

Draft

Infrastructure Delivery Plan

March 2020

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1 Introduction

Background

- 1.1. The London Borough of Lewisham (the Council) is in the process of producing a new Local Plan that will help guide future growth and developments in the borough over the next 20 years (from 2020 to 2040). The Infrastructure Delivery Plan (IDP) forms part of the evidence base for the new Local Plan, and has been produced as an evidence based document to support the draft Lewisham Local Plan – ‘Preferred Approach’ Regulation 18 document.
- 1.2. The London Plan includes requirements for boroughs to assess the capacity of physical, environmental and social infrastructure to support growth, and to plan for the necessary infrastructure and improvements to capacity in the borough’s infrastructure delivery plans and programmes. This IDP seeks to provide details on the key strategic infrastructure requirement identified for the new draft Local Plan. It does not capture all the infrastructure requirement over the plan period; rather it focuses on strategic matters that underpin the delivery of the Local Plan. The Council will be undertaking further infrastructure planning in relation to the spending of S106 and CIL, and will continue to work with residents, businesses, Neighbourhood Forums, and other community groups and associations, to plan for the delivery of other supporting infrastructure that is not been covered in this IDP.
- 1.3. Work on the council’s infrastructure planning evidence took place between quarter four of 2018 and quarter four of 2019, and is informed by the latest available studies, Council service strategies, and feedback from infrastructure providers. This IDP is a ‘live document’, and as such captures the infrastructure need based on the best information available at the time of writing. As such, information included in this document, including assumptions on infrastructure requirement, may be subject to change. As strategic infrastructure priorities are likely to change over time, it is Council’s intention to provide annual updates to the IDP in conjunction with the Infrastructure Funding Statement.

Aim and Scope

- 1.4. The aim of this IDP is to support the Council’s strategic infrastructure planning activities and to provide a joined-up approach to the planning of strategic infrastructure for the new Local Plan. Infrastructure planning is often complex, involving a wide range of organisations and bodies operating at different geographical levels and working to different timescales and delivery objectives. The IDP supports the Council’s Local Plan process by bringing together relevant information and by clearly identifying the key strategic infrastructure requirement to support growth in the area, as well as arrangements for delivery.
- 1.5. The main output from the IDP work is an updated Infrastructure Delivery Schedule (IDS) – a list of the strategic infrastructure requirement that have been identified or committed by infrastructure providers to support the delivery of the Local Plan. The IDS will seek to capture the following information:
 - What the infrastructure proposal or project entails;
 - The lead organisation responsible for its delivery;
 - The location(s) identified for the infrastructure proposal or project;
 - The expected timescale for delivery (with regards to the Local Plan); and
 - The estimated cost/funding requirement for its delivery

- 1.6. The IDS will be further developed with infrastructure providers and other stakeholders to refine the information included and ensure key strategic infrastructure requirements are identified and planned for in the Local Plan. The IDS will also provide evidence for the preparation of the Council's Infrastructure Funding Statement (which will be published annually, setting out how developer contributions will be prioritised alongside other funding sources to support infrastructure delivery).
- 1.7. This IDP will also inform the preparation and development of the Council's Statement of Common Ground (SoCG) documents, which will highlight the relevant strategic cross-boundary infrastructure issues for the area, and set out how the Council has engaged with infrastructure providers and strategic partners on any strategic planning issues, and the outcomes from joint-working activities.
- 1.8. Parallel to this IDP, the Council is also progressing a number of area-based master plans and supporting neighbourhood planning across the borough to ensure local infrastructure requirements are considered in an inclusive way. Where appropriate, infrastructure proposals and projects identified through relevant area-based strategies and community-led plans have been reflected in this IDP.

Relationship with previous IDPs

- 1.9. Where appropriate, this IDP has built upon the information gathered through other infrastructure planning evidence bases and discussions. This includes the previous IDP that was published in August 2010 to support the submission version of the Lewisham Core Strategy (October 2010), which was updated in the form of the IDP Framework Document in 2015 to support a previous Regulation 18 Local Plan public consultation. In preparing this current IDP the Council has also drawn on work undertaken on the Draft Infrastructure Delivery Schedule that supported the Council's CIL Preliminary Draft Charging Schedule consultation in 2019, working with key infrastructure providers and delivery partners.

Overall approach to this IDP

- 1.10. The production of this IDP takes into account government's latest planning framework and practice guidance on plan-making (regarding evidence base and strategic matters), relevant requirements set out in the Draft New London Plan, and guidance provided in adopted Supplementary Planning Guidance documents.
- 1.11. The overall approach to this IDP is set out below. The IDP has been prepared based on information and input available from infrastructure providers at the time. The preparation of this IDP has two broad stages, with each stage including a number of key tasks:

Stage 1: Information gathering and initial review

- 1.12. The first stage of the IDP was primarily a desktop review of available information and data relating to the planning and delivery of strategic infrastructure in the area, including a review of relevant policy requirements, existing delivery plans and relevant service strategies. Infrastructure providers were also engaged to discuss any potential issues and key considerations that may need to be taken into account when planning for infrastructure in the area, including any additional requirements for evidence/technical studies as part of the evidence for the new Local Plan.
- 1.13. It should be noted that in most instances infrastructure providers have their own processes and arrangements for infrastructure planning in the area. To support the infrastructure

planning process, where relevant, information on potential development locations and projected population growth were made available to infrastructure providers.

Stage 2: Further engagement and identification of specific infrastructure requirement

- 1.14. The second stage of the IDP involved working with infrastructure providers and other key stakeholders to refine the information gathered in Stage 1 and to agree on the specific requirement for the Local Plan, including land required for safeguarding, policy implications, latest funding arrangements, and the total funding gap expected.
- 1.15. Neighbouring planning authorities were also engaged to discuss key findings and assumptions at this stage, and identify any cross-boundary dependencies that may exist in the local area, and how these may be best addressed. These issues were primarily discussed through the South East London Duty to Cooperate forum.
- 1.16. Where relevant, the Council will undertake further work to identify any key risks for infrastructure delivery, their potential implications, and reach common ground with infrastructure providers on the contingencies and alternative arrangement that will need to be in place or planned for in the new Local Plan. Further work will also be undertaken with infrastructure providers and landowners to understand opportunities for the provision of new infrastructure alongside proposed new developments, and the potential for the co-location of new infrastructure with existing facilities and uses.
- 1.17. This document is intended to act as a ‘living document’, with the intention that the IDP will be updated on a periodic basis to reflect the changing prioritisation, or delivery, of infrastructure in the borough as Lewisham’s communities grow.

Infrastructure covered by this study

- 1.18. The IDP outlines the strategic infrastructure need of the following infrastructure asset classes:

Infrastructure categories	
Social infrastructure	Education and childcare
	Health and care
	Libraries, Archives and Local History Services
	Sports and recreation
	Youth and Community
Green infrastructure	Parks and open space
	Biodiversity corridors
	Allotments
	Cemeteries and burial space
Transport infrastructure	Regional and sub-regional transport
	Local transport
Utility infrastructure	Energy
	Water
	Waste
	Digital

1.19. This IDP identifies two levels of infrastructure that are pertinent to delivering the growth anticipated in the London Plan and Lewisham's new draft Local Plan:

- Regional or sub-regional infrastructure: infrastructure that services (or is needed) to meet the forecast growth in Greater London generally, or its sub-regions; and
- Borough-level infrastructure: infrastructure that is needed to meet the forecast growth in Lewisham over the life of the new Local Plan period (2020-2040).

Structure of the document

1.20. The structure of the document is as follows:

- **Section 2** addresses the policy context of **planning for infrastructure delivery** through the plan making process;
- **Section 3** addresses the Council's current **social infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 4** addresses the Council's current **green infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 5** addresses the Council's current **transport infrastructure** provision across the borough, and forecast infrastructure requirement to 2040;
- **Section 6** addresses the Council's current **sustainable infrastructure and utilities** provision across the borough, and forecast infrastructure requirement to 2040;
- **Appendix A** provides a list of **sources of information** that were used to prepare this document.

2 Policy context

National planning policy and guidance

- 2.1. The government's National Planning Policy Framework requires all development plans to be prepared with the objective of contributing to the achievement of sustainable development, and to seek opportunities to meet the development and infrastructure needs in their area. Development plans are also expected to be shaped by early, proportionate and effective engagement between plan-makers and other stakeholders, including with infrastructure providers and statutory consultees in the area.
- 2.2. The development plan taken as a whole is expected to provide a spatial strategy that addresses relevant strategic priorities in the area, include adequate provision for infrastructure, and allocate sufficient sites for development, having considered cross-boundary needs/issues. All plan policies are expected to be supported by relevant, up-to-date and proportionate evidence.
- 2.3. The Government's Planning Practice Guidance (PPG) provides further detail regarding these requirements. The PPG advises that to demonstrate a plan is capable of delivering strategic matters, including the provision for infrastructure, that strategic plan-making authorities should work with infrastructure providers and relevant stakeholders early in the plan making process to ensure that a collaborative approach is taken to:
 - Assess the quality and capacity of existing infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
 - Takes into account the need for strategic infrastructure, including nationally significant infrastructure, within their area.
- 2.4. Strategic policy-making authorities are also expected to use evidence of infrastructure requirement to prepare an Infrastructure Funding Statement (IFS), setting out how developer contributions, including S106 and funding from the Community Infrastructure Levy, will be allocated alongside other funding sources to support local infrastructure delivery. The Council is required to produce an IFS by December 2020, and the IDP has been developed with this future requirement in mind.

Draft London Plan

- 2.5. The London Plan is the regional spatial strategy for Greater London, and provides the planning framework for addressing issues of strategic importance to the Capital. London boroughs' local planning frameworks, including Local Plans, are required to be in 'general conformity' with the strategic policies set out in the London Plan.
- 2.6. The draft London Plan is currently being reviewed following its Examination in Public, which concluded in March 2019. The draft London Plan will be referred to as the 'London Plan' in this document. Where necessary, additional information will be provided following the EiP process as part of updates to the IDP and associated documents.
- 2.7. In general, strategic transport infrastructure and other major infrastructure in London is identified and planned for in the London Plan, led by the Mayor of London in partnership with providers and other partners. Instances where additional work and evidence are required from boroughs on local infrastructure planning are set out in relevant London Plan policies (key

relevant plan policies are highlighted in the beginning of each infrastructure section of this IDP document).

- 2.8. The London Plan places a particular requirement on boroughs to assess the capacity of existing and planned physical, environmental and social infrastructure, and to plan for the necessary improvements to support growth identified in the development plan, through borough's infrastructure delivery plans or programmes. There is also an emphasis on boroughs to plan for and provide the necessary infrastructure along growth corridors and Opportunity Areas, advocating an area-based approach, and to engage local communities and stakeholders at an early stage.

Duty to Co-operate

- 2.9. The Localism Act 2011 introduced new statutory obligations, known as "duty to co-operate", where it must be demonstrated that local authorities are engaging and working effectively throughout the plan making process with adjoining authorities, relevant strategic policy-making authorities, and prescribed bodies on strategic matters that cross administrative boundaries.
- 2.10. The IDP seeks to identify the specific infrastructure that may have cross-boundary implications and support other work relating to this requirement (including joint-working activities, the preparation and updating of Statement of Common Ground documents through the plan-making process).

Growth assumptions for this IDP

- 2.11. The London Plan has identified that the borough has a housing target to provide 21,170 additional homes (equivalent to 2,117 additional homes per year) between 1 April 2019 and 31 March 2029. The population in the borough is projected to grow from 314,000 people (mid-2019 estimate), to 332,000 people (mid-2029 estimate; end of the London Plan period), and to 342,500 people (mid-2034 estimate; end of 15 year plan period).
- 2.12. Between mid-2019 to mid-2034 the number of children aged 11 or below is expected to fall steadily from 51,700 people (16% of total population) to 49,000 people (14% of total population), however the number of children aged 11-18 years old is projected to increase from 26,500 people to 29,300 people (9% of total population). The number of people aged 65 and over is expected to increase from 29,300 people (9% of total population) to 44,300 people (13% of total population).
- 2.13. Consistent with assumptions from the GLA's Strategic Housing Land Availability Assessment, over the Local Plan period population growth is expected to be concentrated within the identified Opportunity Areas, particularly in and around areas of New Cross/Deptford, Catford, and Lewisham.
- 2.14. To support the long-term planning and assessment of infrastructure in the area, working assumptions on potential sites, their location, and the phasing of future developments (and population change) over the plan period were also shared by the Council with relevant infrastructure providers and delivery partners.

3 Social infrastructure

3.1 Education and childcare facilities

- 3.1.1. Local authorities in England have a statutory duty to provide sufficient school places for pupils of statutory school age within their local authority area. London Plan Policy S3 'Education & Childcare Facilities' sets out the requirement for London's boroughs to identify and address local needs and any shortages in supply both locally and sub-regionally, and to identify sites for future provision, particularly in areas with significant planned growth.

Childcare and Early Education

Policy context

- 3.1.2. Childcare and early years education typically refers to nursery provisions for children under 5 years old, delivered through a range of settings, including nursery schools, primary schools with nursery classes, private, voluntary and independent (PVI) and child-minding businesses. All children aged between three and four years old in England are entitled to 570 hours of funded early education per year (usually taken as 15 hours a week for 38 weeks of the year) with an approved childcare provider (some two year olds from families receiving some forms of support are also eligible). In September 2017 this provision increased to 30 hours per week for children aged 3 and 4 for eligible households.
- 3.1.3. The Council's 2019 Childcare Sufficiency Assessment provides an overall assessment of childcare provision and demand in the borough and identifies the priorities for the coming years. The Council's Place Planning Strategy 2017-2022 sets out the Council's overall principles and strategy for ensuring sufficient childcare provision in the area over the relevant period. Progress against the Place Planning Strategy 2017-2022 is reviewed on a yearly basis in an update report to the council's Children & Young People Select Committee.

Current situation

- 3.1.4. The Council's 2019 Childcare Sufficiency Assessment estimated that at September 2019 there were over 9,724 early education places in the borough. More than half of children in early education in the borough attend places within private, voluntary and independent (PVI) settings, with around 30% attending places within schools, and 10% through childminders. The 2019 early years census also reported that while 82% of eligible three to four year olds accessed funded places (with 96% doing so in good or/and outstanding quality settings), a lower level of 56% of eligible two year olds accessed funded places (with 97% doing so in good or outstanding quality settings).

Future requirement

- 3.1.5. The Council's Place Planning Strategy 2017-2022 indicates that overall there will likely be sufficient childcare and early education places to meet anticipated demand for places (including the extended entitlement) over the strategy's period. Despite the strategy determining that there is not a current need for additional places, additional investment has been made to improve the flexibility of the service, as well as improving the quality of provision, particularly for children with special or additional learning needs.
- 3.1.6. For the purpose of this IDP no specific infrastructure requirement have been identified for childcare and early education provision. It is however noted that given that the demand for

formal childcare across London is projected to increase over the longer term, requirement for additional childcare and early education provisions and facilities may need to be considered alongside larger development proposals to improve choice and ensure sufficient access to affordable and high-quality childcare. This will be monitored in future IDP updates.

Primary education

Policy context

- 3.1.7. Lewisham’s Place Planning Strategy 2017-22 outlines the Council’s approach to school place planning. The strategy assesses the capacity of schools using either the school’s Net Capacity or the school’s Published Admission Number (PAN). The Net Capacity is a standard government calculation made based on a school’s available teaching area, with the PAN being the number of places available at the normal point of entry.

Current situation

- 3.1.8. As of the 2018/19 school year there were 64 state-funded primary schools in the borough providing a net capacity of 25,974 places. As of May 2018 School Census there were 23,377 pupils on roll (NOR). Based on net capacity, 10 primary schools were identified to be either at capacity, or have a NOR in excess of the school’s capacity. Within the borough 54 schools were identified to have one or more unfilled places, with the total number of 2,695 unfilled places (10.4% of total places).
- 3.1.9. In terms of new entrants, the Council’s Revised Forecast for Summer 2018 found that the total Published Admission Number (PAN) for the borough was estimated to be 3,900 places, with a forecasted 3,617 students expected to enrol. As a general principle the Council seeks to maintain a 3% surplus in school places to account for parental preference in choosing a school, and to accommodate additional admissions throughout the year. The Council’s forecasts suggest that there are sufficient places to meet pupil demand in the 2018/2019 academic year including a 3% surplus allowance.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
Centre & NE	990	999	1,029	- 9
North West	990	828	853	162
South East	1,020	934	962	86
South West	900	856	882	44
LB Lewisham Total	3,900	3,617	3,726	283

Table 1 Estimate of pupil demand and PAN at reception, 2018/19. Source: London Borough of Lewisham

- 3.1.10. As of January 2018, 89.4% of students living in the borough attend state-funded primary schools in Lewisham, with the remaining 10.6% attending schools in other local authorities. According to available DfE data, approximately 9% of school places provided by Lewisham’s primary schools were taken up by students from other local authority areas. The number of students that enrol in schools within a local authorities that they don’t reside in is considered to be relatively low and is not a significant factor to consider when planning for current and future need.

Future requirement

- 3.1.11. Revised forecasting shows that no further primary school places should be required through to 2025. The Council are working with schools to reduce the supply of places to bring the surplus places closer to 3%. At the time of writing, two schools have reduced their PAN (St. Georges Academy and Holbeach Primary School), with a further two schools reducing from September 2019 (Adamsrill Primary School and Forster Park Primary School).
- 3.1.12. At the time of writing the GLA has identified issues with the underlying population assumptions used in its school roll projection models, which resulted in higher than expected population numbers for the 2017 and 2018 school roll projections. The GLA have since revised its assumptions for 2019, and this will be considered in the Council's next round of forecasting.

Forecasting of demand for school places

- 3.1.13. The planning of school places in the borough is informed by projections from the GLA's School Roll Projection Service. The service models demand for state-funded places within boroughs over a 15-year period, and is updated each year to incorporate the latest population projections, demographic trends in the region, and data from DfE's National Pupil Database. The projections are then further refined by the council's CYP Service to produce its own forecasting of pupil demand within the borough, taking into account local considerations, including the flow and movement of pupils and planned housing growth.
- 3.1.14. The 2018 forecasting indicates that in the 2018/19 to 2022/23 period there will likely be sufficient mainstream school places to meet demand in the borough. The forecast notes that there could be pressure for school places within the Central & NE catchment, and at certain schools over that period, which will be monitored by the Council in future updates.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
Centre & NE	960	1,033	1,064	-73
North West	990	849	874	141
South East	1,020	941	969	79
South West	900	867	893	33
LB Lewisham Total	3,870	3,690	3,801	180

Table 2 Forecasting of pupil demand and PAN at reception, at 2022/23. Source: London Borough of Lewisham

- 3.1.15. Based on the assumptions for the new Local Plan, the Council considers that over the next five years there will likely be sufficient mainstream primary places to meet the anticipated demand from pupils without the need for additional permanent school places in the borough. Given the risk of large oversupply in some areas, it was also advised the 3FE free school currently approved for 'pre-opening' is considered to be unnecessary to meet pupil demand in the borough and the Council has been communicating with the Department for Education on this matter.
- 3.1.16. The planning of primary school places beyond the next five years is likely to require further review within the Local Plan period, and will be considered alongside larger development proposals over that period, as well as future IDP updates, to ensure school places and other related educational facilities are provided in a timely manner.

Secondary education

3.1.17. This section outlines the existing provision and future need for secondary education facilities. The information provided in this section is based on GLA 2017/18 School Roll projections as a baseline dataset. The capacity of secondary schools in the borough has been assessed by the school's Net Capacity and the school's identified Published Admission Number (PAN). The PAN in this case is the number of class places available at Year 7 identified by the school/Council.

Current situation

3.1.18. In the 2017/18 school year there were 14 state-funded secondary schools in the borough, providing a net capacity of 17,649 places for 11-16 year old students, with 14,398 enrolments according to the May 2018 School Census. Based on the net capacity calculated for secondary schools, two secondary schools were identified to be at capacity or have a NOR in excess of the school's capacity, with the total number of pupils in excess of school capacity at 33 pupils (0.2% of total places). It was identified that 12 schools were identified to have one or more unfilled places, with the total number of unfilled places at 3,284 places (18.6% of total places).

3.1.19. In terms of new entrants, the Council's Revised Forecast for Summer 2018/19 found that the total PAN for the borough is estimated to be 2,636 places, with 2,333 students forecasted to commence Year 7. The Council seeks to maintain a 3% surplus in school places to allow for parental choice and manage of any in-year admissions. Council's forecasting indicates that even after a 3% allowance is made, current provision as measured through PAN offers sufficient places to meet pupil demand in 2018/2019.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
LB Lewisham Total	2,636	2,333	2,403	303

Table 3 Estimate of pupil demand and PAN at Year 7, at 2018/2019. Source: London Borough of Lewisham

3.1.20. As of January 2018 the percentage of pupils living and attending state-funded secondary schools in the borough was approximately 70%, with 30% of pupils living in the borough attending state-funded schools in other local authorities. The borough is considered to be a net exporter of secondary age students, with local schools only importing around 13.5% of their students from other local authorities in 2018. The Council works closely with neighbouring boroughs when planning for the provision of secondary school places to ensure that there is adequate provision across council boundaries.

Future requirement

3.1.21. Revised forecasts show that there should be sufficient places within schools through to 2025. Once the capacity in existing schools is exhausted beyond 2025, there may be a need for an additional secondary school in the borough. This will be kept under review, along with the need to identify suitable sites capable of providing a 6-8FE secondary school post- 2025. Under the national government's free school presumption, to provide additional school places in the borough the Council can only expand the capacity of existing schools or support applications for academies/free schools in the area.

- 3.1.22. The Place Planning Strategy considers the option of meeting some of the demand for secondary school places by considering opportunities available through free schools (as the scope to expand existing secondary schools in the borough could be limited, with most of the secondary schools in the borough recently rebuilt through the Building Schools for the Future Programme, and large number of the schools having potentially restrictive contractual arrangements).
- 3.1.23. Since the Place Planning Strategy was published revised forecasting has pushed back the need for additional places. To manage the risk of a large oversupply, the Council has decided not to take forward the planned expansion of Addey and Stanhope School, and has supported a reduction in PAN at both Prendergast Ladywell School and Deptford Green School.
- 3.1.24. In general the forecasting of secondary places is more reliable as the methodology takes into account children registered from the primary level. However the impact of the GLA's revisions to the 2019 school roll projection model will be considered in the Council's next round of forecasting and yearly reporting. It was also noted that there could be a number of factors affecting the borough's current NOR and application number for secondary places (against the latest round of forecasting), including delays in major developments coming forward, and academies in neighbouring authorities increasing their PAN/school places available for secondary education.

Forecasting of demand for school places

- 3.1.25. Forecasting indicates that between 2018/19 and 2024/25 there will likely be sufficient mainstream school places to meet demand in the borough. However, there could be pressure for school places at individual schools over that period, which will be monitored by the Council in partnership with relevant schools.

	PAN (class places)	Forecast demand	Forecast demand + 3%	Implied oversupply
LB Lewisham Total	2,582	2,622	2,701	-40

Table 4 Forecasting of pupil demand and PAN at Year 7, at 2022/23. Source: London Borough of Lewisham

- 3.1.26. Based on the assumptions for the new Local Plan, Council considers that over the next five years there will likely be sufficient secondary places to meet the anticipated demand from pupils. The Council considers that capacity/intake could be increased if necessary by increasing the PAN for Prendergast Ladywell School and Deptford Green School (which have recently reduced their PAN). At the time of writing, the 8FE free school with approval for 'pre-opening' in the borough is considered to be unnecessary to meet pupil demand forecasted in the borough over the next five years.
- 3.1.27. Given the expected level of population growth anticipated in the longer term, the need to accommodate additional secondary school places beyond 2025 will be monitored and reflected in future iterations of the IDP. Given the nature of secondary schools enrolments, the Council will continue to work with neighbouring authorities and the Mayor of London when planning for additional secondary places.

Special education

3.1.28. This section outlines the existing provision and future need for the Council's special education facilities that provide for children and young people under 25 years old with special education needs and disabilities (SEND).

Policy context

3.1.29. The council's SEND Strategy 2019-22 sets out the partnership's vision and priorities for improving life outcomes for children and young people with SEND, and their families and carers. The provision of specialist education places is also covered by the Council's Place Planning Strategy 2017-2022. Progress against the SEND strategy/place planning strategy is reviewed on a yearly basis. Specialist education provision is provided for children and young people identified with particularly complex special educational needs and disabilities.

Current situation

3.1.30. There are five specialist schools offering placements for children and young people with SEND in the borough:

- Watergate School caters for primary aged pupils with severe learning difficulties (SLD) and profound and multiple learning difficulties (PMLD);
- Greenvale School caters for secondary aged pupils with SLD and PMLD;
- New Woodlands School caters for pupils with social, emotional and mental health needs (SEMH);
- Brent Knoll School caters for pupils with a wide range of needs including autism spectrum disorder (ASD), speech and language needs, and for non-ambulant pupils; and
- Drumbeat School caters for pupils with ASD.

3.1.31. As of March 2018, there were 670 children and young people residing in the borough accessing specialist provision. 487 placements were provided in specialist schools in the borough, with the remaining 183 residents taking up placements outside the borough.

Future requirement

3.1.32. Demand for specialist school places in the borough will likely increase in the short to medium term, increasing the reliance for placements outside the borough if no additional capacity is provided. The Council's strategy has highlighted a need to ensure specialist schools are able to meet the range of complex needs identified in the borough, including SEMH needs for children and young people across key stages, as well as alternative provision.

3.1.33. The Council undertook a review of ASD need in summer 2017, which recommended a re-profiling of SEN schools along with wider works to cater for young people with ASD in mainstream education provisions. The focus for specialist provision currently within the borough is to provide additional SLD/PMLD places, provide additional resourcing to address SEMH needs, and to better provide for the needs of children and young people within their own communities. As a result, in the short term Council will:

- Expand provisions at Watergate Special School to provide an additional 59 places for primary aged children from September 2019;
- Expand provisions at Greenvale Special School to provide an additional 93 places for secondary aged children from September 2019; and

- Re-profile the provision, and extend the age range, at New Woodlands School to cater for pupils with SEMH from Key Stage 1 through to Key Stage 4.

3.1.34. Expansions to Watergate Special School and Greenvale Special School are currently in progress. From the 2019/20 school year Watergate School will be able to cater for additional demand, with a permanent expansion of the school planned from the 2020/21 school year. The expansion of Greenvale School will be delivered on a satellite site on Mayow Road from September 2020. The extension of the age range at New Woodlands School has been in operation since September 2018, and further work to remodel existing facilities and the provision of additional accommodation at the school is being planned to enable a full KS4 cohort to be in place from September 2019.

3.1.35. Further work is being undertaken to monitor resourcing for pupils requiring SEND provision in the borough. So far this has also identified the need for additional 16-25 year old provision, as well as a review of 'resource bases' in mainstream schools to better suit the current cohort. As this work progresses, it may result in additional requirement for SEND provisions in the borough over the Local Plan period, which will be reflected in future reviews of the IDP.

Alternative provision

Background

3.1.36. Alternative provision is defined as a setting that children and young people attend on a part-time or full-time basis away from their regular school, where they are not able to engage in mainstream education. Any school that is established and maintained by a local authority for alternative provision is known as a Pupil Referral Unit (PRU). SEN schools for pupils with emotional and behavioural difficulties are also a form of alternative provision. Statutory guidance sets out the government's expectations of local authorities and maintained schools who commission Alternative Provision and Pupil Referral Units. The Council is responsible for arranging suitable full-time education for permanently excluded pupils, and for other pupils who because of illness or other reasons would not receive suitable education without such arrangements being made.

Current situation

3.1.37. There is currently one PRU in the borough, Abbey Manor College (for 11 to 19 year olds across two campuses). Alternative provision is also available at Lewisham Southwark College and other off-site provisions. In 2017/2018, 79% of pupils permanently excluded from schools were referred to Abbey Manor College, and 21% of pupils were referred either elsewhere in the borough or to neighbouring authorities.

Future requirement

3.1.38. In the last two years the borough has seen a marked decrease in the number of permanent exclusions. This has been attributed to the implementation of reintegration programmes, and partnership initiatives to reduce permanent exclusion. Following a review of alternative provision in 2016, a key action for the Council was to develop and implement provisions that addresses the gaps identified in the review, specifically to address needs that are not being met locally by the borough's PRU and alternative provisions. The Council's Place Planning Strategy 2017-2022 also reaffirms the need to develop plans for SEND and alternative provisions in the borough.

3.1.39. To meet future demand for alternative provision placements in the borough over the Local Plan period there is a requirement for a new alternative provision facility for both primary and secondary aged students to improve outcomes, and to meet demand for placements. No specific location or funding has yet been identified the new alternative provision facilities, and potential projects will be included in future updates to the IDP.

Table A – Strategic infrastructure list for education and childcare facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important	
				2020/25	2025/30	2030/35	2035/40					
Additional secondary education provision	Potential land requirement under options C & D	Potential options: A. Increase intake/PAN at Prendergast Ladywell School and Deptford Green School; B. Address demand for places through secondary schools in neighbouring areas; C. Expand the capacities of existing secondary schools in the borough; D. Support for a new “free school” in the borough	LB Lewisham, neighbouring local authorities, affected schools, free school proposer		X	X		TBC	TBC	TBC	2	
Expansion of Watergate School	On land adjacent to main school site	Expansion to provide 59 SEN places for primary aged children	Watergate School, LB Lewisham	X				Funding identified			3	
Expansion of Greenvale School	On a “satellite site” site at Mayow Road (former Brent Knoll School Building)	Expansion to provide 93 SEN places for secondary aged children	Greenvale School, LB Lewisham	X				Funding identified			3	
16-25 year old SEND provision	TBC	A new provision to cater for upips with SEND post 16 (or post-19) within the borough	LB Lewisham			TBC		TBC	TBC	TBC	3	
New Alternative Provision facility for primary age pupils	TBC	A new alternative provision facility for primary age pupils, to improve conditions of alternative provisions and meet demand for placements in the borough	LB Lewisham, AP providers	X				TBC	TBC	£4m	3	
New Alternative Provision facility for secondary age pupils	Potential land requirement (TBC)	A new / expanded alternative provision facility for secondary age pupils, to improve conditions of alternative provisions and meet demand for placements in the borough	LB Lewisham, AP providers			TBC		TBC	TBC	£10m	2	
Additional and remodelling of existing resource bases for SEND	On existing sites	Additional specialist places needed within Mainstream schools to help cater for children with SEND that do not need to be in a special school	LB Lewisham	X				TBC	TBC	£1.5m	3	
								Sub-total	TBC	TBC	£15.5m	

3.2 Health and care facilities

This section of the IDP is currently awaiting endorsement from the Council's key healthcare partners: Lewisham & Greenwich NHS Trust, South London & Maudsley NHS Foundation Trust, Lewisham Clinical Commissioning Group, and the Lewisham Health and Care Partners (LHCP) Board.

This section will be circulated to Members prior to the commencement of the Regulation 18 consultation.

3.3 Libraries, Archives and Local History Service

Policy context

- 3.3.1 The Council is required to provide “comprehensive and efficient” library services to citizens under its statutory obligations in the Public Library and Museums Act 1964. The service should operate on this principal of universally striving to offer “unbiased access to information, learning, and works of creative imagination”. It is also a service that supports civic interaction through its openness, trustworthiness, and reliability.
- 3.3.2 The draft London Plan also recognises the role libraries play in providing valuable public spaces that improve access, inclusion and safety, and diversify the range of night-time activities in town centres to support the night-time economy (Policy HC6 ‘Supporting the night-time economy’).
- 3.3.3 The Council’s Corporate Strategy for 2018-2022 identifies libraries as contributing to achieving the objectives of a number of corporate priorities, including:
- ‘Open Lewisham’ – Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us;
 - ‘Giving children and young people the best start in life’ – Every child has access to an outstanding and inspiring education, and is given the support they need to keep them safe, well and able to achieve their full potential;
 - ‘Building an inclusive local economy’ – Everyone can access high quality job opportunities, with decent pay and security in our thriving and inclusive local economy; and
 - ‘Building safer communities’ – Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.
- 3.3.4 This section sets out the need for and provision of libraries, archives and local history services across the borough. The information provided is based on the priorities identified for these services in the Council’s Corporate Strategy 2018-22.

Current situation

- 3.3.5 The Council currently provides library services on 13 sites across the borough. These sites operate as either ‘hub’ library (staffed and owned by the Council), or ‘community’ library (staffed and owned by/leased to community organisations). These sites are identified in Table 5 below:

Name/Location	Type	Size (sqm)	Ward	Services provided
Blackheath Village Library	Community	46	Blackheath	Library service
Catford Library	Hub	632	Rushey Green	Library service
Crofton Park Library	Community	443	Crofton Park	Library service
The Library at Deptford Lounge	Hub	1,124	New Cross	Library service
Downham Library	Hub	645	Downham	Library service
Forest Hill Library	Community	450	Forest Hill	Library service
Grove Park Library	Community	662	Grove Park	Library service

Lewisham Library	Hub	3,355	Lewisham Central	Library service; Local History and Archives
Manor House Library	Community	482	Lee Green	Library service
New Cross Library	Community	432	New Cross	Library service
Pepys Library*	Community	-	Evelyn	Library service
Sydenham Library	Community	547	Sydenham	Library service
Torridon Road Library	Community	433	Catford South	Library service

Table 6 Overview of library facilities in Lewisham.

* **Not currently within the statutory provision.**

- 3.3.6 As of 2018-19, the Council's public library service accommodated over 2 million visitors, with an average of 700 hours of service provided per week. Three of four libraries located within Council hubs are open seven days per week.
- 3.3.7 Since 2010, the library service has gone through profound transformation, driven primarily by reduced resources that have decreased the services budget by nearly 50%. This has significantly impacted on Council's ability to continue to provide a reasonable level of service for existing residents, and reduced the capacity for the Council to maintain the physical infrastructure of Council's library service.
- 3.3.8 Lewisham Library, in particular, has a significant backlog of building maintenance defects, and the roof is in urgent need of repair. Lewisham's Archives and Local History Centre, while being accredited by The National Archives, is at risk of damage as a result of water penetration, issues with electrical supply, and other critical building maintenance defects. The Council also operates a site at Hither Green, which provides storage and ancillary services to support the broader library service. While the site is not accessible to the general public, the building is also of a poor standard and requires investment to ensure its longer term use. The Council has allocated up to £3.5m from the 2021/22 financial year to assess redevelopment options on both sites

Forecast supply vs. demand

Library provision

- 3.3.9 Between 2005 and 2018 Lewisham's population has increased by approximately 19%, however during that same period there has been no additional floor space provided for library services in the borough. Current industry benchmarks recommend that 30 square metres of library floor space should be provided per 1,000 residents, and 6 square metres of floor space per 1,000 residents for local history / archival services.
- 3.3.10 Based on forecasting undertaken in 2018, the Council had an estimated deficit of 3,105 square metres of hub library floor space. To redress this undersupply, Council would need to increase the floor space provision for hub libraries by approximately 34% to adequately meet the needs of Lewisham's residents against the industry benchmark.
- 3.3.11 If no further action is taken, the borough will have a deficit of approximately 4,818 square metres of hub library floor space by 2040. This would require an increase of provision by approximately 44% to meet projected resident need. In this scenario, Lewisham's network of

community libraries would not be able to meet the shortfall in supply, with a net deficit of 1,802 square metres of library floor space across the borough.

Archival provision

- 3.3.12 Based on forecasting undertaken in 2018, in the Council had an estimated deficit of approximately 1,012 square metres of floor space for local archives. To meet current need, the Council would need to increase the floor space provision for local archives by approximately 55% against industry benchmarking. If no action were to be taken, this would increase to a deficit of 1,354 square metres by 2040. There are currently no other services in the borough that are able to offset the Council's need for archival floor space requirements.

Future requirement

- 3.3.13 The Council's ability to address this deficit has been hampered over the last decade by the impacts of austerity cuts to local authorities, impacting on Council's ability to maintain current services before considering the provision of new community infrastructure.
- 3.3.14 There is an urgent need to invest in the repair of Lewisham Library in the short term to address a number of building maintenance issues, or alternately relocate existing services to a new temporary location to allow for a comprehensive redevelopment of the current site. The Library Resource Centre in Hither Green, which is an off-site facility that supports the operation of the borough's library, local history and archival services, also requires urgent repair in the short term to protect its ongoing function.
- 3.3.15 The Council are currently undertaking a review to determine the longer term management of both sites, with one option under consideration involving the relocation of Lewisham Library to a temporary site to allowing for the redevelopment and re-provision of the library at its present location. Re-provision of library services as part of a new development may also allow for the functions performed at the Hither Green site to be integrated at the new Lewisham Library. It is expected that future iterations of this document will outline Council's approach once a preferred option has been endorsed
- 3.3.16 Council will also need to re-provide existing library services at Laurence House in a new civic building as part of the regeneration of the Catford Town Centre. This re-provision will be considered as part of the Catford Town Centre Masterplan, with further consultation due to commence in 2020.
- 3.3.17 It has been further identified that any development in the northern part of the borough, particularly in more intensive and high rise developments should consider the provision of additional library floor space to service incoming populations. Acceptable approaches include the integration of library space in other community facilities or hub space.

Table C – Strategic infrastructure list for Library facilities, Archives and Local History

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Redevelopment of the Lewisham Library site	Lewisham	Replacement or refurbishment of current library to ensure long-term provision of service and the protection of archives.	LB Lewisham	X				TBC	£3.5m	TBC	3
Redevelopment of the Library Resources Centre (LRC)	Hither Green	Refurbishment to ensure long-term function of building, or relocation of current provision to a new Lewisham Library site.	LB Lewisham	X				TBC	TBC	TBC	2
Redevelopment of the Grove Park Library and nursery site	Grove Park	Replace the current library and nursery with a new building.	LB Lewisham	X	X			TBC	TBC	TBC	1
Additional library floor space provision integrated	Convoys Wharf	Library provision within new civic /cultural space.	LB Lewisham	X	X			TBC	TBC	TBC	1
Catford library provision within new civic space	Catford Town Centre	Re-provision of Catford library floor space within new civic building.	LB Lewisham	X	X			TBC	TBC	TBC	1
Sub-total								TBC	£3.5m	TBC	

3.4 Sports and recreation facilities

Policy context

- 3.4.1 The London Plan Policy S5 'Sports and recreation facilities' sets out the need for local authorities to assess the need for sports and recreation facilities at the local and sub-regional level, and to ensure that there is a sufficient supply of facilities. Local authorities are also expected to plan strategically to accommodate future forecast demand by securing sites for a range of sports and recreation facilities.
- 3.4.2 In 2019 the Council prepared a Playing Pitch Strategy needs assessment, which provided an up to date assessment of supply and demand for playing pitches across the borough. Building on this evidence base, the Council is now preparing a Physical Activity and Healthy Lifestyles Strategy, which will seek to provide a comprehensive strategy for the future management of sports and recreation facilities in Lewisham.

Background

- 3.4.3 For the purposes of this document, sports and recreation facilities have been taken to include indoor sports halls, swimming pools and outdoor sports playing pitches (including grass and artificial grass pitches) as identified by the council's Playing Pitch Strategy. It is noted that a number of sport facilities across London are provided by the education sector which are only available for private use, or have restricted hours on when the community use able to use these facilities.

Sports halls and leisure centres

Background

- 3.4.4 Sports halls and leisure centres typically operate on a pay and play/membership basis, or through a local sports club or community association. Main halls are typically sports halls that are at least three badminton courts in size and can accommodate sports that require a larger area of hall space.

Current situation

- 3.4.5 There are 11 sites across the borough providing sports halls for community use, providing a total of 14 sports halls. Based on the current size of the population, there are currently 1.9 courts per 10,000 residents, compared to the London average of 3.0 courts per 10,000 people. This makes Lewisham one of the lowest ranked boroughs in London for sports hall provision. at, The borough has one of the lowest effective supplies of sports halls within London, with
- 3.4.6 The current provision of sports halls in the borough currently meets approximately 78% of demand, based on analysis by Sports England. The unmet demand for sports halls is estimated to be in the order of 19.6 courts. Unmet demand is highest in the northwest and central areas of the borough, including Evelyn and Lewisham Central. Since 2017, the sports hall at Lewisham and Southwark College have also closed, further reducing supply in the borough.

Site/Location	Equiv. courts	Utilised capacity (%)	Management type	Access type
Deptford Green School	4	100	Education	Sports club / association
Forest Hill School Sports Centre	4	100	Trust	Pay and play
Haka Sports Complex	4	100	Trust	Pay and play
Millwall Lions Centre	4	100	Trust	Sports club / association
Prendergast Ladywell School	4	100	Education	Sports club / association
St Dunstons' College Sports Centre	4	100	Commercial	Sports club/association
Sydenham High School GDST	4	100	Education	Sports club/association
Sydenham School	4	100	Education	Sports club/association
The Bridge Leisure Centre	3	100	Trust	Pay and play; membership
				Sports club/association
Tidemill Academy	4	100	Education	Sports club/association
Glass Mill Leisure Centre	-	-	Trust	Pay and play
Forest Hill Pools	-	-	Trust	Pay and play
Wavelengths Leisure Centre	-	-	Trust	Pay and play
Bellingham Leisure & Lifestyle Centre	-	-	Trust	Pay and play
Downham Health & Leisure Centre	-	-	Trust	Pay and play

Table 7 Sports halls and leisure centres available for community use. Source: Sport England, 2017

- 3.4.7 As part of the consented redevelopment of Surrey Canal Triangle, there is outline planning permission for a large indoor sports facility as part of the development. The sports facility would be managed by the Surrey Canal Sporting Foundation, and the detail of its size and facilities would be secured as part of any future reserved matters application. When delivered, this new facility will address some of the unmet demand in the north of the borough.
- 3.4.8 The Council is currently assessing a major planning application at Convoy's Wharf. This development would provide floor space for a new leisure centre as part of the comprehensive redevelopment of the former industrial site.

Future requirement

- 3.4.9 Based on Sport England's assessment, with no additional supply identified by 2041 the effective supply will likely reduce from 1.9 courts to 1.6 courts per 10,000 population. The unmet demand for sports halls in the borough is expected to increase from 19.6 courts to 30.5 courts, and the level of satisfied demand is expected to fall from 78% to 71%. Overall, the Sport England assessment indicated that demand for sports halls in the borough exceeds the effective supply, with the level of unmet need expected to increase further by 2041. New facilities at the Surrey Canal Triangle site and Convoy's Wharf are expected to address some of the forecast demand.

3.4.10 The Council is continuing to monitor the demand for sports halls, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Swimming pools

Background

3.4.11 Swimming pools in the borough operate on a pay and play basis, and are managed either through a trust or by a commercial provider. All swimming pools in the borough are available for community use. Main/general pools are swimming pools that have a minimum size of 4 x 20m lanes (160 sqm of water space), pools smaller than main pools are referred to as learner/teaching/training pools.

Current situation

3.4.12 There are currently six sites with swimming facilities available for community use in Lewisham, providing a total of 11 pools. Based on the current size of the population, there is currently 9 sqm of water space per 1,000 population, slightly below the London-wide average of 11 sqm of water space per 1,000 population.

3.4.13 The current provision of swimming facilities in the borough currently meets approximately 94% of demand, based on analysis by Sports England. Unmet demand was calculated at 191 sqm, with the highest unmet demand identified in the northwest of the borough. Around 42% of the used capacity was estimated to be imported demand from neighbouring boroughs.

Site/Location	Facility type	Area (sqm)	Utilised capacity (%)	Management type	Access type
Downham Health & Leisure Centre	Main	300	90	Commercial	Community access
	Learner	130			
Forest Hill Pools	Main	325	90	Trust	Community access
	Learner	117			
Glass Mill Leisure Centre	Main	425	100	Trust	Community access
	Learner	160			
St Dunstons College Sports Centre	Main	360	100	Commercial	Limited community access.
The Bridge Leisure Centre	Main	250	72	Trust	Community access
	Learner	111			
Wavelengths Leisure Centre	Main	200	100	Trust	Community access
	Learner	375			

Table 8 Swimming pools available for community use. Source: Sport England, 2017.

Future requirement

3.4.14 The Council is continuing to monitor the demand for swimming facilities, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Artificial playing surfaces

Background

- 3.4.15 Artificial grass pitches (AGPs) in the borough typically operate on a pay and play basis, or through a local sports club or community association. Most of the full-sized AGPs in the borough are provided within education sites and have reduced hours for community use, or operate with restricted hours due to lack of flood lighting. Adopted benchmarking encourages the provision of 0.2 AGP pitches per 10,000 people.
- 3.4.16 In 2019 the Council prepared a Playing Pitch Strategy needs assessment, which provided an up to date assessment of supply and demand for playing pitches across the borough.

Current situation

- 3.4.17 There are currently four sites with full-sized AGPs for community use in the borough, providing five pitches. One pitch is a newer 3G pitch, with the other four being sand-based. The AGP at Sydenham High School operates to reduced hours due to the lack of flood lighting. There is one athletics facility for community use in Ladywell, which includes a hard surface six lane 400 metre athletics track and gym facility.
- 3.4.18 Approximately 54% of total resident demand for AGPs is currently being met in the borough was being met in 2017, with unmet demand estimated to be at approximately 10.6 pitches. Demand is highest in the north of the borough, particularly in and around Evelyn and New Cross. There is a subsequently a considerable need for additional AGPs both in Lewisham, and across Greater London more generally.

Future requirement

- 3.4.19 Based on forecast population growth, it is estimated that effective supply will reduce from 0.2 pitch to 0.1 pitch per 10,000 population. The Council is continuing to monitor the demand for artificial playing surfaces over the plan period, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Grass playing surfaces

Current situation

Grass football pitches

- 3.4.20 There are currently 27 sites providing grass football pitches in the borough, however only three have a formal community use agreement or written confirmation to ensure unrestricted community access. The remaining 24 sites provide community access on an informal basis, or are either partially or wholly restricted for community use. Football currently has the highest participation rate of any organised sport in the borough, with a concentration of local teams (and subsequent demand) for pitches in the south.
- 3.4.21 Based on the supply available from secured sites only, there is large deficiency for most types of pitches (except for 7-a-side mini soccer pitches), with a particular deficit (15 pitches) for 11-a-side youth football pitches.

- 3.4.22 A number of sites in the borough are also subject to overuse, which is increasing maintenance costs to Council in the longer term. Evidence of overuse is particularly evident on 11-a-side pitches, due to the existing undersupply. High levels of informal demand from primary schools and local communities further exacerbates capacity issues and associated maintenance costs across the borough.
- 3.4.23 Overall, the quality of football pitches in the borough are considered to be of a good standard. However, several user groups (including football clubs) have identified issues with drainage and maintenance, with a number of sites considered to be at risk of degradation if current maintenance programmes are not continued at their current level.

Future requirement

- 3.4.24 Demand for football pitches is projected to increase to 55.5 matches per week, with growth in demand expected from adult and youth 11-a-side teams, and a decrease in youth 9-a-side and 'mini' format matches. The forecast deficit of grass football pitches for youth games is forecast to increase to 17.5 pitches by 2041. There is also the potential that additional take up could occur from local clubs if additional football pitches and/or improved facilities become available.
- 3.4.25 Council will need to secure new formal agreements for community use to ensure that future demand for football can be accommodated in the borough.
- 3.4.26 The Council is currently investigating the potential of reconfiguring some adult football pitches for youth 11-a-side use. The Council is continuing to monitor the demand for pitches over the plan period, and is currently preparing a Physical Activity and Healthy Lifestyles Strategy. Once finalised, the Strategy will provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Cricket pitches

Current situation

- 3.4.27 There are nine sites in the borough with cricket pitches for community use in the borough, two of which are secured for community use (Catford & Cyphers Cricket Club and Wanderers Sports Club). There is a high demand for cricket facilities, particularly in the south of the borough where a number of community cricket teams are located.
- 3.4.28 Based on the supply available from the two secured sites only, there is a deficit in provision for cricket facilities based on current benchmarking. If all sites with cricket facilities in the borough are taken into account, there is likely sufficient capacity to meet current demand for cricket pitches for community use.
- 3.4.29 A number of playing fields are operating at full capacity during peak periods of play, which could limit increased participation in the future. St Dunstan's Jubilee Ground is also likely to be subject to overuse. Overall, the quality of cricket facilities in the borough are considered to be at an acceptable standard, with only a few sites considered to be in a poor conditions. Artificial wickets, including cricket nets, were generally considered to be of poorer quality.

Future requirement

- 3.4.30 Future demand for cricket facilities is expected to increase across the borough to 2033. The lack of secured sites means that it was unclear whether there will be sufficient capacity to meet future demand for cricket in the borough. While the increase in demand is likely to be moderate, the lack of secured sites means that there could be a significant deficit for cricket pitches available for community use by 2033.
- 3.4.31 The Council are considering the recommendations of the Playing Pitch Strategy 2019, and is continuing to monitor the demand for cricket pitches. The emerging Physical Activity and Healthy Lifestyles Strategy will also provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, and will inform future updates to the IDP.

Rugby pitches

- 3.4.32 There are four sites in the borough that are currently used for by community groups for rugby, however none of these sites have a secured community use agreement in place. Council analysis indicates that there is currently little demand for rugby pitches, with no community rugby clubs located in the borough. The Rugby Football Union (RFU) is looking to work with local authorities to increase participation in urban areas in line with the RFU's national strategic priorities, and demand and participation of women's rugby is expected to grow in the future. Sites that can be used as rugby pitches in the borough are considered to be of a good standard.

Hockey pitches

- 3.4.33 There are three sites with full sized, sand based artificial hockey pitches currently available for community use in the borough. None of these sites have a secured community use agreement in place. Based on sites available for community use, there is currently sufficient supply to meet hockey demand in the borough, though facilities are at capacity. Any future demand will likely have to be accommodated elsewhere in the borough. Overall, the quality of hockey pitches in the borough was considered high, with facilities at Kings College particularly well maintained and considered to be of a high standard.

Play and informal recreation

Background

- 3.4.34 The London Plan Policy S4 'Play & Informal Recreation' sets out the requirements for boroughs to undertake audits of existing play and informal recreation provision, and produce strategies on play and informal recreation facilities and opportunities to address identified needs. Play spaces can be complemented by other facilities, such as Multi-Use Games Areas.

Multi Use Games Areas

Background

- 3.4.35 Multi Use Games Areas (MUGAs) are playing spaces providing outdoor sport facilities/playing surfaces for several different sports and activities, including informal types of sports, play, and recreation activities.

Current situation

- 3.4.36 There are 31 MUGA facilities available for community use, with a further 26 sites that offer partial or restricted access. The majority of MUGA sites are located in the northern, central, and south western areas of the borough. MUGAs unavailable for community use are usually located in schools, which do not usually allow for out-of-hours use.
- 3.4.37 Based on sites that are available for community use, most areas to the north of the borough are identified to have good access, however large areas of Bellingham, Downham and Grove Park have limited access. Based on available population data in 2018, approximately 39,000 people in the borough do not have access to a MUGA facility within a 20 minute walk, and when looking at the target population for MUGA facilities (0-19 year olds), the unmet demand is over 9,700 people.

Future requirement

- 3.4.38 Based on projected population forecasts, by 2033 the number of people that do not have access to a MUGA facility within a 20 minute walk will increase from approximately 39,000 to approximately 43,300 people.
- 3.4.39 The Council is continuing to monitor the demand for pitches over the plan period, with the emerging Physical Activity and Healthy Lifestyles Strategy to provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, informing future updates to the IDP.

Children's play spaces

- 3.4.40 The London Plan requires that adequate provision for play spaces is made when determining large scale development applications.
- 3.4.41 Nationally, designated play spaces are typically considered in the form of Local Areas for Play (LAPs) aimed at very young children, Locally Equipped Areas for Play (LEAPs) aimed at children who can go out to play independently, and Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children and young people.

Current situation

- 3.4.42 The provision of LEAPs, LAPs, and NEAPs in Lewisham are considered to be well distributed across the borough, and of a good standard. However, there are small catchments with areas of deficiency, including between New Cross and Forest Hill, between Catford and Grove Park.
- 3.4.43 Children's play spaces include playgrounds, playing fields, skate parks and other outdoor recreation areas. The Council's OSA identifies 23 hectares of standalone provision for children and young people (of which, 8.5 ha are publicly accessible spaces), and 79.8 ha of outdoor sports facilities (of which, 13.7 ha are publicly accessible spaces).

Future requirement

- 3.4.44 The Council is continuing to provide children's play spaces through the planning process, in accordance with the requirements of the London Plan and the Mayor of London's Play and Informal Recreation SPG. The emerging Physical Activity and Healthy Lifestyles Strategy to provide a comprehensive strategy for the future provision and management of sports and recreation facilities in Lewisham, informing future updates to the IDP.

Table D – Strategic infrastructure list for sports and recreation facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
New leisure centre	Surrey Canal Triangle	New leisure centre that provides a range of services, to be considered in the emerging Physical Activity and Healthy Lifestyles Strategy	LB Lewisham, Developer		X	X		TBC	TBC	TBC	3
3G artificial grass pitches	TBC	Installation of two full-sized 3G artificial grass pitches with floodlighting for community use.	LB Lewisham, Sport England	TBC				TBC	TBC	TBC	2
Leisure facility	Convoys Wharf	Provision for community and leisure floor space, to be considered in the emerging Physical Activity and Healthy Lifestyles Strategy	LB Lewisham, Developer	TBC				TBC	TBC	TBC	3
Sub-total								TBC	TBC	TBC	

3.5 Youth and Community Facilities

Policy context

- 3.5.1 Local authorities have a statutory duty under the Education Act 1996 to secure sufficient educational and recreational leisure time activities and facilities for young people aged 13 to 19, and those with learning difficulties to age 24. In revised statutory guidance introduced in 2012, the Act also placed new responsibilities on local authorities to:
- Ascertain young people's views on positive activities;
 - Publicise positive activities; and
 - Consider alternative providers.
- 3.5.2 The Council's Youth Services contribute to the delivery of priorities in Lewisham's Corporate Strategy 2018-2020, with greatest impact on:
- **Giving children and young people the best start in life:** *We will work tirelessly with our partners to keep Lewisham's children and young people safe from exploitation, violence, and serious youth crime. We will work with our local communities to ensure that children and young people have early access to a strong and ambitious early help offer;*
 - **Building Safer Communities:** *We will continue to work with the organisations we supported to gain funding from the Mayor of London's Young Londoners' Fund in their delivery of services to turn children away from crime and provide early interventions.*
- 3.5.3 Youth services additionally support our approach to Early Help and wider strategic developments in Lewisham, such as the Public Health approach to reducing violence, contextual safeguarding, and our Mental Health and Emotional wellbeing strategy and action plan.

Background

- 3.5.4 The Council meets its statutory requirements in part through its provision of youth services. In this area of work, the Council's requirement is very minimal, and could be met, for example, through the provision of targeted support for the most vulnerable together with signposting of more general universal activities. As a result, during the current period of central government financial austerity there has been a near complete withdrawal of youth services provision by local authorities in England. Lewisham has sought to maintain some level of provision, despite the loss of central government investment. Recent changes to national policy is now beginning to recognise the value of youth services, albeit without a commitment to central government funding.
- 3.5.5 The Council's youth services are a critical provision to support our young people, which can impact positively on a wide range of outcomes, including: increased engagement and attainment in education, employment and training; developing life skills and transition into adulthood; increased self-esteem and resilience; and promoting positive behaviour and relationships.
- 3.5.6 Providing youth specific Council facilities allows for the provision of services (including organised activities and informal space for recreation) in a safe environment for young people aged 8–19 (25 for young people with additional needs). These spaces provide the opportunity for youth workers to build trusted relationships with young people through consistent contact, and can become a protective factor in their lives – able to identify when things are going wrong and ensuring access to the right support. The variety of activities offered is the draw that encourages young people to attend sites and allow those trusted relationship to build.

Youth Centres and Adventure Playgrounds

Background

- 3.5.7 Youth services have been subject to a number of funding reductions in recent years, with a cut of £1.034m delivered across 2013-15, and a further cut of £1.4m agreed as part of the Council's budget strategy for 2015-2018. These cuts were delivered via restructures of the existing internal service, and a reduction of service delivery at sites.
- 3.5.8 The current service is provided by Youth First, who operate five youth clubs and five adventure playgrounds which are leased from the Council. In addition, further provision is delivered in other sites and spaces across the borough, for example, a "pop up" service provided in Glass Mill.
- 3.5.9 Youth services are currently delivered Youth First, by a staff and young person owned mutual.

Current situation

- 3.5.10 There are currently ten council owned sites in the borough that provide youth and adventure play facilities:
- Riverside Youth Club
 - Honor Oak Youth Club
 - Woodpecker Youth Club
 - TNG Youth Club
 - Bellingham Gateway
 - The Richard MacVicar Adventure Playground
 - Ladywell Fields Adventure Playground
 - Home Park Adventure Playground
 - Honor Oak Adventure Playground
 - Dumps Adventure Playground
- 3.5.11 Youth First additionally offer – either directly or through subcontracting arrangements - delivery at the following sites:
- Lee Green Youth Club
 - Lewisham Pop-up Youth Club
 - Bromley & Downham Youth Club
 - Grove Park Youth Club
 - Goldsmith Urban Connect Youth Club

Future requirement

- 3.5.12 Officers are currently in negotiation for the delivery of services post April 20 following an invitation to tender for provision of Youth Services. Officers are looking at usage of Children and Family Centres at the same time to see if shared usage can be an option for some buildings across the two service areas.

Children and family centres

Background

- 3.5.13 As with youth services, Children's Centres have been subject to a number of funding reductions in recent years. These cuts were delivered initially in outsourcing provision, and then through tender exercises and amendments to service specifications. This has had an impact on the number of sites, and the amount of activity delivered in sites since 2010/11
- 3.5.14 Lewisham Children and Family Centres provided a wide range of support and advice for families with young children. As well as a pathway of support across the early years, delivered in partnership with Health Visiting to ensure our pre-school aged children are nurtured, healthy and school ready at 5, they also provide more specific and targeted support for families who may be more vulnerable or benefit from a higher level of support.
- 3.5.15 The core purpose of children and family centres is to improve outcomes for young children and their families, specifically the current offer focuses on:
- Improved parenting and attachment
 - Improved school readiness
 - Improved child and family health and life chances
 - Prevention of escalation
 - Housing, Employment & Finance Support
- 3.5.16 The Lewisham Children and Family Centre service providers have responded flexibly to the changing needs of the borough and delivered successful outcomes for many families, as well as providing considerable added value. Equally they are a core contributor to Lewisham's Troubled Families claims.

Current situation

- 3.5.17 The current service is delivered across 8 children and family centres (3 delivered by and in schools) leased from the Council, with further provision in other sites and spaces across the borough.
- 3.5.18 Children and Family Centres in Lewisham are currently delivered by Early Years Alliance, Downderry School and Eliot Bank and Kelvin Grove School:
- 3.5.19 There are currently 5 council owned Children and Family centres in the borough:
- Evelyn Children's Centre
 - The Honor Oak - Old Depot Children Centre
 - Hatcham Oak Children's Centre
 - Ladywell Early Childhood Centre
 - Bellingham Children's Centre
- 3.5.20 A further 3 dedicated Children and Family Centres sites are provided by schools:
- Kelvin Grove & Elliot Bank (School)
 - Downderry (School)
 - Clyde (School)
- 3.5.21 Early Years Alliance, additionally deliver in a number of other locations:

- Beecroft Gardens (School)
- Marvel's Lane (School)
- Sandhurst (School)
- Goldsmith's Community Centre

Future requirement

- 3.5.22 Contracts for Children and Family Centres end in March 2021, with an option to extend for a further 12 months available within the existing contract terms. Officers are looking at usage of Children and Family Centres at the same time as reviewing Youth Services delivery to see if shared usage can be an option for some buildings across the two service areas.
- 3.5.23 Approximately a quarter of Lewisham's population is under 18, with recent years seeing a rise in the number of births and population of 0-5 years olds who, if they stay in the borough, will become our teenagers. We therefore anticipate demand for our services remaining high, or growing in coming years, and there is a need to have a quality and sufficient number of buildings in the borough from which to deliver services.

Further, in line with our developing strategy to deliver 'Early Help' in Lewisham, we seek to deliver support to children and families early, at the first sign of need to stop needs from escalating – and we seek to do this in a locality model, so that families can access the support the need close to where they live. This adds to the need to maintain and improve buildings across Lewisham to deliver this successfully.

Table E – Strategic infrastructure list for Youth and Community facilities

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Youth Clubs	Various	Maintenance works to maintain buildings for ongoing usage.	LB Lewisham, Provider	X				£300k	TBC	TBC	2
Riverside Youth Club	Evelyn	In addition to ongoing maintenance, our current provider is working in partnership with the Council to secure funding to develop Riverside site and re-provide a new youth club on-site.	LB Lewisham, Provider	X				£1m	TBC	TBC	2
Youth APGs	Various	Adventure Playgrounds have a shorter lifespan than our youth clubs. Conditions surveys have not been carried out, but if this provision is to remain in the borough, they will need significant work in the next ten years	LB Lewisham, Provider		X			£1m	TBC	£1m	2
Children & Family Centres	Various	Maintenance works to maintain buildings for ongoing usage.	LB Lewisham, Provider	X				£250k	TBC	TBC	2
Sub-total								£2.55m	TBC	£1m	

4 Green infrastructure

4.1 Parks and open space

Policy context

- 4.4.1 The draft London Plan Policy G4 'Open Space' directs local authorities to undertake a needs assessment of all open space in the borough to inform policy, and to identify areas of public green and open space deficiency. Local authorities are also expected to ensure future open space needs are planned for in areas with potential for substantial change, and to promote the creation of new publicly accessible open spaces, particularly green spaces, and improved public access to open spaces in areas of deficiency.
- 4.4.2 The draft London Plan Policy G6 'Biodiversity and Access to Nature' also directs local authorities to identify Sites of Importance for Nature Conservation (SINCs) and green corridors, as well as areas of deficiency where access to an accessible Metropolitan or Borough SINC is greater than 1km walking distance.

Background

- 4.4.3 In preparing the new Lewisham Local Plan, the Council commissioned an Open Space Assessment (OSA) in 2019 to audit all existing green and open spaces in the borough. The OSA also provided a register of the range of uses, facilities, and levels of accessibility to Lewisham's green and open spaces. The OSA is the primary evidence base that has been used to inform the Council's understanding of its objectively assessed need for public open space.
- 4.4.4 Council's emerging draft Parks and Open Space Strategy (OSS) has also been used as a guide to describe the general types of interventions that may be required in the future to improve community access to public open space, parks and gardens in the borough. A key principle of the OSS will be to recognise the critical importance of supporting and enhancing the biodiversity of Lewisham's parks and open spaces for wildlife and conservation purposes as well as for the enjoyment of local communities. As the OSS is still in development, commentary relating to future requirements is limited in nature at this point in time. Following the completion of the OSS, future iterations of the IDP will be able to provide greater clarity on potential and proposed strategic projects.

References to 'open space' in this section refer to the Greenspace Information for Greater London GIC (GiGL) categories, some of which by their nature provide a greater level of public access than others. References to 'public open space' follows the GiGL definition of "a designation applied to sites that are publicly accessible and perform a role in the local community".

- 4.4.5 The categories surveyed in the OSA were:

- Allotments, community gardens and City farms;
- Amenity (including gardens and landscaped open spaces within housing estates);
- Cemeteries and churchyards;
- Children and teenagers (including playgrounds with equipment / facilities for informal play, that can be public or semi-public in nature);
- Green corridors (including rail corridors and embankments, residual utility land with restricted public access);

- Natural and semi-natural urban greenspace;
- Outdoor sports facilities; and
- Parks and gardens.

4.4.6 Council's OSA survey excluded the following open space categories: private green space; golf courses; agricultural land; urban greyspaces; road verges; and sites left over after development.

Current situation

4.4.7 As of 2018, there is 777.59 hectares (ha) of open space in the borough. Of this, around two-thirds (504.46 hectares) is considered to be public open space and accessible to the community, with the remaining one-third (273.13 hectares) comprising mainly of green corridors (such as railway embankment land and cutting reserves) and outdoor sports facilities that provide no or highly restricted public access.

Open space category	No public access		Public access		Borough total	
	# sites	Area (Ha)	# sites	Area (Ha)	# sites	Area (Ha)
Allotments, community gardens and city farms	1	0.34	45	21.54	46	21.88
Amenity spaces	17	7.78	72	65.59	89	65.59
Cemeteries & churchyards	-	-	11	52.3	11	52.3
Children & teenagers	13	15.72	30	8.47	43	24.19
Green corridors	56	134.74	6	1.86	62	136.6
Natural/semi natural greenspace	14	16.92	12	105.89	26	122.8
Outdoor sports facilities	22	66.72	3	13.72	25	80.44
Parks & Gardens	-	-	47	273.15	47	273.15
LB Lewisham Total	168	273.13	181	504.46	349	777.59

Table 9 Green and open spaces in Lewisham. Source: LB Lewisham (2020), *Open Spaces Assessment: London Borough of Lewisham*

4.4.8 According to GLA's published Natural Capital Account, over a 30 year period, parks and other green spaces in Lewisham are estimated to provide up to £2.1 billion in public benefit, including £371 million in physical health savings, £215 million in mental health savings, and £444 million in recreational benefit.

Access to public open spaces

4.4.9 The London Plan identifies a range of distance based benchmarks to a range of public open space categories to determine whether Londoners can be considered to have desirable access to green spaces, or are in an 'Area of Deficiency' (AoD).

4.4.10 Lewisham is bisected by a number of natural and constructed features (including two significant river valleys, as well as railway lines and major arterial roads), which act as a barrier to pedestrian movement and interrupt the walking distance from homes to public open spaces. Council commissioned GiGL to audit Lewisham's access to public open space against the London Plan benchmarking, which is summarised in **Table 10** below:

Type	Description	Summary of access
Regional Parks	Large areas, corridors or networks of open space, the majority of which will be publicly accessible and provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. Minimum size: 400 hectares Distance from home: 3.2km to 8km	The whole of the borough is identified as being within an Area of Deficiency.
Metropolitan Parks	Large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities at a sub-regional level. Minimum size: 60 hectares Distance from home: 3.2km	Area of Deficiency identified mainly along the western boundary (New Cross to Crofton Park, and north of Forest Hill); and a small area in the southeast (Grove Park).
District Parks	Large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits. Minimum size: 20 hectares Distance from home: 1.2km	Many parts of the borough are identified as being within an Area of Deficiency. The wards of Blackheath, Lewisham Central, Ladywell, Crofton Park, Rushey Green, Downham and Bellingham generally have access to District Parks. Other areas of the borough are substantially within an Area of Deficiency.
Local Parks and Open spaces	Providing for court games, children's play, sitting out areas and nature conservation areas. Minimum size: 2 hectares Distance from home: >400m	South, parts of central, and the north-west of the borough generally have better access to these public open space categories than other areas of the borough.
Small Open spaces	Gardens, sitting out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas. Minimum size: < 2 hectares Distance from home: <400m	
Linear Open space	Open spaces and towpaths alongside the Thames, canals and other waterways; paths, disused railways; nature conservation areas; and other routes that provide opportunities for informal recreation. Minimum size: N/A Distance from home: N/A	

Table 10 Access to public open space. Source: GiGL (2019), *GiGL Areas of Deficiency Maps*

Quality assessment of public open spaces

4.4.11 The OSA indicated that of the 514 ha of open spaces that are publicly accessible, around 203 ha (40%) of these open spaces are considered to be of 'good' quality, around 287 ha (56%) are considered to be of 'fair' quality, and less than 24 ha (5%) are considered to be of 'poor' quality.

Future requirement

- 4.4.12 To maintain the current level of green space provision, there is an implied need for approximately 50 hectares of additional green space in the next twenty years to meet the expected population growth in the borough. Given that there are limited prospects to deliver a significant increase in the quantum of open space provision, Council's approach seeks to improve access and quality of the existing provision in the borough.
- 4.4.13 The emerging draft OSS contains the goal to target and deliver investment for parks, pocket parks and small open spaces that are classified as fair or poor in the OSA. The OSS will identify and prioritise priority projects, and is seek to achieve investment to all of them by 2027. The Council will publish an annual review monitoring report to track progress.
- 4.4.14 The OSS will also seek to address access issues by working to support and encourage walking, cycling and other active travel modes that link open spaces. It will also identify the need to provide interpretation and way marking to link the River Pool Linear Park and Ladywell Fields Park with, Manor House Gardens, Manor Park, Mountsfield Park and Lewisham Park. Identified projects of strategic priority to Council will be included in future iterations of this IDP following the finalisation and endorsement of the open space strategy.

4.2 Biodiversity corridors

Policy context

- 4.4.1 The National Planning Policy Framework Para 170 outlines the need for planning policies and decisions to contribute to and enhance the natural and local environment, including by minimising impacts on and providing net gains for biodiversity, and establishing coherent ecological networks that are more resilient to current and future pressures.
- 4.4.2 London Plan Policy G6 'Biodiversity and access to nature' outlines the role of local authorities to protect Sites of Importance for Nature Conservation (SINCs), and after identifying areas of deficiency in access to nature, seek opportunities to address the barriers to access. Policy G6 also outlines, among other requirements, the need to seek opportunities for creating habitats for priority species, including through the creation of artificial nest sites.
- 4.4.3 London Plan Policy G7 'Trees and woodlands' outlines the role of local authorities in protecting and maintaining London's urban forest and woodlands, and the importance of planting new trees and woodlands to increase the extent of London's urban forest. This includes protecting 'veteran' trees and ancient woodland on sites that are not already part of a protected site, and through the development assessment process, retaining existing trees of value.
- 4.4.4 The Council's current Biodiversity Action Plan, "A Natural Renaissance for Lewisham 2015-2020", sets out the Lewisham Biodiversity Partnership's aspirations to contribute to and enhance the existing natural conservation sites and biodiversity corridors, including the Ravensbourne River catchment.
- 4.4.5 The Council undertook a survey of Sites of Importance for Natural Conservation (SINC) located in the borough over 2015-16 as an accompanying evidence base to support the new Local Plan. The recommendations of this survey have been used to inform the potential future priorities for the Council within this asset class.
- 4.4.6 Council's emerging draft Parks and Open Space Strategy (OSS) has also been used as a guide to describe the general types of interventions that may be required in the future to improve the quality of biodiversity corridors. As identified in Section 4.1, a key principle of the OSS will be to recognise the critical importance of supporting and enhancing the biodiversity of Lewisham's parks and open spaces for wildlife and conservation purposes as well as for the enjoyment of local communities. As the OSS is still in development, commentary relating to future requirements is limited in nature at this point in time.

Background

- 4.4.7 SINCs are designated wildlife habitats classified as sites of metropolitan importance, sites of borough importance, or sites of local importance. This often includes green corridors, which are relatively continuous areas of green and open space such as railway embankments and cuttings, roadside verges, parks, playing fields and rivers that may not always be publicly accessible. These corridors can act as a biodiversity link between habitat sites, and can be critical to help sustain local wildlife populations and priority species.
- 4.4.8 The Lewisham Biodiversity Partnership was established in 1999 to develop an action plan for the Borough's wildlife and natural environment. The Partnership is made up of a range of parties, including the Council, Glendale Managed Services, the Environment Agency, Creekside Education Trust, Thames 21, Quaggy Waterways Action Group [QWAG], London Wildlife Trust, Horniman Museum and Gardens, The Environment Agency, Sydenham Garden

Organisation, TCV (The Trust for Conservation Volunteers), Greenspace Information for Greater London CIC (GiGL), and a range of local groups.

- 4.4.9 The role of the Partnership is to consolidate the interests and expertise of a range of organisations and individuals with duty to, or interest in, conserving the Borough’s wildlife and natural environment.

Current situation

- 4.4.10 There are 63 identified SINC’s in the borough, with the majority of these sites publicly accessible during daylight hours. Key corridors in Lewisham include the South East London Green Chain, a linked system of over 300 open spaces extending from Thamesmead to Crystal Palace Park and Nunhead Cemetery, and the Waterway Link, a share route for cyclists and pedestrians that runs from the River Thames at Deptford Creek southwards to Beckenham Place Park following the rivers Ravensbourne and Pool.

- 4.4.11 There are also a number of railway embankments and adjoining soft landscaping that provide long stretches of valuable natural greenspaces with high levels of biodiversity.

Access	SMINC		SBINC		SLINC	
	No. sites	Area (Ha)	No. sites	Area (Ha)	No. sites	Area (Ha)
Free public access (all/most of site)	1	161.9 ha	16	146.0 ha	14	66.5 ha
Free public access (part of site)	1	96.6 ha	2	16.6 ha	2	2.1 ha
Access at limited times	0	0.0 ha	0	0.0 ha	2	0.4 ha
Access by prior arrangement	0	0.0 ha	2	4.5 ha	2	0.7 ha
Can be viewed from adjacent paths	1	37.6 ha	13	54.6 ha	2	1.4 ha
No public access	0	0.0 ha	2	5.2 ha	3	3.0 ha
Total	3	296.1 ha	35	226.9 ha	25	74.1 ha

Table 11 Sites of Importance for natural conservation. Source: LB Lewisham (2016), SINC Survey

Areas of deficiency in access to nature

- 4.4.12 Access to nature is increasingly seen as a key metric to improving the lives of Londoners living in a dense urban environment. The London Plan sets out a desirable distance in which people living in London should travel in order to have access to nature, locations beyond this distance are considered as Areas of Deficiency (AoD) in access to nature. Policy G6 of the London Plan defines an area of deficiency as areas that are more than 1km walking distance from a publicly accessible SINC of metropolitan or borough importance.
- 4.4.13 Prior to 2016, there were five main AoDs in the borough, covering approximately 14% of the borough’s land area.
- 4.4.14 Following the 2015-16 SINC survey, AoD in the borough has reduced from 520ha to 337.4ha, a decrease of 182.6ha or 35%. This is the result of improvements at Bridgehouse Meadows and Ladywell Fields, creating wildlife rich habitats valued at the borough level. Improved

access into the River Quaggy and Manor Park Site of Borough Importance has also helped to reduce the AoD.

- 4.4.15 A proposed boundary extension to Beckenham Place Park has alleviated the AoD by 28.5ha in the London Borough of Bromley to the south. A further 45.5ha of AoD is also alleviated in Southwark as a result of Bridgehouse Meadows recommendations.

Future requirement

- 4.4.16 If adopted, the new Local Plan will provide for six new proposed SINC. This will increase the SINC area from 595ha to 614ha. This represents a 3% increase in ten years.
- 4.4.17 The emerging draft OSS will contain the goals to target and deliver investment in a range of parks and green open spaces, as well as objectives to improve the quality of biodiversity corridors as development comes forward. The Council will publish an annual review monitoring report to track progress.

4.3 Allotments

Policy context

- 4.2.1 The Allotments and Small Holdings Act 1908 states that councils have a duty to provide land if six people or more request an allotment. However, as an inner London authority, the London Borough of Lewisham has a discretionary rather than mandatory power to provide allotments under section 55(4) of the London Government Act 1963. The allotments legislation does not lay down minimum standards or a required nature or extent of allotment garden provision (Memorandum by the Department of the Environment Transport and the Regions [AL 23] 1998).

Background

- 4.2.2 Allotments are in high demand across London and Lewisham is no exception, with applications increasing year on year. As of October 2019 there were 1619 people on the central waiting list for an allotment in Lewisham. Although the Council has no legal requirement to provide allotments, there are 37 long-established council-owned sites in the borough. All of these allotments have waiting lists.
- 4.2.3 Of those allotment sites already provided on council-owned land, 13 are statutory. This means the land was originally acquired by the council for the purpose of allotments. Such sites are protected by the Allotments and Small Holdings Act 1908. The other 24 sites are legally-termed as temporary and not subject to the same levels of legal protection, despite having been in use as allotments for many decades.

Current provision

- 4.2.4 There are 37 council-owned allotment sites in the borough, covering 16.21 hectares. Historically, most were directly managed by the Council, however in the early 1980s plot-holders were offered the opportunity to set up committees and self-manage the site under a Management Agreement with the Council. Approximately three-quarters of the sites have since become self-managed. Over the intervening years these Management Agreements have remained in place, with the exception of a small number which have reverted back to direct Council management.
- 4.2.5 There are currently 27 self-managed sites, 10 which are directly council-managed, providing a total of 1094 allotment plots on council-owned land. **Table 12** below identifies these sites and current status.

Site	Status	Direct or self-managed	No. of plots
Ballamore Road	Non-statutory	Self-managed	5
Barmeston Road	Statutory	Self-managed	25
Blackhorse Road	Non-statutory	Self-managed	26
Blythe Hill	Non-statutory	Direct-managed	18
Broadmead	Non-statutory	Self-managed	25
Castillon Road	Non-statutory	Self-managed	92
Chinbrook Meadows	Statutory	Self-managed	71
Clarendon Rise	Statutory	Self-managed	7
Dacre Park	Non-statutory	Direct-managed	44

Site	Status	Direct or self-managed	No. of plots
Deloraine Street	Non-statutory	Direct-managed	24
Edward Street	Non-statutory	Direct-managed	4
Exford Road	Statutory	Self-managed	48
Firhill Road North	Non-statutory	Direct-managed	31
Firhill Road South	Non-statutory	Self-managed	21
Hazelbank Road	Non-statutory	Self-managed	65
Hurstbourne Road	Non-statutory	Self-managed	21
Jim Hurren	Non-statutory	Self-managed	10
Kendale Road	Non-statutory	Self-managed	47
Knapmill Way	Non-statutory	Self-managed	27
Lee & District Land Club	Statutory	Self-managed	56
Leslie Silk	Non-statutory	Direct-managed	9
Longton Nursery	Statutory	Self-managed	37
Meadow Close	Statutory	Self-managed	29
Oldstead Road	Statutory	Direct-managed	14
Priestfield Road	Statutory	Self-managed	39
Romborough Gardens	Non-statutory	Self-managed	20
Royal Naval Pl. Stage I	Non-statutory	Self-managed	20
Royal Naval Pl. Stage II	Non-statutory	Self-managed	11
St Mildreds Road	Non-statutory	Self-managed	18
Sedgehill Road	Non-statutory	Self-managed	19
Slaithwaite Road	Non-statutory	Self-managed	12
Stanley Street	Non-statutory	Self-managed	7
Sydenham Park	Statutory	Direct-managed	30
Taylors Lane	Non-statutory	Self-managed	37
Trewsbury Road	Non-statutory	Self-managed	68
Weavers Estate	Non-statutory	Direct-managed	35
Windlass Place	Non-statutory	Direct-managed	22

Table 12 Allotments in LB Lewisham. Source: LB Lewisham

- 4.2.6 The National Allotment Society recommendation is that authorities should supply 20 plots (or 0.5 hectare) per 1,000 households. As of the 2011 census there are 116,000 households in Lewisham, therefore the current provision in Lewisham (considering only the council-owned sites) is 9.4 plots per 1000 households. This is comparable with other inner London boroughs which tend to have less provision than outer London boroughs, in terms of number of sites and per head of population.
- 4.2.7 However, according to a London Assembly Report - A Lot to Lose: London's disappearing allotments 2006 - "allotment provision measured by square kilometre presents a slightly different picture, with Haringey and Lewisham, both inner London boroughs, among those with the highest concentrations of sites". It is important to note that whilst there was a net loss of 4.2% allotments across London between 1996 and 2006, the provision of council-owned sites in Lewisham has been maintained without loss.

Future requirement

- 4.2.8 Maintaining existing allotment provision in the context of increasing population density and demand will likely result in a net loss of provision per 1,000 households over the life of the new Local Plan. This may be partially addressed through the provision of community growing space as a result of new developments but, given the scarcity of land for new allotments, the efforts to meet increasing demand for allotments in Lewisham will need to focus on how the existing provision is managed. Investment in infrastructure is essential to this aim.
- 4.2.9 Key areas of projected infrastructure need are:
- Plot-restoration / creation – increasing provision of allotments in the borough;
 - Improving the safety and security of allotment boundaries, including fencing and security;
 - Provision of composting toilets to improve the amenity of the site for existing plot-holders and organised group visits;
 - Upgrading of surfacing, including the repair of hard surfaces that have not been maintained since the creation of the sites, and the expansion of existing site paths networks to create more, smaller plots;
 - Provision of communal buildings to provide a venue for site meetings and events;
 - Upgrading or installation of water systems (capture, storage, plumbing); and
 - Improvements to noticeboards and signage.
- 4.2.10 The Council are currently preparing a draft Parks and Open Space Strategy that will seek to provide direction on the future management and provision of Council-managed allotments.

4.4 Cemeteries and burial space

Policy context

- 4.3.1 London Plan Policy S7 'Burial space' states that boroughs should ensure provision is made for the different burial needs and requirement of London's communities.

Background

- 4.3.2 An Audit of London Burial Provision was completed in 2011 for the GLA by the Cemetery Research Group (University of York) that looked at the demand for burial space using mortality projections and modelled demand for burial space for the period 2010/11-2030/31. This took into account the overall incidence of cremation and the preference for cremation or burial amongst particular religious groups.

Current situation

- 4.3.3 There are a number of cemeteries and crematoriums in Lewisham:
- Brockley and Ladywell Cemetery
 - Grove Park Cemetery
 - Hither Green Cemetery and Crematorium
- 4.3.4 Each year an average of 1,250 cremations and approximately 600 burials take place, though not all burials involve the creation of new spaces. As of 2014 approximately half of the total number of annual burials in the borough involved the re-use of existing graves.
- 4.3.5 In 2011 the Cemetery Research Group was commissioned by the Greater London Authority to undertake an audit of burial space in Greater London. The audit found that Lewisham had 39.7ha of available cemetery space, and an estimated need for 9,116 virgin grave spaces between 2010/11 and 2030/31. The report concluded that it was probable that Lewisham had sufficient capacity to meet demand for burial space over the next twenty years.
- 4.3.6 As of June 2015 specific site capacity was identified as follows:
- Brockley and Ladywell Cemeteries have an estimated 15 years capacity (based on approximately 600 spaces left, and used at a rate of 40 per year)
 - Grove Park Cemetery has an estimated 11 year capacity (based on approximately 2,000 spaces being left and used at a rate of 175 per year)
 - Hither Green Cemetery has an estimated 5-6 year capacity (based on approximately 1,000 spaces being left and used at a rate of 175 per year)

Future requirement

- 4.3.7 A number of planned projects are expected to commence in the short term (2020-2025) that will increase the capacity of a number of sites in Lewisham, as identified in Table 13 below.

Site / Location	Planned works
Brockley Cemetery	Following the excavation and removal of the base and foundations of a former Victorian Chapel in 2019, the area is currently being prepared for an expanded burial space. It is expected that up to 100 new spaces will be created from 2020.
Grove Park Cemetery	<p>An area within the cemetery (previously used by a Youth Training Scheme for Amenity Horticulture until its closure in 2007) has been cleared of existing buildings and structures for an expansion of burial space. The Council has undertaken a topographical survey, soil and wall structural surveys and soil physical surveys to determine the potential scope of the expansion. It is anticipated that the repurposed site could accommodate up to 900 new burial spaces. Works are not expected to commence until 2020 at the earliest.</p> <p>A former wooded area was cleared in 2008, with site preparation commencing at this time. Additional works were commenced in 2019, including fencing and landscaping in preparation for use. This area will provide up to 800 burial spaces, and is expected to come into use in 2020.</p>
Hither Green Cemetery	<p>Following a risk impact assessment in 2011, ten pathways were identified as not providing safe access, particularly for people with additional mobility requirements. Access works across the cemetery is currently underway, which will result in a rationalisation of the path network and redundant / damaged paths removed to provide additional land for burial spaces. Upon completion, up to 420 burial spaces could become available for use.</p> <p>There is currently only one section of land within the cemetery that is undeveloped for burial. In 2011 this area was identified as potential burial land and was cleared of dumped rubbish and large established vegetation. In 2019 the area was cleared again of vegetation, pathways were installed and the land should be brought into use in 2020, providing around 500 burial spaces.</p>

Table 13 Proposed works to burial sites in Lewisham. Source: LB Lewisham

- 4.3.8 Following the completion of the works described above, burial space capacity will increase in accordance with **Table 15** below.

Site / Location	Current supply (in years)	Additional capacity created (no. spaces)	Total supply following works
Brockley & Ladywell	15 years	100	7 years
Grove Park	11 years	1,700	14 years
Hither Green	5-6 years	900	7-8 years

Table 14 Anticipated capacity of burial space in Lewisham (by years) following short-term upgrades. Source: LB Lewisham

- 4.3.9 It is anticipated that continuing the process of improving the design of Lewisham's cemeteries, along with an increased take up of re-using burial sites will ensure there is sufficient burial site capacity in the longer term.

Table F – Strategic infrastructure list for Green infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Investment in parks, pocket parks, and small open spaces	Various	Target and deliver investment to parks, pocket parks, and small open spaces that have been classified in the Open Space Assessment (2019) as being in 'poor' or 'fair' condition.	LB Lewisham	X				TBC	£54k	TBC	1
Deliver 'Greening Fund' projects	Various	Work in partnership with park user 'friends' groups, Local Assemblies, Neighbourhood Forums, the Lewisham Biodiversity Partnership and Allotment Committees to deliver the 'Greening Fund' and other grants and initiatives to provide additional facilities and make improvements to parks and open spaces	LB Lewisham, Lewisham Biodiversity Partnership	X				TBC	TBC	TBC	1
Healthy Neighbourhoods initiatives	Various	Seek to improve green corridors and access to open spaces in partnership with Healthy Neighbourhoods programmes.	LB Lewisham	X				TBC	TBC	TBC	1
Green linkages	Deptford	Deptford Parks Liveable Neighbourhood (DPLN) – new greening areas on Rolt Street, Scawen Road and Woodpecker Road following community engagement	LB Lewisham	X				£2.9m	£1.5m	£1.4m	1
River water quality improvements	Ravensbourne, Pool and Quaggy Rivers	Work in partnership with the Ravensbourne Catchment Improvement Group to identify projects that will enhance the biological quality of the rivers and river corridors	LB Lewisham, Lewisham Biodiversity Partnership	X				TBC	TBC	TBC	1
Beckenham Place Park improvements	Beckenham Place Park	Planned works at Beckenham Place Park, including restoration of the lake and wet woodland habitat, relocation of car park and restoration of external landscape, restoration of homestead, new orchard and community planting beds, creation of adventure playground, and play area, upgrades to footpath and entrances	LB Lewisham	X	X			Funding identified			1
Naturalisation of waterways	Various	Naturalisation of culverted waterways for habitat restoration in line with redevelopment of sites along existing water bodies. Examples include Wickes and Halfords, Grove Park, Bell Green Retail Park.	Various	X	X	X	X	TBC	TBC	TBC	1
River Corridors Improvement Plan	Various	Implementation of the council's River Corridors Improvement Plan, including works to support the protection and enhancement of river corridors and surrounding settings, to provide conditions for wildlife habitats to flourish, manage flood risk, and deliver enhancements to the Public Rights of Way Network.	LB Lewisham, Lewisham Biodiversity Partnership	X	X			TBC	TBC	TBC	1
Allotment amenity improvements	Various	Investment in existing allotment sites to improve access and amenity to users, including: safety and security of allotment boundaries; composting toilets; pathway resurfacing; upgrading or installation of water systems.	LB Lewisham	X	X			TBC	TBC	TBC	1
Brockley Cemetery expansion	Brockley	Excavation and site works to prepare site to accommodate approximately 100 new burial spaces.	LB Lewisham	X				TBC	£6.6k	TBC	1
Grove Park Cemetery	Grove Park	Site works to prepare site to accommodate approximately 900 new burial spaces.	LB Lewisham	X				£60k	£10k	£50k	1
Hither Green Cemetery	Hither Green	Upgrade to pathways to provide safe access for all users, including people with additional mobility requirements, and removal of redundant paths to accommodate approximately 420 new burial spaces.	LB Lewisham	X				TBC	£15k	TBC	1
Sub-total								£60k	£85.6k	£50k	

5 Transport infrastructure

Policy context

- 5.1.1 The London Plan Policy T3 'Transport Capacity, Connectivity and Safeguarding' sets out the requirement for local authorities to safeguard land and buildings used for public transport, active travel or related support functions. Policy T3 also expects that development plans will identify and safeguard new sites, route alignments, and supporting infrastructure accommodate future growth in the transport network. This includes rail, road, and London's walking and cycling networks.
- 5.1.2 The London Mayor's Transport Strategy (MTS) was adopted in 2018, and sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The Strategy has the overarching aim of reducing dependency on car travel, and sets a strategic target for 80% of journeys in London to be made by walking, cycling and public transport by 2041. Initiatives to achieving this objective are set out under the themes of 'Healthy streets and healthy people', 'A good public transport experience', and 'New homes and jobs'.
- 5.1.3 The Lewisham Transport Strategy 2019 – 2041 outlines the Council's vision for implementing the London Mayor's Strategy at the borough level, and is a key evidence base for this IDP. The Strategy also identifies the short and longer term transport infrastructure interventions required to ensure that the transport network can accommodate the expected growth forecast over the life of the new Local Plan.
- 5.1.4 Council's Local Implementation Plan (LIP), a programme of investment over the LIP's three year period (2019/20 to 2021/22), has informed the short term infrastructure priorities (0-5 years) identified in the Strategic Infrastructure Schedule at **Table H**.

5.1 Regional and sub-regional transport infrastructure

Rail-based infrastructure

Current situation

- 5.1.1 Rail transport in south east London is dominated by National Rail services operated on the Southeastern franchise area. Services accessible from train stations in Lewisham provide direct connections to main London termini, including London Bridge, Cannon Street, Charing Cross and Victoria. Thameslink services also operate across Lewisham, travelling through Blackfriars, Farringdon, and St Pancras stations.
- 5.1.2 The Docklands Light Rail (DLR) provides a connection from Lewisham to Greenwich, and across the River Thames to Canary Wharf, Stratford, London City Airport, and Central London (Bank).
- 5.1.3 London Overground trains serve the Sydenham corridor and New Cross, travelling through to the City and East End.
- 5.1.4 London Trams travel along the south of the borough, providing connections to Croydon and Wimbledon.
- 5.1.5 While the Council area is reasonably well served by rail services, coverage and capacity varies greatly, particularly in the south-east and north of the borough which have limited or no access to rail. The current design of the rail network in south-east London also limits the ability to travel east-west, and where services do exist they are often along orbital routes that make travel slower and less attractive.
- 5.1.6 Network capacity is an increasing area of concern in Lewisham, with DLR services to Canary Wharf frequently running at or over capacity, and the Lewisham Station Interchange (DLR, Southeastern and London bus services) overcrowded during peak travel times. Lewisham train station itself has experienced a tripling of footfall over the past 15 years, from 4 to 11 million, and is expected to grow by a further 32% in the next 20 years. As a result, Lewisham Station has been prioritised nationally by Network Rail System Operator for investment to resolve current and future capacity constraints.
- 5.1.7 A number of Overground train stations, including Brockley, Forest Hill, and New Cross Gate are also experiencing overcrowding on platforms during peak travel periods. To address some of these capacity issues, in Summer 2019 there was a successful bid for Housing Infrastructure funding for the East London Overground Line, which is expected to increase train frequency from 16 trains per hour to 20 trains per hour. Part of this new funding will provide for upgrades to stations to improve access and capacity. Within Lewisham, funding will secure new signalling works, power supply upgrades and additional stabling facilities at New Cross.
- 5.1.8 As there are no Underground lines that reach south-east London, residents also need to interchange at other congested interchanges, including Canada Water and Canary Wharf (Jubilee Line), London Bridge (Jubilee and Northern Lines), or Central London termini. Without access to the London Underground network, rail therefore provides a vital role in connecting the borough to central London and surrounding areas. This is reflected in TfL usage data, which shows Lewisham as having the highest proportion of residents commuting on trains than any other inner London borough. Despite this,

high levels of car usage persist due to poor or limited service coverage in some parts of the borough.

- 5.1.9 The proposed Bakerloo Line Extension (BLE) to Lewisham and Hayes provides a significant opportunity to improve rail access between Greater London and the south-east. The BLE project, aside from providing new rail capacity for the south-east, also will provide new interchange opportunities and improve east-west connections, as well as access to Croydon and Gatwick Airport.
- 5.1.10 A first round of public consultation was undertaken by TfL in 2017, and a further round in Winter 2019. The Council strongly supports the opportunities and benefits the Bakerloo Line extension and upgrade would provide for south-east London, and are actively engaged with TfL and other key stakeholders to progress the proposal as soon as possible.

Future requirement

- 5.1.11 The Council's Transport Strategy outlines a number of regional and sub-regional transport infrastructure investments that will be needed to meet current and future demand, as well as unlock future development opportunity in areas less well served by public transport.

Lewisham Station & Interchange (LSI)

- 5.1.12 Network Rail are currently investigating the feasibility of a major upgrade to LSI to create a strategic transport interchange to support planned growth, and the proposed BLE. At a minimum, there is a pressing need for improvements to station capacity to relieve current levels of congestion and station overcrowding.
- 5.1.13 A more comprehensive scheme would likely include enhancing the station's accessibility (including step-free access), and works to enable the delivery of an extension of the Overground network from New Cross to Lewisham. The proposal will also be accompanied by more frequent rail services and better connections to the rest of London to help fulfil its role as one of London's four Strategic Transport Interchanges. Station design would also accommodate for a future BLE station.

New Cross to Lewisham Overground Extension

- 5.1.14 The proposed extension of the London Overground line beyond the current terminus at New Cross to Lewisham Station. While Lewisham Station is well served by a number of rail lines, the complexity of the rail network in the area means only a proportion of the trains that currently pass through Lewisham Station stop there. The extension of the Overground network to Lewisham will increase the resilience of the rail network in the area, and compliment the station's role as a Strategic Interchange.

Bakerloo Line extension and upgrade (BLE)

- 5.1.15 The proposed extension of the Bakerloo line from Elephant & Castle to Lewisham and beyond, and the upgrade of the entire line that will be required to enable the extension, will improve passenger capacity and resilience of the Bakerloo line and enhance the borough's rail connectivity with the rest of London.

- 5.1.16 The Council continues to advocate for the extension of the Bakerloo Line to Hayes as a single phase, to serve Catford and Lower Sydenham to support a wider step-change in the levels of walking, cycling and public transport use in the south of the borough.
- 5.1.17 The new draft Lewisham Local Plan seeks to acknowledge the potential benefits of improved public transport access and connectivity, particularly in the south of the borough, with the potential for Lower Sydenham / Bell Green to be designated as an Opportunity Area contingent on the delivery of the BLE and other strategic infrastructure.

Brockley Station Interchange

- 5.1.18 The provision of new upper platforms at Brockley Station would create an interchange between the East London Line and the Lewisham-Victoria Line. The existing station currently has two station platforms supporting north-south rail services only, and while trains on the Overground network travelling from Lewisham go past the station, there is no accessible platform at the station to connect to the orbital rail network.
- 5.1.19 New upper station platforms will allow passengers at the interchange to access services along the Lewisham-Victoria Line, and train services towards southwest London and Victoria, and provide an opportunity to address existing station access and capacity issues.

New Bermondsey / Surrey Canal Triangle Station

- 5.1.20 The delivery of a new Overground station at New Bermondsey / Surrey Canal Triangle as part of the regeneration scheme for the area. The new station will provide better access to rail services and compliment other rail improvements, and will support the regeneration and significant development growth planned in the north of the borough.

'Metroisation'

- 5.1.21 Transport for London's (TfL) proposal for rail services in the south and southeast areas of London would result in the reorganisation of existing services to provide metro-style services, with regular trains running on standardised routes. A more simplified service and standardised route network is expected to release network capacity as well as delivering more frequent and reliable train services for passengers.

Road-based infrastructure

Current situation

- 5.1.22 There are a number of regionally significant major roads ('red routes' operated and maintained by TfL) that run through Lewisham, including the A205 South Circular, A20, and the A21/A2. While London's network of red routes only make up five per cent of roads, they carry up to 30 per cent of the city's traffic. Given the location of these routes in the borough, these major roads create a complex mix of challenges for the borough in encouraging modal shift to active and sustainable modes of travel.
- 5.1.23 There are also operate 41 bus routes operated by TfL that service the borough, with these routes providing critical connections to other south-eastern boroughs, as well as Central London. These routes operate with varying frequencies of service, with higher

frequency routes generally operating on radial routes. Less frequent services are generally found operating orbital routes, and are more common in the west of the borough.

- 5.1.24 Road based transit is a significant contributor to air pollution in the borough, with the Council’s emerging Climate Emergency Action Plan finding that transport accounted for 25.6% of the borough’s estimated CO2e emissions in 2017/18, with road based transport the single largest factor. To manage this, the borough has in place six Air Quality Management Areas (AQMAs), which are located along and to the north of the South Circular, the A212, and A2218.
- 5.1.25 Council’s Air Quality Action Plan also identifies nine Air Quality Focus Areas (AQFAs), which are due to the presence of high levels of air pollution (nitrogen dioxide levels exceeding EU limits of 40 µg/m3 annual average, and PM10 particulate matter (PM10) exceeding World Health Organisation guidelines of 20µg/m3) generated from vehicles, and high levels of pedestrian activity. The Action Plan also outlines a number of priorities and actions to improve air quality within the AQFAs, including by controlling emissions from new developments through the planning and enforcement process. Currently however, while carbon emissions in Lewisham have reduced by approximately a third in the period 2005-2017, transport emissions have remained relatively constant. One way in which the Council is attempting to address this is through its Low Emission Vehicle Charging Strategy 2019-2022, which seeks to ensure that every resident in the borough is within 500m from a EV charging point by 2021.

Lewisham’s Air Quality Focus Areas
Deptford Town Centre
New Cross Gate & New Cross
Brockley Cross
Brockley Road (B218) between Adelaide Avenue & Wickham Road
Honor Oak Park Junction Brockley Road
Forest Hill and Perry Vale Junction;
Loampit Vale & Lewisham High Street
Catford Road & Catford Gyratory
St Mildreds Road (A2015) from Hither green Lane to Burnet Ash Hill (A2212)

Table 15 Air quality focus areas. Source: LB Lewisham

- 5.1.26 The Council’s Transport Strategy, adopted in 2019, seeks to respond to these challenges by supporting the delivery of the Mayor of London’s Transport Strategy (MTS), as well as identify and deliver targeted local interventions to improve road infrastructure through the Healthy Streets Framework across the borough. These projects generally seek to encourage modal shift to active and sustainable modes of transit by improving the quality of the public realm to encourage walking and cycling, as well as improve linkages to public transport nodes.
- 5.1.27 The Strategy also addresses the need to reduce the number of people who are killed or seriously injured (KSI) on our roads. Between 2012 and 2016 a total of 5,040 casualties were reported in Lewisham, including 329 serious casualties and 20

fatalities. The majority of casualties were on the major road 'red route' network, which are also among the most congested in London.

Bus performance in Lewisham also suffers from congestion on the major road 'red route' network, with passengers on high frequency routes waiting approximately 20% longer than intended. The slowest average speeds are generally near local centres such as Lewisham, Catford and Deptford. This is where the highest levels of activity and human movements take place, and is reflected in the average numbers of bus boarders in these areas.

Future requirement

- 5.1.28 The Council's Transport Strategy seeks to achieve a net reduction in private car use by 2041, in line with the Mayor of London's Transport Strategy (2018), and to improve accessibility to public transport as a means to improve social inclusion outcomes, particularly in areas in the south of the borough which have poor access to frequent and effective public transport options which in turn leads to higher private vehicle use.
- 5.1.29 There is also a need to consider expanding the bus network in Lewisham, particularly frequent east-west bus routes to provide more viable travel options for commuters living or working in the south.
- 5.1.30 The Council has also identified a number of opportunities to improve the borough's road network to promote modal shift to more active and sustainable modes of travel, and promote Healthy Streets principles on major roads in partnership with TfL. These projects are identified in **Table 16** below:

Project	Timeframe
A2 New Cross Road / Amersham Gyratory removal Short	Short
A21 Healthy Streets Corridor ('Lewisham Spine) Short to medium	Short to medium
A205 (South Circular) Re-routing (Catford) Short	Short
Ringway Corridor (Southend Land and Whitefoot Lane) Medium	Medium
Healthy Neighbourhoods Short to medium	Short to medium

Table 16 Major road 'red route' improvement projects. Source: LB Lewisham

- 5.1.31 As part of the 'Vision Zero' Action Plan, TfL have announced the intention to introduce a 20 mph speed limit on major road 'red routes' in town centres and other high-risk areas. This would include the A21 between Catford and Lewisham, sections of the South Circular Road and the A245. Measures proposed include a review of the approach to powered-two-wheeler restrictions in bus lanes, and the introduction of a 20mph speed limit on all TLRN roads, to provide a more cohesive road network and reduce any uncertainty for more vulnerable users.

5.1.32 The Council has succeeded in bringing 90% of its bus stops to accessible standards, and it aims to increase this by bringing all bus stops (where feasible), to TfL accessible standards over the life of the Local Plan period.

5.1.33 Other projects include:

Ringway Corridor Improvements

5.1.34 Proposals to improve the public realm environment and provide better active travel and public transport links through the reallocation of excess carriageway space between Southend Lane and Whitefoot Lane. The Council will be considering the location's potential to become a bus priority corridor or/and active travel corridor with enhanced bus/cycle lanes, alongside installation of new linear parks.

Public Transport Supporting Interventions

5.1.35 A programme of supporting measures to compliment strategic schemes outlined in the TfL Business Plan, as well as any other longer term transport aspirations proposed in Council's Transport Strategy. This includes works to improve pedestrian accessibility to rail stations, complete Council's Bus Stop Accessibility Programme.

5.2 Local transport infrastructure

Local road network

- 5.1.36 Lewisham is proposing a traffic reduction strategy that aims to target rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities, through localised road closures to through-traffic and one-way enforcements, complemented by a range of other measures, through a Healthy Neighbourhoods programme.

Future requirement

- 5.1.37 There will be a negligible expansion of the local road network in Lewisham, as all new development expected to be delivered over the life of the new Local Plan will be delivered on infill sites. Projects to improve the provision of the existing local road network are identified below.

Road Danger Reduction

- 5.1.38 A programme of measures to reduce road danger, aligning with the Mayor of London's "Vision Zero" objective. Short term projects include introducing traffic calming measures to support the delivery and implementation of a 20 mph speed limit across the borough, reduce the dominance and overall number of vehicles on the local road network, create safer streets to encourage people to walk, cycle and use public transport.

Air Quality and Noise Reduction

- 5.1.39 A programme to improve air quality in the borough. Projects that could be completed in the short term includes the delivery of electric vehicle charging infrastructure. The programme will also investigate the potential to provide funding for the monitoring of air quality and noise within the borough.

Ultra-Low Emission Zone (ULEZ)

- 5.1.40 From October 2021 the ULEZ will be expanded to include all areas of the borough to the north of the South Circular. In the longer term the Council will assess the feasibility of seeking to further expand the ULEZ to cover the entire borough.

Low Emission Bus Zones (LEBZ)

- 5.1.41 The expansion of the London Mayor's Low Emission Bus Zones beyond the current coverage to include Lewisham and Catford.

Walking and cycling network

Current situation

- 5.1.42 The borough benefits from an existing network of signed and off-road riverside paths, including the National Cycle Route 21, the Waterlink Way, and large areas of low movement local residential streets. The Council has also introduced a borough-wide 20 mph speed limit on all borough-controlled roads.

5.1.43 There is significant potential to increase the number of cycling journeys in Lewisham, with analysis undertaken for the Lewisham Cycle Strategy indicating that there are currently approximately 282,600 trips made daily by residents that are could be made by bicycle.

Future requirement

5.1.44 Given the anticipated population growth in the borough over the period of the new Local Plan, it is essential that current and future residents are incentivised to complete more local trips by walking and cycling. The Council's Transport Strategy provides a range of potential local interventions that, if implemented, and to achieve the following outcomes:

- 70% of residents doing at least 2x10 minutes of active travel a day by 2041; and
- 71% of residents will live within 400 metres of the strategic cycle network by 2041.

5.1.45 The Strategy identifies the opportunity to increase active travel links to public transport nodes, where higher instances of multi-modal journeys associated with accessing public transport can be supported, particularly in the south of the borough where active travel is shown to be the lowest.

5.1.46 To increase the proportion of residents that will live within 400m of the strategic cycle network (SCN), the Strategy highlights that in addition to existing and committed schemes in the Lewisham Cycle Strategy, there is a need to deliver all of the Cycleway route proposals identified in the Lewisham Cycle Strategy. This includes routes not currently identified by TfL as current priorities.

5.1.47 There are a series of local projects that could be initiated to improve the borough's walking and cycling network, including:

The Lewisham Spine/A21 Healthy Streets corridor

5.1.48 Comprises a proposal for a 'Healthy Streets' corridor along a central spine running through the borough, from Cycle Superhighway 4 (A200) to Bromley Road (A21), supporting better connections between the south of borough and public transport provisions in the north.

5.1.49 The corridor will include Healthy Street improvements, cycle superhighway standard facilities, low emission bus zones, piazza-style public realm to create attractive environments for active travel, and support more multi-modal journeys. The proposals also include a major public realm improvement scheme at Deptford's Church Street.

Lewisham Town Centre

5.1.50 Comprises transport schemes and opportunities identified in the Lewisham Town Centre Local Plan, to improve the streetscape environment, and provide better pedestrian and cycling routes and facilities to support a more connected town centre that encourages more walking and cycling activities and the use of public transport provisions in the area. Improved transport facilities are also seen as a key contributing factor to the attractiveness of the town centre for retail developments, and the elevation of the town centre's status to a Metropolitan Centre.

Catford Regeneration Masterplan

- 5.1.51 Comprises transport schemes proposed in the emerging masterplan for Catford, including the realignment of the South Circular (A205), and better pedestrian and cycling routes and facilities to create a healthier street environment. The emerging masterplan also includes proposals for the replacement of the current gyratory with a new traffic junction and two way traffic flow lanes around Plassy Island.

Healthy Neighbourhoods

- 5.1.52 A local programme that seeks to reduce traffic congestion, improve air quality and encourage more active and sustainable modes of transit through: local road interventions (point closures, modal filters and banned turns); investing in better cycling routes and pedestrian facilities; improving the quality of the public realm by planting street trees, providing parklets and benches.
- 5.1.53 The Lewisham Healthy Neighbourhoods programme incorporates key principles from the Liveable Neighbourhood Schemes, and proposals are informed by discussions with key stakeholders and residents living within the neighbourhood area. The areas prioritised by the short term include Lewisham and Lee Green, East Sydenham, Telegraph Hill, and Bellingham.

Crofton Park Corridor

- 5.1.54 Project that includes works to enhance road safety, air quality and public realm quality along the B218 corridor (Brockley Road, Stondon Park and Brockley Rise). The scheme includes proposals for the narrowing of roads and the widening of footways, raised table junctions to reduce vehicle speeds, and the provision of improved pedestrian crossings, planting of new street trees and other public realm improvements.

Liveable Neighbourhoods

- 5.1.55 Includes the Deptford Park Liveable Neighbourhood programme, and proposals to create healthier streets, improve air quality and works to make it easier and safer for people to walk and cycle in the Deptford Park area. The programme incorporates Cycle Highway 4, and fully integrating surrounding neighbourhoods to provide a high quality active travel network beyond the Cycle Highway 4 route.

Local Pedestrian Improvements

- 5.1.56 A programme of local transport improvements to provide a better walking environment. A key aspect of the programme is the improvement of pedestrian accessibility around rail stations, and ensuring that access to public transport provisions are fully inclusive and accessible to all. The 2019/20 programme includes the resurfacing of streets and improvement of public realm environments in areas outside Lewisham Shopping Centre.

Local Cycling Improvements

- 5.1.57 A programme of local transport improvements to support and encourage cycling in the borough. The 2019/20 programme includes the introduction of contraflow lanes to one-way routes, installation of secured cycle hangers and upgrading of existing cycle routes to support better linkages and connections with greenspaces to complement TfL's Cycle Quietway and Cycle Superhighway programmes.

Safer and Active Travel

5.1.58 A programme to promote healthier lifestyles and active travel options in the borough. The 2019/20 programme includes cycle training initiatives for adults and children, support travel planning for schools, including activities with local communities to identify ways of encourage more walking and cycling, and to address any real or perceived barriers to the take-up of active travel in the borough.

Table G – Strategic infrastructure list for transport infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale for project delivery				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important	
				2020/25	2025/30	2030/35	2035/40					
Bakerloo Line Extension and upgrade	New Cross; Lewisham; Ladywell; Catford; Lower Sydenham; Hayes	Extension of the Bakerloo Line beyond its current terminus to Hayes via Lewisham, and others.	TfL, LB Lewisham, LB Southwark	X	X	X		£4,700m - £7,900m	TBC	£4,700m - £7,900m	3	
Lewisham Station & interchange	Lewisham	Enhancements to capacity and station quality to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling.	Network Rail, Department for Transport, TfL, LB Lewisham	X	X			TBC	TBC	TBC	3	
Brockley Station & interchange	Brockley	Creation of a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.	Network Rail, Department for Transport, LB Lewisham		X	X		TBC	TBC	TBC	2	
Surrey Canal Triangle Station & upgrade to East London Line	Bermondsey / Surrey Canal Triangle	A new London Overground station to be brought forward through the regeneration scheme of Surrey Canal Triangle.	TfL, Network Rail, Department for Transport		X			£12m	TBC	TBC	3	
New Cross to Lewisham Overground extension	New Cross – Lewisham	Extension of the London Overground line beyond its current terminus at New Cross to Lewisham to improve capacity and connectivity, and join Lewisham with the three other Strategic Interchanges in London as gateways to the Overground.	TfL, Network Rail, Department for Transport			TBC		TBC	TBC	TBC	1	
Metro-isation proposals	Various	Reorganisation of services to provide more regular trains on a simplified route network, providing frequent metro-style services on standardised routes.	TfL, Network Rail, Department for Transport			TBC		TBC	TBC	TBC	3	
A2 corridor improvements	A2 corridor	Transformation of A2 corridor to create a healthy street environment to encourage sustainable modes of travel.	TfL, LB Lewisham	X	X			£30m	TBC	TBC	2	
Catford Gyratory removal	Catford	Rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.	TfL, LB Lewisham	X	X			£50m	TBC	TBC	3	
A21 Healthy Streets Corridor (Lewisham Spine)	Lewisham – Catford	Linking CS4 (A200) to the southern Borough boundary on the A21. Including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments.	TfL, LB Lewisham	X	X			£30m	£200k	£28.8m	2	
Healthy Neighbourhoods programme	Various	Implementation of the Healthy Neighbourhoods programme.	LB Lewisham	X				£2.04m	£508k	TBC	1	
Ringway Corridor improvements	Southend Lane and Whitefoot Lane	Improve public realm and active travel links using excess carriageway space. Works may include potential for improvements such as linear parks, a bus priority corridor, and active travel corridor.	TfL, LB Lewisham			X		£4m	TBC	TBC	2	
Upgrades to Local High Streets and Shopping Parades	Various	Measures including public realm, active travel and safety improvements at local High Streets and shopping parades. Potential schemes have been identified at Kirkdale,(Sydenham), Hither Green Lane, Burnt Ash Road and the remainder of the Brockley corridor.	TfL, LB Lewisham			TBC		£1.5m per scheme	TBC	TBC	1	
Cycle network improvements	Various	Delivering the network of routes set out in the Council's Cycling Strategy	TfL, LB Lewisham	X	X	X	X	TBC	£750k	TBC	1	
								Sub-total	£4,826m – £8,026m	£1.458m	£4,728.8m - £7,928.8m	

6 Utility infrastructure

6.1 Energy infrastructure

Policy context

6.4.1 London Plan Policy SI2 'Minimising greenhouse gas emission' sets out the requirements for London's boroughs to promote development that is net zero-carbon. To achieve this, the following energy hierarchy outlines how new development can reduce greenhouse gas emissions:

- Be lean: use less energy and manage demand during operation;
- Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly;
- Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and
- Be seen: monitor, verify and report on energy performance.

Measures to achieve this include:

- Major development proposals including a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy;
- Achieving a minimum on-site reduction of greenhouse gas emissions of at least 35 percent beyond Building Regulations for major developments, 10 percent for other residential development, and 15 percent for non-residential development;
- Where the zero-carbon target cannot be fully achieved on-site, any shortfall is to be provided either through a cash in lieu contribution to the borough's carbon offset fund, or off-site at an alternative scheme where achievable.

6.4.2 London Plan Policy SI3 'Energy Infrastructure' sets out the requirement for London's boroughs to work with relevant energy companies and bodies to establish the future energy infrastructure needs from development in their area, including new infrastructure and network upgrades required to service new growth. This includes the development of energy master plans for large-scale development locations, and realising opportunities to utilise heat from energy from waste plants, low and ambient temperature heat networks, and identifying land requirements for electricity and gas supplies.

Electricity

Background

6.4.3 UK Power Networks (UKPN) is London's main Distribution Network Operator and is responsible for distributing electricity from National Grid's Grid Supply Points to homes and businesses. It maintains the electricity distribution network, and is responsible for providing new connections onto the network as required to service new development.

6.4.4 UKPN is not regulated to carry out speculative upgrades of the network, and while it does monitor the strategic policies of the London Plan and local authorities' development plans, does not play an active role in planning policy. The primary

function of UKPN within planning is to respond to requests from developers to connect, with developers meeting these costs and a relevant proportion of any reinforcement that is necessary.

Current situation

- 6.4.5 There is currently a range of electrical energy infrastructure in the borough, including:
- Strategic and secondary electricity sub-stations, overhead power lines, and underground cable network
 - SELCHP Energy from Waste Facility
- 6.4.6 UKPN are responsible for the maintenance and upgrade of the majority of the existing provision in relation to the distribution network. They directly manage any new requests for additional connections to the network that arise from new developments.

Future requirement

- 6.4.7 At the present time no strategic electricity infrastructure projects have been identified in Lewisham, however, projects will be required to accommodate future growth, and the electricity operator, UKPN, will be required to respond to individual requests for connections. As the statutory undertaker they are required to oversee the delivery and maintenance of the network and system of distribution. The identification process for developing new projects associated with electrical infrastructure will be led by the operator.

Gas

Background

- 6.4.8 National Grid owns and operates the high pressure gas transmission network in the UK. Major gas infrastructure assets, including gas distribution networks and facilities, are not located in the borough. The role of National Grid is to maintain the gas distribution network, and is responsible for providing new connections onto the network as required to service new development. Between 2001 – 2017, London's gross gas usage across both domestic consumer and commercial/industrial markets has decreased by approximately 26%. This is a trend that is expected to continue, driven by improvements to technology resulting in higher efficiency, and a general shift away from individual gas boilers toward district heating.

Current situation

- 6.4.9 There is currently a large gas network in the borough, and the industry is not expecting a general increase in gas demand. However, alongside the continuing programme of replacing old metal gas mains, local infrastructure improvements may be required to supply growth areas in the Borough.
- 6.4.10 SGN is legally obliged to develop and maintain an efficient and economical pipeline system and, subject to that, to comply with any reasonable request to connect premises. In some instances specific system reinforcement may be required to maintain system pressures for the winter period after connecting a new supply or based on demand. Dependent on scale, reinforcement projects may have significant planning, resource and construction lead-times, however at the present time no infrastructure projects have been identified in Lewisham. Nevertheless, projects will

be required to accommodate growth, and the gas operator will be required to respond to individual requests for connection.

Future requirement

- 6.4.11 At the present time no strategic gas infrastructure projects have been identified in Lewisham, however, projects will be required to accommodate growth, and the gas operator will be required to respond to individual requests for connections. As the statutory undertaker SGN are required to oversee the delivery and maintenance of the gas distribution network. The identification process for developing new projects associated with gas infrastructure will be led by the operator.

Local Energy Generation & Distribution

Current situation

- 6.4.12 The South East London Combined Heat and Power (SELCHP) facility in South Bermondsey processes around 430,000 tonnes of waste from Lewisham and other boroughs to generate electricity, which is fed back into the National Grid. However, due to various political and legislative constraints, the extraction of heat, in the form of hot water that is created as part of the energy generation process, has not been possible. More recently, concerns over climate change has led to a renewed interest in better utilising the capabilities of SELCHP to develop a local heat network to supply properties with heat and hot water. In 2014 the London Borough of Southwark partnered with the operator of SELCHP to create a 5km pipe network to supply approximately 2,500 properties in Southwark.
- 6.4.13 Secured through a planning agreement, in 2014 the Glass Mill Leisure Centre was opened in Lewisham Town Centre. The facility includes an energy centre that includes a combined heat plant that provides the leisure centre and the adjoining residential development with heat and power.

Future requirement

- 6.4.14 There are a number of scalable projects that Council is seeking to progress as opportunities arise, including:
- The extension of the Glass Mill Leisure Centre combined heat plant network to the Thurston Road Industrial Estate, and potentially other sites on the north side of Loampit Vale;
 - Connection of the Surrey Canal Triangle development to the SELCHP heat and hot water network; and
 - Investigating the feasibility of developing a wider strategic network to supply heat to Lewisham Homes' sites from the SELCHP heat and hot water network.

6.2 Water infrastructure

Policy context

- 6.2.1. London Plan Policy SI5 'Water Infrastructure' sets out the requirements for London's boroughs to promote improvements to water supply infrastructure to ensure security of supply. Other policy objectives include:
- Minimising the use of mains water in line with the Optional Requirement of the Building Regulations (Residential Development), and achieving water mains consumption of 105 litres or less per head per day;
 - Incorporating measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
 - Promoting the protection and improvement of the water environment in line with the Thames River Basin Management Plan, taking account of Catchment Plans; and
 - Supporting wastewater treatment infrastructure investment to accommodate London's growth and climate change impacts.
- 6.2.2. London Plan Policy SI12 'Flood risk management' sets out the requirements for London's boroughs to assess and manage flood risk from all sources in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers. Where particular and cumulative flood risk issues exist, actions and policy approaches should be developed to reduce these risks, and where cross-boundary flood risk issues are identified, boroughs are required to co-operate and jointly address these issues. Further, development plans should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan.
- 6.2.3. London Plan policy SI16 'Waterways' and SI17 'Protecting London's waterways' cover the use and enjoyment of waterways, as well as stating that Local Plans should protect and enhance waterway infrastructure to enable water-dependent uses including water based recreation and sports, and to identify opportunities for increased local distinctiveness. This includes river restoration works.

Strategic water supply

Background

- 6.2.4. Thames Water operates the water and waste water network in Lewisham and is responsible for the water and wastewater distribution network. In relation to wastewater infrastructure, London boroughs work with the relevant agencies and bodies to identify the wastewater infrastructure required to service expected demand in the local area. Local Plans should also safeguard strategic sites required to meet the current and future strategic infrastructure requirements, including tunnel alignments, as required by projects such as the Thames Tideway Tunnel Scheme.

Current situation

- 6.2.5. There is a range of water and sewage infrastructure located in the borough, including:

- Deptford Water Treatment Works;
- Trunk sewers and network of combined sewers;
- Water supply network; and
- Combined sewer overflow (CSO) and pumping station.

6.2.6. Thames Water is responsible for the maintenance and upgrading of this existing provision, and directly manages any new requests for additional connections to the network that arise from new development.

6.2.7. Thames Water is currently undertaking a number of preliminary Drainage and Wastewater Management Plans, which are expected to be published by 2022. These plans will set out how Thames Water intend to extend, improve and maintain the network over the next 25 year period.

Future requirement

6.2.8. Thames Water currently has no specific plans to upgrade water supply infrastructure in Lewisham, although it will review the need for network improvements on an ongoing basis, and prioritise any works accordingly. It may be necessary for additional infrastructure to augment the existing network to support larger scale redevelopments, depending on the use class, scale and location of development. The identification process for developing new infrastructure projects will be led by Thames Water.

Wastewater infrastructure

Current situation

6.2.9. The northern part of the Borough is served by two 'Low Level' trunk sewers which flow eastwards through Deptford to Thames Water's pumping station in Greenwich. Greenwich Sewage Pumping Station lifts flows into the Southern Outfall Sewer which continues easterly to Crossness Sewage Treatment Works (STW) in London Borough of Bexley. The southern part of the Borough is served by the 'High Level No.1' trunk sewer which flows eastwards through Lewisham and then north easterly towards Crossness Sewerage Treatment Works.

6.2.10. The Thames Tideway Tunnel project is currently under construction in parts of Lewisham. This project consists of a scheme to reduce and limit pollution of the Rivers Thames and Lee from the Beckton and Crossness sewerage system. It involves the construction of a storage and transfer wastewater tunnel from West London to Beckton in East London and the interception of a number of combined sewer overflows along the River Thames. In Lewisham, the project involves connecting existing combined sewer overflow at the Earl Pumping Station in New Cross to the new main tunnel, and ventilation infrastructure at a site on Church Street in Deptford.

Future requirement

6.2.11. Thames Water currently have no specific plans to upgrade waste water infrastructure in Lewisham, aside from completing the Thames Tideway Tunnel project. Thames Water will also be required to review on an ongoing basis the need for network improvements. The identification process for developing new projects associated with water infrastructure will be led by the operator.

Flood risk management and Waterways

Policy context

- 6.2.12. The Flood and Water Management Act 2010 designates local planning authorities are also the lead local flood authority for the area. The Council, as the Lead Local Flood Authority, is responsible for leading in managing local flood risks from surface water, groundwater and ordinary (smaller) watercourses.
- 6.2.13. The London Plan Policy SI12 'Flood risk management' requires London boroughs to identify areas where particular and cumulative flood risk issues exist, and to develop actions and policy approaches aimed at reducing these risks. Boroughs should also employ natural flood management methods in development proposals due to their multiple benefits, including increasing flood storage, creating recreational areas, and habitat.

Background

- 6.2.14. Significant parts of the borough are located within areas that are at risk of various sources of flooding. Lewisham is located in the Ravensbourne Catchment, and as a result much of the borough is at risk of fluvial flooding from the River Ravensbourne and its main tributaries, the Pool River and River Quaggy. North of Deptford Bridge, the Ravensbourne merges with the tidal Deptford Creek, which creates additional risk in the north of the borough for tidal flooding from both Deptford Creek and the River Thames. In the north of the borough, despite tidal defences along the River Thames being in place.
- 6.2.15. Addressing the impact of surface water flooding will become of increasing importance as Lewisham's population grows. While historically surface water flooding was the result of saturated soil and insufficient drainage capacity, the accelerating impacts of climate change and the increase in non-permeable surfaces in a denser built environment will likely exacerbate the effects of surface water flooding in the borough.
- 6.2.16. Groundwater flooding, which occurs when the water table reaches the surface, is not presently identified as an area of significant concern for Lewisham.
- 6.2.17. The Borough also has a mix of separate and combined sewer systems. Sewer flooding arises when surface water enters the system via misconnection, or where the capacity of the sewer system is exceeded. This can result in contaminated water being discharged at the surface or into other adjoining water catchments. Sewer flooding has been previously recorded in the Lewisham, with particular issues recorded in Catford South and Hither Green.
- 6.2.18. There are a number of formal flood defences built to reduce flood risk from Main River (under the Environment Agency's jurisdiction) within the Borough including:
- Flood walls along The River Thames;
 - Flood walls along The River Ravensbourne and the River Quaggy;
 - Embankments along the River Quaggy and the River Ravensbourne; and
 - High ground/bunds following most of the Ravensbourne River and the River Pool.

6.2.19. A number of informal flood defences also exist in the form of wharfs, embankments and walls built for other purposes, but have a positive impact in reducing flood risk. These defences include:

- Wharfs along Deptford Creek;
- Embankments at Deptford Environmental Centre;
- Walls in several buildings and structures along Deptford Creek;
- Rail Embankments in Lewisham Town Centre; and
- Rail Embankments near Grove Park Cemetery and Sundridge Park.

Current situation

6.2.20. As part of the Department of Environment, Food and Rural Affairs (DEFRA)'s Surface Water Management Action Plan (July 2018), the Council has successfully secured a grant to develop more detailed local surface water modelling in the Honor Oak and Sydenham study area. This modelling and mapping work will allow the inclusion of more detailed local surface water mapping information on the national Risk of Flooding from Surface Water (RoFSW) map, which showing surface water flood risk. The improved map will ensure that homes and businesses can make informed decisions about flood risk in the longer term. This modelling is expected to be available by the end of 2020.

6.2.21. As the Lead Local Flood Authority, the Council is a statutory consultees for major developments of 10 dwellings or more. In this role, the Council works actively to ensure that effective Sustainable Drainage Systems are integrated into new development in accordance with London Plan and local development management policies.

6.2.22. A modelling and feasibility studies are being undertaken for the Honor Oak Lower Catchment Flood Alleviation Study before an Outline Business Case is produced. A preferred option to reduce surface water flood risk for Verdant Lane is also being assessed. A feasibility study for the candidate scheme is being assessed before an Outline Business Case is produced.

Future requirement

6.2.23. The Council continues to work with the Environment Agency, Thames Water, Thames21, Transport for London and neighbouring authorities through the South East London Local Flood Risk Partnership (constituting the London Boroughs of Bexley, Bromley, and Lewisham, and the Royal Borough of Greenwich) to investigate and implement flood reduction measures across south-east London. Measures include the development and monitoring of Drainage and Wastewater Management Plans, the Thames River Basin Management Plan, Thames Catchment Flood Management Plan and the Ravensbourne Catchment Plan. The Council will continue to work agencies, partners, and community groups to participate in retaining and improving the management of existing waterside habitats and features within river corridors.

6.2.24. The Council will also continue to explore alternative sources of funding, such as the Flood and Coastal Erosion Risk Management (FCERM) Grant-in-Aid Funding programme, to enable the undertaking of feasibility studies to identify viable interventions that can reduce flood risk in the borough. Government's grants provided are bid-based capital grants that can only be provided in line with the partnership-funding rules under the National Flood and Coastal Erosion Risk Management

Strategy. The Environment Agency uses Partnership Funding scores to help prioritise projects. The council is currently developing a pipeline of projects that would be eligible for grant funding in the current 2015 to 2021 FCERM investment programme, and the next beyond 2021.

6.2.25. As part of this process, the Council is working jointly with the Environment Agency to develop a project mandate to investigate the feasibility of reducing flood risk at Chinbrook Meadows, and an asset management strategy for the River Ravensbourne. Council is also seeking to undertake further studies to investigate flooding mechanisms at a number of identified local flood hotspots, including:

- Carholme Road, Perry Vale Ward;
- Bankhurst Road, Crofton Park Ward;
- Avignon Road, Telegraph Hill Ward;
- Ivy Road, Ladywell Ward;
- Heath Lane, Blackheath Ward; and
- Lewisham Road, Lewisham Ward.

6.2.26. The Council is also seeking opportunities to work with third sector organisations, local community groups, government agencies and developers to utilise the River Corridor Improvement Plan and Ravensbourne River Corridor Improvement Plan to encourage the incorporation of restoration projects into new developments that are adjacent to identified river corridors. Works may include the re-naturalisation of river culverts, restoring natural floodplains into new development schemes, and improving woodland management to manage runoff and reduce flood risk.

6.2.27. The EA has completed a comprehensive programme of study (Thames Estuary 2100 Plan) that establishes the best approaches to manage flood risk in the estuary, taking into consideration various climate change scenarios. In Lewisham the study indicates that further action is required, including an increase in the level of flood protection from a 1 in 1,000 year level to a 1 in 10,000 year level. In terms of flood defence infrastructure, this includes:

- An ongoing programme of inspection, maintenance, repair and replacement of defences;
- Raising of all defences by up to 0.5 m by 2065; and
- Raising of all defences by an additional 0.5 m by 2100.

6.2.28. The Thames Estuary Assessment Management 2100 programme, led by the Environment Agency, is overseeing the refurbishment and improvement to tidal flood risk management assets. Phase 1 of the programme, which covers the period 2019 to 2035, will seek to maintain and improve current assets including wall gates, embankments and pumps, protect land needed for future improvements to flood defences, and monitor how the estuary is changing. The Council will seek to ensure that appropriate setbacks to existing flood risk management infrastructure are safeguarded in new development schemes adjoining these assets, to allow for access for maintenance and upgrading as required.

Table H – Strategic infrastructure list for flood risk management infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Honor Oak Lower Catchment Flood Alleviation Scheme	Crofton Park, Honor Oak	Proposed detention Basin in Ladywell Green to reduce flood risk at the Priority 3 Local Flood Risk Zone (further evidence-base is needed to demonstrate that flooding actually occurs at the location as defined in the 2011 Surface Water Management Plan).	LB Lewisham	X	X	X		£2M	-	£2M	1
Verdant Lane Flood Alleviation Scheme	Hither Green	Proposed pavement improvements in Hither Green Lane to reduce surface water flood risk	LB Lewisham	X	X	X		TBC	TBC	TBC	1
Sub-total								£2m		£2m	

6.3 Waste infrastructure

Policy context

- 6.3.1. London Plan Policy SI7 'Reducing waste and supporting the circular economy' and SI8 'Waste capacity and net waste self-sufficiency' set out the requirement for London's boroughs to identify waste management facilities, allocate sufficient land in their Local Plans to meet the waste apportionments set out in the London Plan, and promote a circular economy and reduce overall levels of waste.
- 6.3.2. The Council, as a member of the South East London Joint Waste Planning Group, is committed to addressing the requirements of the London Plan, policies 5.16 and 5.17 in line with national policy for waste management (set out in the National Planning Policy for Waste, October 2014) and National Planning Policy Guidance set out online. The Waste Planning Group was originally formed by five London unitary waste planning authorities working together to identify and meet sub-regional requirements for waste management facilities. The initial group consisted of the London boroughs of Bexley, Bromley, Lewisham, Greenwich and Southwark. The City of London subsequently joined the group, with Bexley taking responsibility for their apportionment.

Current provision

- 6.3.3. A key strategic focus within Lewisham is to deal with waste in the most sustainable way by moving waste management up the waste hierarchy by prioritising waste reduction followed by re-use, recycle and composting.
- 6.3.4. There are three waste facilities that are currently in operation in the borough: a waste transfer site, a Reuse and Recycling facility, and the South East London Combined Heat and Power (SELCHP) plant, which are all located in South Bermondsey. These sites have been identified and safeguarded in the Site Allocations Local Plan 2014 to meet the waste apportionment set out in the London Plan 2016, up to the period 2036.
- 6.3.5. Residual waste is taken to the SELCHP for incineration, and bulky waste is taken to the waste transfer site for sorting and processing outside of the borough. Dry recycled waste is currently taken to Bow, East London and organic waste is taken to Southwark. The contract for dry recycling is currently being tendered and will commence 1st July 2020.
- 6.3.6. During 2018/19, Lewisham collected a total of 117,653 tonnes of waste, of which 95,453 tonnes was household waste. Landfill disposal accounted for 331 tonnes and a total of 85,557 tonnes was incinerated during this period. Waste sent for recycling, composting or re-use increased by 5445 tonnes compared to the previous year.
- 6.3.7. The waste collection service collects from approximately 134,000 households within the borough for recycling and residual waste, with approximately 80,000 households receiving a collection for food waste.
- 6.3.8. London's boroughs are required to demonstrate that they have allocated sufficient land for strategic waste management facilities to meet the apportionment requirement identified for their sub-region. The Southeast London Joint Waste Planning Group prepared a Joint Waste Technical Paper in 2017, which calculates current capacities

against the current London Plan apportionment target. The figures below have been calculated when measured against the 2016 London Plan apportionment targets:

	2016	2021	2026	2031	2036
Bromley	81,932	95,240	102,264	109,288	109,288
Bexley	1,219,584	1,224,297	1,224,297	1,224,297	1,224,297
City of London	0	0	0	0	0
Lewisham	502,297	502,623	502,888	503,152	503,152
Royal Greenwich	93,546	99,072	102,482	105,893	105,893
Southwark	104,850	106,950	109,050	111,150	111,150
Total	2,002,209	2,028,182	2,040,981	2,053,780	2,053,780
Projected total surplus	871,209	735,182	510,981	500,780	471,780
Projected actual surplus capacity	665,609	529,582	305,381	295,180	266,180

Table 17 Southeast London boroughs' capacity from safeguarded operational strategic waste management facilities and potential waste sites. Source: Southeast London Joint Waste Planning Group (SELJWPG).

- 6.3.9. Comparison with the new draft London Plan (2019) apportionment targets are set out below, which demonstrates the southeast London boroughs meet the new draft London Plan apportionment targets should they be adopted.

	2021	2036	2041
Bromley	95,240	109,288	Assumed as per capacity at 2036
Bexley	1,224,297	1,224,297	
City of London	0	0	
Lewisham	502,623	503,152	
Royal Greenwich	99,072	105,893	
Southwark	106,950	111,150	
Total	2,028,182	2,053,780	
Combined draft new London Plan apportionment target	1,405,000	N/A	1,492,000
Collective projected total surplus	623,182	N/A	561,780
Projected surplus capacity from operational sites	417,582	N/A	365,180

Table 18 Modelled capacity of each Waste Planning Group member. Source: Southeast London Joint Waste Planning Group (SELJWPG).

- 6.3.10. The pooled figures as set out above exceed the minimum pooled waste apportionment requirement for the southeast London boroughs (including the City of London) as set out in the London Plan 2016. For all safeguarded sites, including non-operational potential waste sites, the total projected surplus capacity is 471,780 tonnes per annum by 2036.

Future requirement

- 6.3.11. In terms of the Council's obligations toward meeting the pooled waste apportionment requirement set out in the London Plan, Lewisham has sufficient infrastructure capacity to meet its waste needs of the borough to 2040.
- 6.3.12. There are, however, emerging changes in the market that is resulting in higher standards being imposed on the quality of waste that will be accepted by downstream waste re-processers. In recent years, there has been an increase in pre-processers rejecting lower quality material (such as spoiled or comingled waste), placing pressure on existing Material Recovery Facilities that will accept co-mingled waste, and have capacity.
- 6.3.13. As a result, over the period of the Local Plan there could be a future need for Council to consider providing a new Waste Transfer Site (WTS) within the borough. The WTS would allow for sorting of waste materials and an improved quality of waste material that then can be more easily transferred for re-processing. While the WTS would not be needed to help achieve the apportionment targets, it would assist in achieving the waste targets in place for local authorities in the Environment Strategy.

Table I – Strategic infrastructure list for Waste infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Waste Transfer Site		Potential project to improve service to the borough and to improve quality of material being exported for treatment, to help reduce cost for dry recycling and organic waste treatment	Strategic Waste		X			TBC	TBC	TBC	2
				Sub-total							

6.4 Digital infrastructure

Policy context

- 6.4.1 In the current international and national policy context, the provision and enhancement of digital infrastructure is ultimately the responsibility of the commercial market, with public sector bodies restricted in their ability to intervene and influence where and when the market invests in new capacity. There are also specific provisions within EU state aid legislation that provide guidance for member states to provide financial incentives to support the rapid deployment of broadband networks.
- 6.4.2 Paragraph 112 of the National Planning Policy Framework states that local authorities “should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.”
- 6.4.3 London Plan Policy SI6 ‘Digital connectivity infrastructure’ directs local authorities to work with the Mayor and other partners and bodies to improve digital connectivity in their area, including in identifying gaps in connectivity and promoting better digital connectivity. To ensure London’s global competitiveness now and in the future, local authorities should:
- Ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users;
 - Meet expected demand for mobile connectivity generated by the development;
 - Take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation;
 - Support the effective use of rooftops and the public realm (such as tree furniture and bins) to accommodate well-designed a suitably located mobile digital infrastructure.
- 6.4.4 London Plan Policy SI6 also expects that local authorities adopt Development Plans that support the delivery of full-fibre or equivalent digital infrastructure, with a particular focus on areas with gaps in connectivity and barriers to digital access.

Background

- 6.4.5 In 2018, the Department for Digital, Culture, Media & Sport (DCMS) published the Future Telecoms Infrastructure Review (FTIR), which outlined government targets for the availability of full fibre and 5G networks. These include:
- 15 million premises connected to full fibre by 2025
 - Full fibre coverage across all parts of the country by 2033.
 - The majority of the population to have 5G coverage by 2027.
- 6.4.6 Achieving these targets will require the national roll out of gigabit-capable networks at pace, and significant investment in 5G infrastructure and services. The FTIR was set up to identify the market and policy conditions that could help secure this investment.
- 6.4.7 In 2018, Lewisham Homes supported by London Borough of Lewisham, commissioned a report from Regional Network Solutions: Development of a Social and

Economic Digital Strategy. This made a number of recommendations as to how council assets and infrastructure might be leveraged to accelerate the pace of Digital Infrastructure roll out in the borough.

Current provision

- 6.4.8 To date there have been no interventions by the council to accelerate the expansion of Digital Infrastructure in Lewisham.
- 6.4.9 According to Summer 2019 broadband connectivity data prepared by the Office of Communications (Ofcom), Lewisham currently provides a high level of broadband provision, though it is approximately 6 per cent below the London average for ultra-fast broadband availability (fibre to the cabinet – FTTC technology). Critically, sections of the borough – particularly in the north and between Forest Hill and Brockley – are unable to access 30Mbps services, which may impact the ability of businesses in the creative industries to operate to their full potential.

Broadband connection type	Lewisham	London average
Super Fast (Fibre optic >30Mbps)	96.5%	95.59%
Ultra Fast (Fibre option >100Mbps)	67.9%	74.3%
Full fibre (Fibre to the premises – FTTP >1,000Mbps)	13.3%	10.68%

Table 19 Broadband connection by type in Lewisham. Source: Ofcom (2019), *Connected Nations Update: Summer 2019*.

- 6.4.10 Most people and businesses do not require the high bandwidths offered by full fibre, and “superfast” speeds which can be delivered over a hybrid fibre/copper solution are adequate. Lewisham currently enjoys superfast penetration of 96.5%. This compares to a London average of 95.59%
- 6.4.11 At the end of 2018, Deptford / New Cross was named as one of six Creative Enterprise Zones (CEZ) by the Mayor of London, with a funding grant provided to support the growth of the creative industry sector in the area. Key to the success of the CEZ will be to retain creative talent from local educational institutions such as Goldsmiths and Trinity Laban, provide pathways for local community groups to access affordable and high quality work space, and support creative businesses to connect and collaborate. Access to gigabit full fibre broadband will be an important asset to support the CEZ, however currently there are gaps in coverage, including properties that cannot access standard superfast (>30Mbps) connections.
- 6.4.12 There are also parts of the borough’s social housing stock that suffer from poor and unreliable broadband connectivity. To improve equalities outcomes in Lewisham, the upgrading of broadband connections to these properties will play an important role in supporting our communities and removing barriers to opportunities.

Future requirement

- 6.4.13 The imminent roll out of 5G mobile technology will require extensive fibre infrastructure rollout across the borough, as the extremely high frequencies which the network will operate will require base stations to be clustered closer together than existing 4G

cellular technology. If fibre infrastructure is not available, there is a risk that the roll out of 5G technology will be delayed to the detriment of local residents and businesses.

- 6.4.14 Through estate regeneration, there is an opportunity to address the lack of broadband infrastructure in some of Council's social housing stock by ensuring all properties are provided with full fibre connections during construction. As a broader objective, Council is currently developing a digital connectivity strategy that will provide a series of recommendations as to what role the Council can play in providing greater access to full fibre technology across the borough.
- 6.4.15 In the interim, the Council will continue to work with developers across the sector to ensure that broadband connectivity provision is adequate to service the needs of residents. Council will also work with private market operators to upgrade existing networks to allow for Lewisham residents to take advantage of new technology as it becomes available.

Table J – Strategic infrastructure list for digital infrastructure

Planned provision	Proposed location	Description of project/proposal	Project lead (and delivery partners)	Indicative timescale				Total cost (indicative)	Total funding available	Funding gap	Prioritisation (3) Critical (2) Essential (1) Important
				2020/25	2025/30	2030/35	2035/40				
Roll-out of full fibre broadband network	Across borough	Leverage council buildings and assets as fibre end points, to stimulate fibre deployment. Any public funding beyond that normal operational costs is expected to come from external sources (e.g. DCMS, GLA)	Via third party service providers	X	X			£5m	nil	£5m	1
Upgrade of social housing stock to full fibre broadband	Across borough	Develop a common wayleave in conjunction with Lewisham Homes and other local providers and invite the market to deliver high quality broadband into social housing.	Lewisham Homes, LB Lewisham, Hyperoptic, Community Fibre, registered housing providers	X				£5m	nil	£5m	1
Sub-total								£10m	-	£10m	

Appendix A – References

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