wider area. Coordination between landowners and other stakeholders, including infrastructure providers, will help to ensure that proposals do not prejudice each other, or the wider development aspirations for the Borough. Sites that are designed and brought forward comprehensively through the master plan process will help to alleviate issues that may arise through piecemeal development, are more likely to maximise wider public benefits.

Heathside and Lethbridge (BPTW)

DM4 **Land assembly**

A To help realise the shared Vision for Lewisham and to achieve the strategic objective of "An Open Lewisham as Part of an Open London", the council will support land assembly to achieve comprehensive development, and will use compulsory purchase powers, only where necessary, to assemble land for development within the Borough where:

a. Landowners and/or developers, as appropriate, can demonstrate that:
   i. There is a viable and deliverable development proposal that appropriately satisfies the Local Plan requirements; and
   ii. They have made all reasonable efforts to acquire, or secure an option over, the land and/or building(s) needed, through negotiation.

b. Comprehensive redevelopment of the assembled site is necessary to deliver a strategic site allocation contained in the Local Plan (including the requirements of a masterplan where required); and

c. The development proposal for the assembled site will contribute to the delivery of the spatial strategy for the Borough, having particular regard to the Vision and place principle policies for the area within which the development is located.

B Where compulsory purchase is necessary, and determined to be an appropriate option for securing development that supports the delivery of the spatial strategy, applicants will be required to demonstrate how the associated costs will impact upon development viability.

Explanation

19.16 A comprehensive approach to development of sites will often be in the public interest, particularly to secure the successful delivery of the spatial strategy for the Borough. On larger sites, including site allocations, the piecemeal development or incremental building out of schemes might be more easily delivered in certain circumstances. However the constraints posed by site boundaries, neighbouring developments or land uses, along with infrastructure and utilities (whether at or below the surface), all have potentially limiting consequences for the design, scale, land use mix and viability of schemes. Across Lewisham and particularly in key strategic locations - such as Opportunity Areas, Areas for Regeneration and town centres - such consequences could depress the optimal use of land or impose limitations on coordinated planning and development of a site or an area. A comprehensive approach to development is advocated in order to ensure the achievement of wider regeneration and strategic growth objectives.

19.17 The necessity to use compulsory purchase powers is more likely on complicated strategic sites, particularly where there are multiple landowners and leaseholders. The council will always assess the most appropriate options for securing the successful delivery of the Local Plan. It will carefully consider the use of powers available to it in order to ensure new development is brought forward in a coordinated way, and delivered in the wider public interest.

DM5 **Monitoring and review**

A The implementation of the Lewisham Local Plan will be kept under review throughout the plan period, taking into account the Local Performance Indicators set out in **Table 19.1** . Progress and performance outcomes towards the delivery of the Vision for Lewisham and the spatial strategy will be published annually in the statutory Authority Monitoring Report (AMR).

B Development viability in the Lewisham will be regularly reviewed over the plan period. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas of across the Borough, the council will consider the need for a review of strategic approaches or policies.

Explanation

19.18 Monitoring is necessary to assess progress towards the implementation of the Local Plan over the plan period. The section sets out the monitoring framework against which the successful delivery of the Local Plan will be measured. The monitors will help to assess yearly performance. However, it is recognised that that spatial strategy is underpinned by the need for sensitively managed change and transformational investment (for example, in public transport infrastructure), which in some local areas or specific circumstances may take several years to begin to materialise.

19.19 Performance against Lewisham's Local Performance Indicators (LPIs) will be published in the statutory Authority Monitoring Report (AMR). Performance metrics and figures will be accompanied by commentary to make reports more legible and user-friendly, and may be supported by additional monitoring information. The LPIs will help to supplement, and should be read alongside, the Key Performance Indictors (KPIs) used for monitoring of the London Plan.

19.20 The LPIs are considered to be the key indicators for assessing policy performance and overall implementation of the Local Plan. The AMR will include a more comprehensive and detailed set of data, which will help to complement and put into context the LPIs. This may include data that is not made available on an annual basis, such as the Indices of Multiple Deprivation and Census data, information within research reports and other technical evidence, and council strategies. The AMR is therefore expected to evolve over time, however continuity will be ensured through a focus on the LPIs.

19.21 Where monitoring clearly indicates that a strategic objective, elements of the Local Plan spatial spatial strategy or specific plan targets are not being delivered, we will assess the reasons for this and may consider, as appropriate, contingency measures or other actions. This may include single issue reviews and corresponding updates to the Local Plan.

19.22 We will regularly monitor development viability as part of the Local Plan monitoring. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas of across the Borough, the council will consider the need for a review of strategic approaches or policies. This is particularly in respect of requirements for affordable housing. For example, where land values increase as a result of investment in strategic infrastructure (such as the Bakerloo line upgrade and extension), we will seek to ensure that the maximum viable amount of genuinely affordable housing is secured on a site by site basis.

Table 19.1: Monitoring framework

REF	MEASURE	INDICATOR
HIGH QUALITY DESIGN AND HERITAGE		
LPI 1	Historic environment	Adoption of Area Appraisals and Management Plans for all conservation areas
HOUSING		
LPI 2	Housing supply	Increase in supply in new homes over the plan period, measured by housing completions and net pipeline of approved housing units
LPI 3	Housing delivery	Increase in supply in new homes, measured against housing completions towards the borough's strategic housing target to-date
LPI 4	Small housing sites	Housing completions on small sites, measured against draft London Plan small sites target of 379 units annually, and as a proportion of overall housing completions
LPI 5	Affordable housing	Positive trend in percentage of housing completions that are for affordable housing, on schemes of 10 units or more, measured against the borough's strategic affordable housing target of 50 percent
LPI 6	Genuinely affordable housing delivery	Positive trend in percentage of housing completions that are for genuinely affordable housing
LPI 7	Affordable housing planning contributions	Planning contributions secured towards affordable housing on schemes of less than 10 units, measured annually
ECONOMY AND CULTURE		
LPI 8	Industrial land availability	No overall loss of industrial floorspace in Strategic Industrial Locations and Locally Significant Industrial Sites
LPI 9	Mixed-use employment locations	Industrial floorspace re-provided through comprehensive redevelopment of MEL sites, measured as the proportion of industrial floorspace of the overall floorspace delivered
LPI 10	Non-designated employment sites	Industrial floorspace re-provided through the redevelopment of non-designated sites, measured as the proportion of industrial and other employment generating floorspace of the overall floorspace delivered
LPI 11	New workspace	Positive trend in supply of towards a target of 21,800 sqm B1 floorspace by 2040
LPI 12	Affordable workspace	Positive trend in affordable B1 workspace as a share of total B1 floorspace in planning approvals, along with planning contributions secured towards affordable workspace

REF	MEASURE	INDICATOR
LPI 13	Retail floorspace	Increase in supply of retail floorspace, measured against the target of 5,300 net additional sqm over the ten year period 2020-2030 (comprising -500 sqm comparison and +5,800 sqm convenience goods)
LPI 14	Town centre vitality and viability	Reduction and stabilisation of town centre vacancy rates in major and district town centres, towards a target of 5% vacancy rates for each centre
LPI 15	Cultural infrastructure	No net loss of cultural venues and facilities
LPI 16	Public houses	No net loss of public houses
COMMUNITY INFRASTRUCTURE		
LPI 17	Community infrastructure	No net loss of community infrastructure
GREEN INFRASTRUCTURE		
LPI 18	Open space	No net loss of designated open space
SUSTAINABLE DESIGN AND INFRASTRUCTURE		
LPI 19	Carbon neutral Lewisham	Reduction in borough-wide carbon emissions towards a local target of net zero carbon by 2030, contributing toward the London Mayor' strategic target for London to become a zero carbon by 2050
LPI 20	Carbon emissions on new development	Average on-site carbon emission reductions of at least 35% compared to Building Regulations 2013 for approved major development applications.
LPI 21	Air quality	Positive trend in approved major development applications demonstrating that they meet at least air quality neutral standard for emissions
TRANSPORT AND CONNECTIVITY		
LPI 22	Modal share	Increasing mode share for walking, cycling and public transport (excluding taxis) towards the London Mayor's target of 80% by 2041.
NEIGHBOURHOODS AND PLACES		
LPI 23	Allocated sites committed	Number and proportion of total allocated sites committed by way of planning consent towards target of 100% by 2040
LPI 24	Allocated sites delivered	Number and proportion of total allocated sites delivered by way of completion, towards target of 100% by 2040
LPI 25	Housing supply by character area	Increase in supply in new homes in the character area over the plan period, measured by housing completions and net pipeline of approved housing units
LPI 26	Housing delivery by character area	Increase in supply in new homes in the character area, measured against housing completions to-date
LPI 27	Workspace delivery by character area	Positive trend in amount of workspace completed in the character area
LPI 28	Retail floorspace delivery by character area	Net change in Class A1 retail floorspace by character area
LPI 29	Lewisham links	Delivery of Lewisham links routes by character area
LPI 30	Open Lewisham	Positive reduction in multiple deprivation over the plan period, measured against the baseline 2019 Indices of Multiple Deprivation

PART

FIVE

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20 SCHEDULES

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Annex 1: Abbreviations

Table 20.1: Table of abbreviations used

ACV	Asset of Community Value
ALGG	All London Green Grid
APA	Archaeological Priority Area
ASLC	Area of special local character
AQA	Air Quality Assessment
AQFA	Air Quality Focus Area
AQMA	Air Quality Management Area
BLE	Bakerloo Line Extension
BREEAM	Building Research Establishment Environmental Assessment Method
CAZ	Central Activities Zone
CEZ	Creative Enterprise Zone
CHP	Combined heat and power
CIBSE	Chartered Institution of Building Services Engineers
CiGL	Greenspace Information for Greater London
CIL	Community Infrastructure Levy
CO2	Carbon dioxide
DLR	Docklands Light Railway
EA	Environment Agency
EqIA	Equalities Impact Assessment
GLAAS	Greater London Archaeological Advisory Service
GIA	Gross Internal Area
GLA	Greater London Authority
GLHER	Greater London Historic Environment Record
Ha	Hectare
HIA	Health Impact Assessment
HMO	House in Multiple Occupation
HRA	Habitats Regulations Assessment
HSE	Health and Safety Executive
IIA	Integrated Impact Assessment

IMD	Index of Multiple Deprivation
kWh	Kilowatt hour
LDD	London Development Database
LEL	Local Employment Location
LHN	Local Housing Need
LSIS	Locally Significant Industrial Sites
LVMF	London View Management Framework
MEL	Mixed Use Employment Location
MHGLC	Ministry of Housing Communities and Local Government
MMO	Marine Management Organisation
MOL	Metropolitan Open Land
NHS	National Health Service
NO2	Nitrogen dioxide
NOx	Oxides of nitrogen, or nitrogen oxides: a mixture of nitric oxide and nitrogen dioxide
NPPG	National Planning Practice Guidance
NPPF	National Planning Policy Framework
OA	Opportunity Area
PBSA	Purpose-Built Student Accommodation
POS	Public Open Space
PSA	Primary Shopping Area
PTAL	Public Transport Access Level
RIGS	Regionally-Important Geological Sites
SAC	Special Areas of Conservation
SEA	Strategic Environmental Assessment
SELCHP	The South East London Combined Heat and Power Plant
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SIL	Strategic Industrial Location
SINC	Site of Importance for Nature Conservation

SFRA	Strategic Flood Risk Assessment
SMEs	Small and medium-sized enterprises (including micro-businesses)
SPA	Special Protection Areas
SPG	Supplementary Planning Guidance
Sqm	Square metres
SUDs	Sustainable Urban Drainage Systems
TE2100	Thames Estuary 2100 Plan
TER	Target Emission Rate
TfL	Transport for London
UGS	Urban Green Space
UGF	Urban Greening Factor
VBC	Vacant Building Credit
WHS	World Heritage Sites
WFD	European water Framework Directive (WFD)

Annex 2: Glossary

A

Active Frontage

The front of a buildings with openings onto the space that generate activity and engagement between the building interior and the space outside, particularly entrances.

Affordable housing

Affordable rented

Affordable Workspace

Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change Principle

The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing noise nuisance generating businesses uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from noise nuisances, and existing businesses uses are protected from noise nuisance complaints. Similarly, any new noise nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Air Quality Management Area (AQMA)

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Albedo

The surface reflectivity of the sun's radiation.

Ambient Noise

Ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a noisy all-night party. Unless stated otherwise, noise includes vibration.

Amenity

Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Amenity Space

The outside space associated with a home or homes. It may be private or shared, depending on the building it serves.

Ancient or Veteran Tree

A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient Woodland

An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Archaeological Interest

There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of

evidence about the substance and evolution of places, and of the people and cultures that made them.

Areas of Deficiency in Access to Nature

Areas where people have to walk more than one kilometre to reach a publicly accessible Metropolitan or Borough Site of Importance for Nature (SINC).

Areas of Deficiency in Access to Public Open Space

Areas lacking in sufficient publicly accessible open space, as defined by a set of standards in Policy G4 of the London Plan.

Article 4 Direction

A tool used by local planning authorities to remove some or all permitted development rights that apply to a particular site or area.

B

Back Gardens

Private amenity areas that were the entire back garden of a dwelling or dwellings as originally designed.

Backland Sites

Landlocked' sites to the rear of street frontages not historically in garden use such as builders yards, small workshops and warehouses, and garages.

Biodiversity

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biodiversity Offsets

Measures to improve existing or create replacement habitat where there are unavoidable impacts on wildlife habitats resulting from development or change of land use.

Biomass

The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as arboricultural forestry and agricultural residues.

Brown Field Land

Previously developed land.

Build to Rent

Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Building Research Establishment Environmental Assessment Method (BREEAM)

A national environmental assessment and rating system for buildings. It is the most widely used

environmental standard in the UK, used to assess those buildings and extensions to buildings that are not rated by the Code for Sustainable Homes.

C

Car Club

A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.

Car Free Development

Car-free developments do not provide parking for cars on-site and there is no entitlement to on-street parking permits for residents. The exception to this is parking for accessible properties.

Carbon Dioxide (Co2)

Principal greenhouse gas related to climate change.

Care Home

Housing generally catering for older people, those less mobile or wheelchair users. Schemes may have their own care staff, and will usually provide one or more meals each day, if required. Bathrooms will be designed to make it easier for assistance to be offered.

Central Activities Zone (CAZ)

The vibrant heart and globally iconic core of London. The CAZ contains a broad range of functions that have London-wide, national and international significance including Government, business, culture, research and education, retailing, tourism, transport and places of worship. The CAZ offers access to a unique collection of heritage and environmental assets including World Heritage Sites, the Royal Parks and the River Thames

Circular economy

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Climate Change Adaptation

Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate Change Mitigation

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Combined Heat and Power (CHP)

The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

Commercial Waste

Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992.

Communal Heating System

A communal heating system supplies heat to multiple properties from a common heat source. It may range from a district system heating many buildings to a system serving an individual block of flats.

Community Facilities

For the purposes of this Local Plan, community facilities can include: public houses, libraries, youth facilities, meeting places, places of worship, public conveniences and other uses in use class D1 that provide a service to the local community.

Community Infrastructure Levy (CIL)

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area to pay for infrastructure projects identified by the Local Authority and/or the Mayor of London.

Comparison retail/shopping

These refer to shopping for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.

Connectivity

This refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from A to B, by foot, bicycle and vehicle.

Conservation (Heritage)

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance

Conservation Area

Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

Contributions

Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.

Convenience retail/shopping

These refer to shopping for everyday essential items like food, drink, newspapers and confectionery.

Creative Enterprise Zone (CEZ)

A Mayor of London initiative to establish clusters of creative production, which provide affordable premises and enterprise-related incentives for artists and creative businesses, pro-culture planning and housing policies, and offer career pathways and creative jobs for local communities and young people.

Creative Industries

Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

Cultural Quarters

Areas where a critical mass of cultural activities and related uses, usually in historic or interesting environments, are designated as Cultural Quarters. They can contribute to urban regeneration

D

Decentralised Energy

Local renewable and local low-carbon energy sources.

Deliverable

"To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) Sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).

b) Where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years."

Design and Access statement

A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.

Design Concept

The basic design ideas on which a proposal will be based, often expressed in a combination of words and visual material.

Designated Heritage Asset

World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation

Developable

To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

Development Management

These policies set out detailed criteria to carefully manage and control development through the planning application process.

Development Plan

The London Plan, Local Plans, other Development Plan Documents and Neighbourhood Plans.

Development Proposal

This refers to development that requires planning permission.

Digital Infrastructure

Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.

District Centre

Distributed more widely than Metropolitan and Major centres, providing convenience goods and services, and social infrastructure for more local communities and accessible by public transport, walking and cycling. Typically, they contain 5,000–50,000 sqm of retail, leisure and service floor space. Some District centres have developed specialist shopping function.

District Heating Network

A network of pipes carrying hot water or steam, usually underground that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length.

Drainage Hierarchy

Policy hierarchy helping to reduce the rate and volume of surface water run-off.

Dual Aspect Dwelling

A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. The provision of a bay window does not constitute dual aspect.

Dwelling

A self-contained unit of residential accommodation; also referred to as a 'residential unit'.

E

Edge of Centre

For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Energy Efficiency

Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience

Energy Hierarchy

The Mayor's tiered approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean),

the second step is to supply energy efficiently (be clean) and the third step is using renewable energy (be green).

Environmental Impact Assessment

A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Evidence Base

The data and information about the current state of Lewisham used to inform the preparation of Local Plan documents.

F

Family housing

A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.

Flood Risk Assessment

An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.

Freight

A general term to refer to trips made for the purposes of delivering goods, enabling servicing activity or supporting construction.

Future Proofing

Ensuring that designs are adaptable and take account of expected future changes. For example, ensuring a heating system is designed to be compatible with a planned district heat network to allow connection in future.

G

Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

Green Belt

A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Green Corridor

Relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible to each other and to the Green Belt or Metropolitan Open Land. They often consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green Cover

The total area covered by vegetation and water across London. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also

non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens

Green Infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green Roofs and Walls

The total area covered by vegetation and water across London. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens

Green Space

All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape

Greenhouse Gas

Any gas that induces the greenhouse effect, trapping heat within the atmosphere that would normally be lost to space, resulting in an increase in average atmospheric temperatures, contributing to climate change. Examples include carbon dioxide, methane and nitrous oxides.

Greening

The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping use of vegetation or water.

Gypsy and Traveller

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

H

Habitable Room

A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

Health Impact Assessment (HIA)

Used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as

early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.

Heat Map

Is a graphical representation of data where elements are represented as colours. In this particular instance as the colour darkens the height increases.

Heritage Asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic Environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic Environment Record

Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

House of Multiple Occupation (HMO)

Dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 (except for areas affected by an Article 4 Direction) whereas HMOs for more than six people are Sui Generis

Household Waste

Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, and any other household waste collected by the waste authorities.

Housing Need

A level of socially desirable housing, the demand for which is not reflected in the open market, normally due to a lack of income in relation to prevailing house prices or rents. It can therefore usually only be met through an element of subsidy.

I

Independent Examination

The process by which a planning inspector may publicly examine a Local Plan before issuing a report with recommendations that should be made prior to adoption of the Local Plan.

Infill Development

Development that takes place on vacant or undeveloped sites between other developments and/or built form.

Infrastructure

Includes transport, energy, water, waste, digital/ smart, social and green infrastructure.

Inner London

The area covered by the inner London boroughs.

Integrated Impact Assessment (IIA)

As part of developing Tower Hamlet's Local Plan all policies have been subject to an IIA. The IIA comprises: Sustainability Appraisal, Health Impact Assessment, Equalities Impact Assessment and Habitat Regulation Assessment.

Intermediate

Intermediate Housing

Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent

L

Land Contamination (Assessment)

A study of the level of contamination of the land on a development site, including, as appropriate, initial risk assessment, site investigation, remediation strategy and a verification plan and report.

Lewisham Transport Interchange

This includes the mainline railway station, the DLR station and the bus layover site that covers the area sandwiched between both station buildings and the large roundabout that links the A20 and the A21.

Listed Building

Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

Liveable Neighbourhoods

Is a programme gives boroughs the opportunity to bid for funding for long-term schemes that encourage walking, cycling and the use of public transport.

Local Centre

Typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, as well as hosting a key community facility as an 'anchor' attracting visitors. They may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services.

Local Development Framework (LDF)

The Local Development Framework is a portfolio of Local Development Documents which will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of their area where this affects the development and use of land. This term LDF has been replaced with the term Local Plan.

Local Development Order

An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Housing Need

The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 60 of this Framework).

Local Plan

A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Local Views

A local line of sight from a particular point to an important local landmark, view or skyline.

Locally Listed Buildings

These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

London Panorama

A broad prospect seen from an elevated public viewing place.

London Plan

The London Plan is the spatial development strategy for all of London. It is prepared by the Greater London Authority. In London, Local Plans must be in general conformity with the London Plan.

Low Emission Zone

Charging zone across most of Greater London for vehicles (excluding cars) that do not meet emissions standards

M

Main Town Centre Uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Centre

Typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative

to convenience goods. They may also have significant employment, leisure, service and civic functions.

Major Development

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Masterplan

"A document which sets out proposals for buildings, spaces, movement strategy and land use in text and three dimensions and matches these proposals to a delivery strategy. The masterplan can be described as a sophisticated 'model' that:

- shows how the streets, squares and open spaces of a neighbourhood are to be connected
- defines the heights, massing and bulk of buildings
- sets out suggested relationships between buildings and public spaces
- determines the distribution of activities and uses that will be allowed
- identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles
- sets out the basis for provision of other infrastructure elements such as utilities
- relates physical form to the socio-economic and cultural context and stakeholder interests
- allows an understanding of how well a new, urban neighbourhood is integrated with the surrounding urban context and natural environment."

Metropolitan Open Land

Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

Metropolitan Town Centre

Serve wide catchments which can extend over several boroughs and into parts of the Wider South East. Typically they contain at least 100,000 sqm of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions. Many have important clusters of civic, public and historic buildings

Mixed use Employment Location (MEL)

Land currently in industrial use occupied by older and poorer quality industrial uses at low densities which may be incompatible with adjacent residential areas. The sites were considered by the Lewisham Employment Land Study to require redevelopment and have been designated to ensure mixed use development incorporating reprovision of business space to ensure the regeneration of a part of the borough where the environment is poor and levels of deprivation are high.

Mixed-use Development

Development for a variety of activities on single sites or across wider areas such as town centres.

N

National Planning Policy Framework (NPPF)

Prepared by the Government to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. The NPPF explains the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.

Natural Surveillance

When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

Nature Conservation

Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

Neighbourhood Plan

A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Noise and Vibration Assessment

An assessment of noise and vibration that is either; existing and may impact upon future development, or that would be caused by new development and could impact upon the existing environment.

Non-strategic Policies

Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

North Facing

North facing windows are generally defined as any windows within 45 degrees of due north.

O

Older People

People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs

Open Space

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Opportunity Area

London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility

Original Building

A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally

Out of Town/ Out of Centre

A location out of centre that is outside the existing urban area.

Outer Centre

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Outer London

The area covered by the outer London boroughs.

Outstanding Universal Value

Cultural and/or natural significance that is so exceptional that it transcends national boundaries and is of common importance for both present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site at the time of its inscription. This Value can be expressed by physical, architectural or intangible attributes that are Te embodied in the buildings, spaces, monuments, artefacts and archaeological deposits within the site, the setting and views of and from it. Statements of Outstanding Universal Value are key references for the effective protection and management of World Heritage Sites and can be found at http://whc.unesco.org/en/list.

P

People with Disabilities

People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Permission in Principle

Form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

Planning and Compulsory Purchase Act 2004

National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it.

Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Frameworks

These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners. While planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their Development Plans

Planning Obligation

A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing Field

The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Policies Map

A part of the Local Plan illustrating the policies and showing the location of proposals on an Ordnance Survey base map.

Previously Developed Land

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary Shopping Area

Defined area where retail development is concentrated.

Priority Habitats and Species

Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Private Rented Sector

All non-owner-occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).

Public Transport Access Levels (PTALs)

Public Transport Access Levels (PTALs) are calculated across London using a grid of points at 100m intervals. For each point walk time to the public transport network is combined with service wait time (frequency) to give a measure of public transport network density.

Q

Quiet Areas

The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations (including much of Greater London) include provisions that aim to protect any formally identified 'Quiet Areas' from an increase in road, railway, aircraft and industrial noise.

R

Recycling

Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

Renewable Energy

Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Retrofitting

The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

S

Safeguarded Wharves

A network of sites that have been safeguarded for cargo handling uses such as intraport or transhipment movements and freight-related purposes by Safeguarding Directions. Sites that are safeguarded are set out in the Safeguarded Wharves Review (2017/2018).

Secondary Heat

To recover useful energy, in the form of heat, from sources where processes or activities produce heat which is normally wasted (for example recovering heat from the Underground network) or from heat that exists naturally within the environment (air, ground and water).

Section 106 agreements

These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Self-build and Custom-build Housing

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Sequential Approach

Planning policies that require particular steps to be taken, or types of location or sites to be

considered, in a particular order of preference. For example retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are or can be well integrated with the existing centre and public transport

Serviced Accommodation

In the context of visitor accommodation this includes hotels, bed & breakfasts, guest houses, and hostels where services such as catering and cleaning are provided to guests.

Setting of a Heritage Asset

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shell and Core

A commercial development where all internal finishes and services are left out, for provision by the tenant.

Significance (for heritage policy)

Is the surrounding in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Single Family House

Self-contained house occupied by a single family.

Site Allocation

These establish land use principles and, where appropriate, site specific requirements for new development. The designations and site allocations will help to ensure that development within Lewisham is appropriately managed and does not compromise the achievement of the plan's vision and strategic objectives

Site of Importance for Nature Conservation

Areas of land chosen to represent the best wildlife habitats in London and areas of land where people can experience nature close to where they live and work. Sites are classified into Sites of Metropolitan, Borough and Local Importance depending on their relative value. Unlike SSSIs, SINCs are not legally protected, but their value must be considered in any land use planning decision. Procedures for the identification of SINCs are set out in Appendix 5 of the Mayor's London Environment Strategy.

Social infrastructure

Covers facilities such as health provision, early years provision, schools, colleges and universities, community, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

Social rented

Soundscape

The overall quality of an acoustic environment as a place for human experience. Soundscape design might include preserving, reducing or eliminating certain sounds or combining and balancing sounds to create or enhance an attractive and stimulating acoustic environment.

Spatial Development Strategy

A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and Construction Act 2009 (as amended

Special Areas of Conservation

Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Specialist Accommodation for Older People

"Some residents living in the borough require specialist accommodation to meet their social, physical, mental and/or health care needs. Specialist accommodation can be divided into three main types:

- Sheltered housing is self-contained residential accommodation specifically designed and managed for older people (minimum age 55) in need of no or a low level of support. Each household has self-contained accommodation and the schemes normally include additional communal facilities such as a residents lounge. A warden, scheme manager, community alarm/ telecare or house manager interacts with residents on a regular basis and is the first point of contact in an emergency.
- Extra care accommodation (sometimes also referred to as close care, assisted living, very sheltered or continuing care housing): Self-contained residential accommodation and associated facilities designed and managed to meet the needs and aspirations of people who by reason of age or vulnerability have an existing or foreseeable physical, sensory or mental health impairment. Each household has self-contained accommodation and 24 hour access to emergency support. In addition extra care accommodation includes a range of other facilities such as a resident's lounge, a guest room, laundry room, day centre activities, a restaurant or some kind of meal provision, fitness facilities and classes and a base for health care workers. The exact mix of facilities will vary on a site by site basis. Some domiciliary care is provided as part of the accommodation package, according to the level of need of each resident. Extra care housing aims to create a balanced community, bringing together a balanced proportion of people with different levels of care needs.
- Care homes (including end of life/hospice care and dementia care): Nursing or residential care home providing non self-contained residential accommodation for people who by reason of age or illness have physical, sensory or mental impairment, including high levels of dementia. Accommodation is not self-contained: meals and personal services are routinely provided to all residents. Communal facilities are likely to

include a dining room and residents lounge. There will be a scheme manager and in house care team who provide a consistent presence. Personal or nursing care is a critical part of the accommodation package. Care homes include 24 hour medical care from a qualified nurse."

Specialist Housing

Specialist housing refers to supported housing such as sheltered housing, residential care homes, nursing homes and dual-registered care homes.

Stakeholder

A person, group, company, association, etc. with an economic, professional or community interest in the borough or a specific part of it, or that is affected by local developments.

Strategic Development

Proposals involving over 100 homes or 10,000 square metres of floorspace.

Statement of Community Involvement (SCI)

The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

Strategic Areas for Regeneration

These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need. They fall within the 20 per cent most deprived LSOAs in England, using the Index of Multiple Deprivation.

Strategic Environmental Assessment

A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment

Strategic Flood Risk Assessment (SFRA)

"An assessment usually under taken by a Local Authority at a borough–wide level that considers flood risk, both fluvial and tidal and examines the risks involved for developing certain areas within the borough in accordance with the NPPF. The Lewisham SFRA was produced by Jacobs and published in July 2008. Areas/sites are categorised as falling within one or more of the following flood zones:

- Flood Zone 1 Low probability of flooding. Defined as land outside flood zone 2 and having less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
- Flood Zone 2 Medium probability of flooding. Defined as land having between 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% - 0.1%) in any year.
- Flood Zone 3a High probability of flooding. Defined as land having 1 in 100 or greater annual probability of river flooding.
- Flood Zone 3b Land where water has to flow or be stored in times of flood. Defined as land having a 1 in 20 (5%) or greater annual probability of flooding in any year; or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the local authority and the Environment Agency."

Strategic Housing Land Availability Assessment (SHLAA)

An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in Planning Policy Statement 3: Housing (PPS3).

Strategic Housing Market Assessment (SHMA)

An assessment of housing need and demand which informs the London Plan and borough local development documents as set out in Planning Policy Statement 3: Housing (PPS3).

Strategic Industrial Locations/Land

London's largest concentrations main reservoirs of industrial, logistics and related capacity for uses that support the functioning of London's economy.

Strategic Policies

Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Streetscape

The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.

Supplementary Planning Documents

Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability Appraisal

Required by the Planning and Compulsory Purchase Act 2004. Sustainability Appraisal is a based on the principles of Strategic Environmental Assessment but is wider in focus and covers other key considerations of sustainability that also concern social and economic issues.

Sustainable Development

There are three dimensions to sustainable development: economic, social and environmental. The economic role means contributing to a strong, responsive and competitive economy. The social role means supporting strong, vibrant and healthy communities. The environmental role means contributing to protecting and enhancing our natural, built and historic environment. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

Sustainable Drainage Systems

Using sustainable drainage techniques and managing surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

Sustainable Transport Modes

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

T

Thames Policy Area

A special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

Town Centre

Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Assessment

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development

Transport for London

One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

Transport Statement

A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel Plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed

Tree Preservation Order

May be made to protect individual trees or groups of trees. The Order gives protection against unauthorised felling, lopping, or other tree works.

U

Urban Greening

Urban greening describes the act of adding green infrastructure elements that are most applicable in London. Due to the morphology and density of the built environment in the city, green roofs, street trees, and additional vegetation, the most appropriate elements of green infrastructure.

Urban Greening Factor

A land-use planning tool to help determine the amount of greening required in new developments.

Urban Heat Island

The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, the centre of London can be up to 10°C warmer than the rural areas around the city. The temperature difference is usually larger at night than during the day. The Urban Heat Island effect is noticeable during both the summer and winter months.

V

Viability Assessment

An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements where relevant to be undertaken in line with the methodology and approach set out in Policy H6 and the Mayor's Affordable Housing and Viability SPG.

Viability Review Mechanism

A review of development viability defined with a Section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision over the lifetime of a proposal.

Visitor Accommodation

"Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans and camping."

W

Water spaces

Areas covered by water including the River Thames and other rivers, canals, reservoirs, lakes and ponds.

Waterlink Way

A long distance cycle/pedestrian route following the River Ravensbourne from the south of the borough to the Thames at Deptford.

Wider Determinants of Health

The wider determinants of health are a diverse range of social, economic and environmental factors which impact on people's health and life expectancy. They include transport, housing, education, income, working conditions, unemployment, air quality, green space, climate change and social and community networks.

Windfall Development (sites)

Sites not specifically identified in the development plan.

Z

Zero-carbon

Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

*These definitions have been referenced from the NPPF (2019), The London Plan (2016) previous Lewisham Council Development Management documents

Annex 3:
Policy replacement table and deleted policies

Table 20.2: Policy replacment

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
3 VISION, STRATEGIC OBJECTIVES AND THE SPATIAL STRATEGY				
OL1	SP1, SP2, SP3, SP4, SP5			
5 HIGH QUALITY DESIGN				
QD1	CSP15			
QD2	CSP15			
QD3				
QD4				
QD5				
QD6	CSP15			
QD7				
QD8				
QD9				
QD10				
QD11				
QD12				
QD13				
6 HERITAGE				
HE 1				
HE 2				
HE 3				
HE 4				
7 HOUSING				
HO 1	CSP1			
HO 2				
HO 3	CSP1			
HO 4				

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
HO 5	CSP1			
HO 6				
HO 7				
HO 8				
HO 9				
HO 10				
HO 11	CSP2			
8 ECONOMY CULTURE				
EC 1				
EC 2	CSP3, CSP4, CSP5			
EC 3				
EC 4				
EC 5	CSP3			
EC 6	CSP3, CSP4			
EC 7	CSP5			
EC 8				
EC 9				
EC 10	CSP6			
EC 11	CSP6			
EC 12				
EC 13				
EC 14	CSP6			
EC 15	CSP6			
EC 16	CSP6			
EC 17				
EC 18				
EC 19				

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
EC 20				
EC 21				
EC 22				
9 COMMUNITY INFRASTRUCTURE				
CI 1				
CI 2				
CI 3	CSP12			
CI 4				
CI 5				
10 GREEN INFRASTRUCTURE				
GR 1	CSP12			
GR 2	CSP12			
GR 3	CSP12			
GR 4	CSP12			
GR 5	CSP12			
GR 6				
11 SUSTAINABLE DESIGN AND INFRASTRUCTURE				
SD 1	CSP7			
SD 2				
SD 3				
SD 4				
SD 5				
SD 6	CSP9			
SD 7	CSP10			
SD 8	CSP10			
SD 9	CSP11			
SD 10				

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
SD 11	CSP13			
SD 12	CSP13			
12 TRANSPORT AND CONNECTIVITY				
TR1				
TR2				
TR3				
TR4				
TR5				
TR6				
TR7				
14 LEWISHAM'S CENTRAL AREA				
LCA1				
LCA2				
LCA3				
LCA4				
LCA5				
SITE ALLOCATIONS				
LCA SA1	SSA6		S1	
LCA SA2			S9, S10	
LCA SA3				
LCA SA4				
LCA SA5			S6	
LCA SA6			S6	
LCA SA7				
LCA SA8			S3a	
LCA SA9			S3b	
LCA SA10				

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
LCA SA11			S8	
LCA SA12				
LCA SA13				SA33
LCA SA14				SA35, SA36
LCA SA15				
LCA SA16				
LCA SA17				
LCA SA18				
LCA SA19				
LCA SA20				
LCA SA21				
LCA SA22				
LCA SA23				
15 LEWISHAM'S NORTH AREA				
LNA1				
LNA2				
LNA3				
LNA4				
LNA5				
SITE ALLOCATIONS				
LNA SA1	SSA2			
LNA SA2	SSA4			
LNA SA3				
LNA SA4				
LNA SA5				SA10
LNA SA6				
LNA SA7				

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
LNA SA8	SSA3			
LNA SA9				SA6
LNA SA10				SA5
LNA SA11				SA17
LNA SA12				
LNA SA13				SA3
LNA SA14				SA11
LNA SA15				SA12
LNA SA16				SA14
LNA SA17				SA7
LNA SA18				
16 LEWISHAM'S EAST AREA				
LEA1				
LEA2				
LEA3				
LEA4				
LEA5				
SITE ALLOCATIONS				
LEA SA1				
LEA SA2				SA45
LEA SA3				
LEA SA4				SA23
LEA SA5				
LEA SA6				
LEA SA7				
LEA SA8				
LEA SA9				SA46

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
LEA SA10				
17 LEWISHAM'S SOUTH AREA				
LSA1				
LSA2				
LSA3				
LSA4				
LSA5				
SITE ALLOCATIONS				
LSA SA1				SA26
LSA SA2				SA26
LSA SA3				
LSA SA4				SA47
LSA SA5				
LSA SA6				SA49
LSA SA7				
LSA SA8				
LSA SA9				
LSA SA10				
LSA SA11				
LSA SA12				
LSA SA14				
18 LEWISHAM'S WEST AREA				
LWA1				
LWA2				
LWA3				
LWA4				
SITE ALLOCATIONS				

LEWISHAM LOCAL PLAN	CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT LOCAL PLAN 2014	LEWISHAM TOWN CENTRE PLAN 2014	SITE ALLOCATION 2013
LWA SA1				SA30
LWA SA2				SA29
LWA SA3				
LWA SA4				
LWA SA5				
LWA SA6				SA24
LWA SA7				
LWA SA8				
LWA SA9				SA48
LWA SA10				SA18
LWA SA11				SA25
LWA SA12				
LWA SA13				SA22
LWA SA14				SA21
LWA SA15				
19 DELIVERY AND MONITORING				
DM1				
DM2				
DM3				
DM4				
DM5				

Table 20.3: Table showing which policies have been deleted from the previous local development framework

CORE STRATEGY 2011	DEVELOPMENT MANAGEMENT PLAN 2014	LEWISHAM TOWN CENTRE LOCAL PLAN 2014	SITE ALLOCATION 2013

Annex 4: Strategic and non-strategic policies

Table 20.4: Non-strategic policies

POLICY	NON-STRATEGIC
3 VISION, STRATEGIC OBJECTIVES AND THE SPATIAL STRATEGY	
5 HIGH QUALITY DESIGN	
QD 8 Noise and vibration	×
QD 9 External lighting	×
QD 12 Shopfronts	x
QD 13 Outdoor advertisements, digital displays and hoardings	×
6 HERITAGE	
7 HOUSING	
8 ECONOMY CULTURE	
EC 16 Shopping parades, corner shops and other service points	×
DeEC 21 Visitor accommodation	×
9 COMMUNITY INFRASTRUCTURE	
CI 4 Nurseries and childcare facilities	×
CI 5 Burial space	×
10 GREEN INFRASTRUCTURE	
GR 5 Food growing	×
11 SUSTAINABLE DESIGN AND INFRASTRUCTURE	
SD 10 Ground conditions	×
12 TRANSPORT AND CONNECTIVITY	
TR4 Parking	×
TR6 Taxis and private hire vehicles	×
14 LEWISHAM'S CENTRAL AREA	

Annex 5:
Designated Open Spaces

Table 20.5: Table showing a list of open spaces their designations

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Abbotshall Road	Sports Ground	UGS
Adamsrill Road, disused allotments	Allotments	UGS
Adolf St/Overdown Road	Allotments	UGS
Albion Villas Millennium Green	Miscellaneous - Amenity Greenspace	POS
Bellingham Leisure and Lifestyle Centre Randlesdown Road	Sports Ground	UGS
Ballamore/Shroffold Road	Allotments	UGS
Baring Road and Bramdean Road r/o	Allotments	MOL/UGS
Barmeston Road	Allotments	UGS
Barriedale	Allotments	UGS
Baxter Field, Radlet Avenue	Park	POS
Beachborough Gardens, Beachborough Road	Miscellaneous - Amenity Greenspace	POS
Beaulieu Avenue Green	Miscellaneous -Amenity Greenspace	UGS
Beckenham Hill Park	Miscellaneous - Amenity Greenspace	POS/Green Grid
Beckenham Place Park	Park	MOL/POS/Green Grid
Bellingham Bowling Club, Greenside Close, Penderry Rise	Sports Ground	UGS
Bellingham Green	Park	POS
Bellingham Play Park, Winsford Road	Park	MOL/POS
Besson Street Nature Reserve	Miscellaneous	POS
Blackheath	Park	MOL/POS/Green Grid
Blackheath Hockey Club, Rubens Street	Sports Ground	MOL/UGS
Blackhorse Road	Allotments	UGS
Blythe Hill	Allotments	UGS
Blythe Hill Fields	Park, SINC	POS/MOL
Bridge Leisure Centre East, Kangley Bridge Road	Sports Ground	UGS
Bridgehouse Meadows, Surrey Canal Road	Park	POS

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Broadmead	Allotments	UGS
Broadway Fields West, Brookmill Road	Park	MOL/POS
Broadway Fields East, Deals Gateway	Park	POS
Brockley & Ladywell Cemetery	Miscellaneous Cemeteries and churchyards	POS
Brockley Hill Private Gardens	Miscellaneous – Private Gardens	UGS
Bromley Hill Cemetery	Miscellaneous – Cemeteries and churchyards	POS
Brookmill Nature Reserve, Brookmill Road	Miscellaneous -	UGS
Brookmill Park, River Ravensbourne and Nature Area	Park, SINC	MOL/UGS/POS
Burnt Ash Pond Nature Reserve, Melrose Close	Miscellaneous	UGS
Castillon Road	Allotments	UGS
Catford Wanderers Sports Club, Beckenham Hill Road	Sports Ground	UGS
Chinbrook Community Orchard	Miscellaneous - SINC	MOL/UGS/Green Grid
Chinbrook Meadows	Allotments	MOL/UGS/Green Grid
Chinbrook Meadows	Park, Green Corridor	MOL/POS/Green Grid
Clarendon Rise/Dermody Road	Allotments	UGS
Conington Road	Miscellaneous – Amenity Greenspace	POS
Cornmill Gardens	Park	MOL/POS
Crossfield Street Open Space	Miscellaneous – Amenity Greenspace	POS
Culverley Green	Miscellaneous – Amenity Greenspace	POS
Dacre Park	Allotments	UGS
Dacres Wood Nature Reserve, Dacres Road	Miscellaneous	POS
Dartmouth Road Open Space	Miscellaneous – Amenity Greenspace	POS
De Frene Road Allotments r/o 37	Allotments	UGS
Deloraine Street	Allotments	UGS

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Deptford Park	Park	POS
Devonshire Road Nature Reserve	Miscellaneous	UGS
Downham Playing Fields	Miscellaneous – Playing Fields	POS
Downham Way, The Green	Miscellaneous – Amenity Greenspace	POS
Durham Hill (Downham Fields)	Park	POS
Eckington Gardens, Casella Road	Park	POS
Edith Nesbitt Gardens, Leyland Road, Osberton Road	Park	POS
Edward Street	Allotments	UGS
Edward Street play area (New Deptford Green)	Miscellaneous – Playing courts	UGS
Elfrida Crescent East	Miscellaneous – Amenity Greenspace	UGS
Elm Lane Sports Ground	Sports Ground	MOL/UGS/Green Grid
Evelyn Green	Park	POS
Exford Road Allotments	Allotments	MOL/UGS
Exford Road Allotments Entrance	Miscellaneous – Amenity Greenspace	MOL/UGS
Exford Road/Burnt Ash Hill Triangle	Miscellaneous – Amenity Greenspace	UGS
Farmstead Road/Overdown Road	Miscellaneous – Amenity Greenspace	UGS
Ferranti Park	Park	POS
Firhill Road Playing field	Sports Ground	MOL/UGS/Green Grid
Firhill Road North Allotments	Allotments	UGS
Firhill Road South Allotments	Allotments	UGS
Folkestone Gardens, Trundleys Road	Park	POS
Fordham Park, Pagnell Street	Park	POS
Forest Hill Bowls Club, Wynell Road	Sports Ground	UGS
Forster Memorial Park	Park	POS
Friendly Gardens	Park	POS
Garthorne Road Nature Reserve	Miscellaneous – SINC	UGS
Grangemill Way Allotments	Allotments	UGS

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Ghent Street	Miscellaneous – Amenity Green Space	UGS
Gilmore Road Triangle	Park	POS
Goan Club, Ravensbourne Avenue	Sports Ground	MOL/UGS
Goldsmiths' College Green	Miscellaneous – Amenity Green Space	UGS
Grove Park Cemetery	Miscellaneous – Cemeteries and churchyards	MOL/Green Grid
Grove Park Library and Gardens	Park	MOL/POS/ Green Grid
Guys Hospital Sports Ground, Brockley Rise	Sports Ground	UGS
Hatcham Gardens	Park	POS
Hazelbank Road Allotments	Allotments	UGS
Hilly Fields	Park	POS
Hither Green Sidings	Miscellaneous –open green space, SINC	MOL
Hither Green Cemetery	Miscellaneous – Cemeteries and churchyards	MOL/Green Grid
Hither Green Nature Reserve	Miscellaneous	MOL/UGS
Home Park	Park	POS
Honor Oak Adventure Playground and Nature Reserve	Miscellaneous	UGS
Honor Oak Covered Reservoir	Miscellaneous – SINC	UGS
Horniman Gardens	Park	MOL/POS/Green Grid
Horniman Play Park	Park	POS/ Green Grid
Horniman Drive/Rocombe Crescent		
Triangle	Miscellaneous – Amenity Greenspace	UGS
Hurstbourne Road Allotments	Allotments	UGS
Jim Hurren Allotments, Overdown Road (south)	Allotments	UGS
Kendale Road Allotments	Allotments	UGS
Kirkdale Green	Park	POS
Knapmill Way Allotments	Allotments	UGS

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Ladywell Fields * including Nature Reserve	Park, Green Corrodor	MOL/POS/UGS/Green Grid
Ladywell Lodge/Green	Park	POS
Launcelot Road, disused allotments	Allotments	UGS
Lee & District Land Club r/o Baring Road	Allotments	MOL/UGS
Leslie Silk Allotments, Overdown Road (north)	Allotments	UGS
Lewisham Park	Park	POS
Long Meadow Allotments	Allotments	MOL/UGS
Longshore, Sites at	Amenity Greenspace	POS
Longton Nursery, Churchley Road	Allotments	UGS
Luxmore Gardens	Park	POS
Manor House Gardens	Park	POS
Manor Park	Park	POS
Margaret McMillan Park	Park	POS
Mayow Park	Park, SINC	POS
Meadow Close Allotments	Allotments	UGS
Midland Bank Sports Ground, Calmont Road	Sports Ground	MOL/UGS
Milborough Crescent	Miscellaneous - Amenity Greenspace	UGS
Mountsfield Park	Park, SINC	POS/MOL
New Cross Gate Cutting Nature Reserve	Miscellaneous	UGS
Northbrook Park	Park, Green Corridor	MOL/POS/Green Grid
Oldstead Road	Allotments	UGS
Oslac Road	Miscellaneous - Amenity green/ playspace	POS
Pepys Park including Nature Area	Park	POS
Pitfold Close Amenity Space	Miscellaneous – Amenity greenspace	UGS
Prendergast Girls' School fields	Sports Ground	UGS

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Priestfield Road	Allotments	UGS
Private Banks' Sports Ground	Sports Grounds	MOL/UGS
Quaggy Gardens	Miscellaneous - Amenity Space	POS
Queen's Road	Miscellaneous – Amenity Greenspace	UGS
Queenswood Road Nature Reserve	Miscellaneous	UGS
Ravensbourne Park Gardens	Park	POS
Reigate Road Open Space	Miscellaneous - Amenity Green Space	MOL/POS
Riverview Pool Linear Walk/Riverview Walk/Waterlink Way	Park	MOL/POS/Green Grid
Romborough Gardens	Allotments	UGS
Royal Naval Place Stage 1	Allotments	UGS
Royal Naval Place Stage 2	Allotments	UGS
Rutland Walk Sports Club, Rutland Walk	Sports Ground	MOL/UGS/Green Grid
Sayes Court Park	Park	POS
Sedgehill School	Miscellaneous - Amenity Open Space, Playing, Fields	MOL/UGS/Green Grid
Sedgehill Road	Allotments	MOL/UGS/Green Grid
Shaw Road	Miscellaneous – Amenity Green Space and SINC	POS
Slaithwaite Road Allotments	Allotments	UGS
Southend Park	Park	POS/Green Grid
St Dunstan's College, Stanstead Road	Sports Grounds	UGS/Green Grid
St Joseph's Academy Playing Fields	Sports Grounds	UGS
St Mary's Churchyard, Lewisham High		
Street	Miscellaneous – Cemeteries and churchyards	MOL
St Mildred's Road, Allotments	Allotments	MOL/UGS
St Norbert Green	Park	POS
St Norbert Road	Allotments	UGS

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
St Paul's Churchyard and Children's Playground	Park	POS
Stanley Street Allotments	Allotments	UGS
Ringway Centre/Stratfield House Baring Road	Miscellaneous – Amenity Space	MOL
Sue Godfrey Nature Park	Miscellaneous – Green Open Space	POS
Sydenham Cottages Nature Reserve	Miscellaneous	MOL/POS
Sydenham Park Allotments	Allotments	UGS
Sydenham Park Road, r/o 141-143	Miscellaneous – Amenity Greenspace	UGS
Sydenham Wells Park	Park	POS/Green Grid
Tarleton Gardens inc. Eliot Bank Hedge	Miscellaneous – Amenity Green Space	UGS
Taylors Lane Allotments	Allotments	UGS
Telegraph Hill Park	Park	MOL/POS/Green Grid
Ten-Em-Bee Sports Club, Old Bromley Road	Sports Grounds	MOL/UGS
Thurbarn Road	Miscellaneous – Amenity green/ playspace	POS
Trewsbury Road	Allotments	UGS
Turnham Road Green	Miscellaneous – Amenity green space	UGS
Weavers Estate Allotments, Engleheart Road	Allotments	UGS
Whitefoot Recreation Ground	Sports Ground and Green Corridor	UGS
Windlass Place	Allotments	UGS
Woodland Walk Downham	Park	POS
Woodyates Road and Pitfold Road r/o	Miscellaneous – Amenity Green Space	UGS
Railway area between Friendly Street and St John's Vale	Green Corridor	
Railway areas between Elverson Road and Bertrand Street, Elverson Road and Granville Park and between Thurston Road River Ravensbourne	Green Corridor	

SITE	OPEN SPACE TYPE	OPEN SPACE DESIGNATION
Hither Green Station Railway Lands	Green Corridor	
Railway line areas between Oldfield Grove and south east corner of Bridgehouse Meadows	Green Corridor	
Railway line area between south western corner of Bridgehouse Meadows and White Post Street	Green Corridor	
Railway line area between Engate Street and Ennersdale Road	Green Corridor	
Railway line area including Lee Station between Lee High Road and borough boundary	Green Corridor	
Railway line area between Crofton Park and Ladywell Fields	Green Corridor	
Railway line area between Forest Hill and Sydenham not protected by SINC designations	Green Corridor	
Railway Area/Amblecote Meadows/ Pullman Close	Green Corridor	
Railway area between south end of Cumberland Place and Baring Road	Green Corridor	
Railway line areas between New Cross/New Cross Gate and Surrey Canal Road	Green Corridor	

Annex 6:
Designated Sites of Importance for Nature Conservation

Table 20.6: Table showing Sites of Importance for Nature Conservation

SITES OF METROPOLITAN IMPORTANCE	
Beckenham Place Park	Forest Hill and Greenwich Park
Blackheath and Greenwich Park	Forest Hill to New Cross Gate Railway Cutting
SITES OF BOROUGH IMPORTANCE	
Bridgehouse Meadows	Lewisham Railway Triangles
Brockley and Ladywell Cemeteries	Lewisham to Blackheath Railsides
Brockley to St John's Railsides	Loat's Pit
Burnt Ash Pond Nature Reserve	Lower Sydenham Station Allotments
Chinbrook Community Orchard and Allotments	Manor House Gardens
Chinbrook Meadows	Mayow Park
Creekside Education Centre	Mountsfield Park
Dacres Wood Nature Reserve and adjacent railway habitat	New Cross and New Cross Gate railsides
Downham Woodland Walk	Nunhead Cutting
Durham Hill	Pool River Linear Park
Forster Memorial Park	Railside Land: New Cross to St Johns Railsides
Grove Park Cemetery	Railsides South of Sydenham
Grove Park Nature Reserve	River Quaggy and Manor Park
Hillcrest Estate Woodland	River Ravensbourne and Brookmill Park
Hither Green Cemetery, Lewisham Crematorium and Reigate Road Open Space	Senegal Railway Banks
Hither Green Railsides (Hither Green Station)	Spring Brook at Downham Playing Fields
Hither Green Sidings	St Johns to Lewisham Railsides (St Johns Station)
Honor Oak Road Covered Reservoir	St Mary's Churchyard, Lewisham
Horniman Gardens, Horniman Railway Trail and Horniman Triangle	Sue Godfrey Nature Park
Ladywell Fields	

SITES OF LOCAL IMPORTANCE	
Albion Millennium Green	Northbrook Park
Besson Street Community Garden	Pepys Park Nature Area
Blythe Hill Fields	Queenswood Nature Reserve
Brockley Hill Park	Rainsborough Avenue Embankments
Bromley Hill Cemetery	Sayes Court Park
Brookmill Nature Reserve	Sedgehill Allotments
Cornmill Gardens	Sedgehill School
Deptford Park	Southend Park
Eliot Bank Hedge and Tarleton Gardens	Southend Pond
Folkestone Gardens	St Paul's Churchyard and Crossfield Street Open Space
Gilmore Road Triangle	Sydenham Cottages Nature Reserve
Hilly Fields	Sydenham Wells Park
Iona Close Orchard	Telegraph Hill Park
Lewisham Park	Whitefoot Recreation Ground

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Appendix 1:
Strategic and local views, vista and land marks

Table 21.1: Table showing designated views and local land marks

SITE ADDRESS	EASTING (X) COORDINATE	NORTHING (Y) COORDINATE
STRATEGIC VIEWS		
Blackheath Central Point	538306	176822
LOCAL LAND MARKS		
Horniman Museum (front façade) at London Road, Forest Hill	534860	173105
The Apostles (formerly Christ Church) at Church Rise, Forest Hill	535747	172819
St. Bartholomew's Church at Westwood Hill, Sydenham	535096	171671
St Pauls Church at Marry Ann Gardens, Deptford	537287	177480
St Mary's the Virgin Parish Church at Lewisham High Street, Lewisham	537942	174836
Ladywell Water Tower at Dressington Avenue, Ladywell	537260	174556
Lewisham Clock Tower at Lewisham High Street, Lewisham	538332	175596
All Saints Church at All Saints Drive, Blackheath	539549	176275
LOCAL VIEWS		
Horniman Gardens at London Road, Forest Hill	534860	173237
Telegraph Hill Upper Park at Kitto Road, Telegraph Hill	537458	176070
Foreshore at Strand, North Deptford	536848	178584
Blythe Hill Fields at Blyte Hill Lane, Blythe Hilll	536614	173824
Hilly Fields at Vicars Hill, Brockley	537347	175309
Mountsfield Park at Stainton Road, Hither Green	538415	173924
Forster Memorial Park at Whitefoot Lane, Downham	538771	

Appendix 2: Designated heritage assets

CONSERVATION AREAS		
Belmont	Forest Hill	St Johns
Blackheath	Halifax Street	St Marys
Brockley	Hatcham	St Pauls
Brookmill Road	Jews walk	St Stephens
Christmas Estate	Ladywell	Stanstead Grove
Cobbs Corner	Lee Manor	Sydenham Hill/ Mount Gardens
Culverley Green	Lewisham Park	Sydenham Park
Deptford Creekside	Mercia Grove	Telegraph Hill
Deptford High Street & St Pauls	Somerset Gardens	

ARTICLE 4 DIRECTIONS ON THE HISTORIC ENVIRONMENT		
Baring Hall Hotel	Forest Hill	Somerset Gardens
Beckenham Place Park	Halifax Street	St Johns
Belmont	Hatcham	St Marys
Blackheath	Jews Walk	St Stephens
Brockley	Ladywell	Stanstead Grove
Brookmill Road	Lammas Green	Sydenham Hill
Cobbs Corner	Lee Manor	Sydenham Park
Culverley Green	Lewisham Park	Sydenham Thorpe's
Deptford Creekside	Mercia Grove	Telegraph Hill
Deptford High Street & St Pauls	Perry Vale & Christmas Estate	
Deptford Town Hall	Perry Fields	

OTHER DESIGNATED HERITAGE ASSETS
WORLD HERITAGE SITE
Maritime Greenwich
SCHEDULED ANCIENT MONUMENT
The Tudor Naval Storehouse in the former Royal Naval Shipyard, Deptford, now known as Convoys Wharf
REGISTERED PARKS AND GARDENS
Grove Park Cemetery
Manor Park Gardens
LONDON SQUARES
Addington Grove
Adelaide Avenue
Culverley Green, Culverley Road
Deptford Memorial Gardens
Dermody Road
Duncombe Hill
Fambridge Close
Lewisham High Street London Squares (west side between Bradgate Road and Ladywell Road)
Lewisham Memorial Gardens, Lewisham High Street
Lewisham Way/Wickham Road
London Squares at Catford (Rushey Green east side between Davenport and Rosenthal Road and squares to the north and south of junction with Brownhill Road)
Wickham Gardens

Appendix 3: Non-designated heritage assets

ARCHAEOLOGICAL PRIORITY AREA APA) AND NAME	
APA1: Thames Alluvial Floodplain	APA12: Sydenham
APA2: Thames and Ravensbourne Terrace Gravels	APA13: Southend
APA3: Watling Street and the 'Deep-Ford'	APA14: New Cross
APA4: London - Lewes Roman Road	APA15: Perry Street
APA5: Bell Green	APA16: Brockley jack
APA6: Lewisham and Catford/Rushey Green	APA17: Brockley Priory
APA7: Deptford - The Strand, Sayes Court and Royal Naval Dockyard	APA18: Blackheath and Blackheath Village
APA8: Deptford Creek	APA19: The Manor House, Lee
APA9: Upper Deptford	APA20: Beckenham Place Park
APA10: Deptford - The Broadway and Tanners Hill	APA21: Wells Park
APA11: Lee	

AREAS OF SPECIAL LOCAL CHARACTER
Silk Mills Path
Loampit Hill
Dermody Gardens
Manor Park
Lee Green
Rockbourne Park
Sydenham Extension
Hall Drive
Charleville Circus
Woolstone and Hurstbourne Road
Bellingham Estate

Appendix 4:
Designated employment locations and land

EMPLOYMENT LAND HIERARCHY		
TYPE	**REF**	**LOCATION**
Strategic Industrial Location	SIL	Bromley Road Surrey Canal Road
Locally Significant Industrial Site	LSIS	Blackheath Hill Childers Street West Clyde Vale Endwell Road Evelyn Street Lower Creekside Malham Road (with 118 Stansted Road) Manor Lane Molesworth Street Perry Vale, , Stanton Square Willow Way Worsley Bridge Road
Mixed-use Employment Location	MEL	Arklow Road Childers Street East Convoys Wharf Grinstead Road Oxestalls Road Plough Way Sun and Kent Wharf Surrey Canal Triangle
Non-designated employment site	Not Applicable	Dispersed throughout Borough

Appendix 5:
Town centre hierarchy and primary shopping area

TOWN CENTRE	SCHEDULE OF FRONTAGES
MAJOR CENTRES	**WITHIN PRIMARY SHOPPING AREA**
Lewisham	Lewisham High St: 212 to 50, 197 to 131 and 85 to 93
	Lewis Grove: 129 to 97 and 1 to 43
	Lewisham shopping centre: ground floor units
	Lewisham Gateway: ground floor units
Catford	Catford Broadway: ground floor units
	Catford Road: Station Buildings and 1 to 9
	Winslade Way: 36 to 2, 38 to 6 and 123 to 9
	Rushey Green: 58 to 166 and 75 to 199
DISTRICT CENTRES	**WITHIN PRIMARY SHOPPING AREA**
Sydenham	Sydenham Road: 4 to 78 and 3 to 111
	Sydenham Station Approach: 2 to 12
	Kirkdale: 313 to 325 and 260 to 278
Forest Hill	London Road: 1 to 55 and 2 to 56
	David's Road: 1 to 5
	Devonshire Road: 2 to Forest Hill Station and 1 to 7
	Dartmouth Road: 1 to 35 and 2 to 28
Downham	Bromley Road: 436 to 500 and 431 to 499
Blackheath	Tranquil Vale: 1 to 49, 36 to 74 and 16
	Montpelier Vale: 2 to 36 and 1 to 47
	Blackheath Village: 0 to 16 and 1 to 11
	Royal Parade: 8 to 17
Deptford	Deptford High Street: 1 to 179 and 2 to 164
	Deptford Broadway: 1
	Deptford Market Yard: Carriage way, Arches and 2 St Pauls House

TOWN CENTRE	SCHEDULE OF FRONTAGES
Lee	Burnt Ash Road: 2 to 14, 1 to 27 and the Leegate Centre
	Eltham Road: 2 to 18
	Lee High Road: 432 to 422 and 321 to 351
	Lee Road: 128 to 120
New Cross	New Cross Road: 257 to 407
Local Centres	Within local centre boundary
Upper Sydenham	Kirkdale road: 92 to 112 150 and 97 to 191
	Dartmouth Road: 184 to 190
Bellingham	Randlesdown Road: 4 to 50 and the Fellowship
	Bromley Road: 205 to 265
Downham Way	Randlesdown Road: 4 to 50 and the Fellowship
	Bromley Road: 205 to 265
Grove Park	Baring Road: 342 to 386 and 293 to 325
	Downham Way: 589 and 636 to 650
Honor Oak and Brockley Rise	Honor Oak Park: 38 to 78, 25 to 63 and 1 to 5
	Brockley Rise: 56 to 104 and 119 to 139
Crofton Park	Brockley Road: 322 to 410, 349 to 409 and 435 to 447
Brockley	Coulgate Street: all ground floor units
	Harefield Road: 1 to 7
	Brockley Road: 186 to 188 and 169 to 201
	Brockley Cross: 1 to 9, 21 to 25 and 2 to 28
	Endwell: 100 to 110
	Malpas Road: 253 to 259 and 246 to 248
Ladywell	Ladywell Road: 71 to 111 and 38 to 80
	Algernon Road: 251 to 259 and 222 to 230
Burnt Ash	Burnt Ash Road: 111 to 133 and 116 to 136
	Burnt Ash Hill: 1 to 45
Staplehurst Road	Staplehurst Road: 9 to 37 and 2 to 28

TOWN CENTRE	SCHEDULE OF FRONTAGES
New Cross Road	Queens Road: 387 to 401
	New Cross Road: 105 to 205, 92 to 110 and 116 to 184
Lewisham Way	Lewisham Way: 119 to 249, 138 to 154 and 110 to 118
	The Parade Upper Brockley Road: 7a to 13
Evelyn Street	Evelyn Street: 262 to 232, 299 to 321, 204 to 210, 186 to 190, 154 to 166 and 195

Appendix 6:
Lewisham North Creative Enterprise Zone, Cultural Quarters and Night-time Economy Hubs

LEWISHAM NORTH CEZ APPLIES TO THE FOLLOWING WARDS
Evelyn
New Cross
Telegraph Hill (part)
Brockley Part (part)

CULTURAL QUARTERS	LOCATION
Deptford	Deptford District Centre and west of Deptford Creek
New Cross	Goldsmiths College, northern end of Lewisham Way and western end of New Cross Road
Forest Hill	118 Stanstead Road, west of the railway line within Forest Hill District Centre, Horniman's Museum and Gardens and Horniman Play Park.

LOCATION	
Lewisham Major Centre	Area with more than local significance (NT3)
Catford Major Centre	Area with more than local significance (NT3)
Blackheath District Centre	Area with more than local significance (NT3)
New Cross Gate District Centre	Area with more than local significance (NT3)
New Cross Road Local Centre	Area with more than local significance (NT3)
Deptford District Centre	Area with local significance
Forest Hill District Centre	Area with local significance

Appendix 7: Further information for Pubs

This Appendix must be read in conjunction with draft Local Plan policy EC19 (Public Houses), which sets out requirements for submission of viability and marketing information to support certain types of development proposals.

Viability statement

In order to ensure that the Council can make a sound assessment when a change of use is

Proposed, applicants will be required to submit a Viability Statement. This will need to include:

1. Evidence in the form of at least the last three trading years of audited accounts.
2. All reasonable efforts have been made to preserve the public house (including all diversification options explored) and evidence supplied to illustrate that it would not be economically viable to retain the building or site for its existing use class. Examples of the initiatives or proposals that could be explored are as follows:
   a. adding a kitchen and serving food, or improving the existing food offer
   b. making the pub, garden, food offer more 'family-friendly'
   c. providing events and entertainment such as quiz nights, amplified or non-amplified live music, comedy/cabaret nights
   d. hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children's day nurseries
   e. offering take-away food and off-licence services
   f. provision of bed & breakfast or other guest accommodation
   g. sharing the premises with other businesses
   h. altering business and operating hours.

Marketing statement

The Council will require clear evidence of appropriate marketing to show a lack of demand for the public house. This will mean the submission of a Marketing statement including the following information:

1. Details of the company/person who carried out the marketing exercise.
2. The marketing process should last for at least 36 months.
3. The asking price should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is not engaged to market the property.
4. The marketing exercise should be sufficiently thorough and utilise all available forms of advertising media and therefore include as a minimum:
   a. a for Sale/for Rent signboard
   b. adverts in the local press
   c. adverts in appropriate trade magazines/ journals
   d. adverts on appropriate trade websites
   e. adverts through both national and local estate agents (including their websites) and
   f. a targeted mail shot or email to an agreed list of potential purchasers.

Local consultation and use of the public house by community and voluntary organisations

The use of public house space for community groups is a valued resource and evidence will be required demonstrating consultation has taken place with local community and voluntary organisations. The applicant will be required

to carry out an assessment of the needs of the community for community facilities to show that the existing or former public house is no longer needed and that alternative provision is available in the area.

Where there is local need, this use should be retained or replaced within the building, unless an alternative approach can be identified and agreed. The retention of the ground floor for non-residential use will help maintain street activity and a mixed use neighbourhood.

The Council may also consider adding certain public houses to the Community Assets register if the community support for their retention is significant.

Lewisham