

# Sustainable Development Select Committee Agenda

Tuesday, 21 January 2020  
**7.00 pm**, Committee room 2  
Civic Suite  
Lewisham Town Hall  
London SE6 4RU

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This meeting is an open meeting and all items on the agenda may be audio recorded and/or filmed.

## Part 1

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# Sustainable Development Select Committee Members

Members of the committee, listed below, are summoned to attend the meeting to be held on Tuesday, 21 January 2020.

Kim Wright, Chief Executive  
Thursday, 9 January 2020

Councillor Liam Curran (Chair)	
Councillor Patrick Codd (Vice-Chair)	
Councillor Obajimi Adefiranye	
Councillor Abdeslam Amrani	
Councillor Suzannah Clarke	
Councillor Mark Ingleby	
Councillor Louise Krupski	
Councillor Pauline Morrison	
Councillor Alan Smith	
Councillor James-J Walsh	
Councillor Bill Brown (ex-Officio)	
Councillor Sakina Sheikh (ex-Officio)	

## **MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE**

**Wednesday, 4 December 2019 at 7.00 pm**

**PRESENT:** Councillors Liam Curran (Chair), Patrick Codd (Vice-Chair), Obajimi Adefiranye, Abdeslam Amrani, Suzannah Clarke, Mark Ingleby, Louise Krupski, Pauline Morrison and James-J Walsh

**ALSO PRESENT:** Timothy Andrew (Scrutiny Manager), Seamus Adams (Parking Service Manager), Alexandra Crush (Transport Policy and Development Manager), Josh Learner (Cycling and Walking Programme Manager) and Ralph Wilkinson (Head of Public Services)

### **1. Minutes of the meeting held on 28 October 2019**

- 1.1 **Resolved:** that the minutes of the meeting held on 28 October be agreed as an accurate record.

### **2. Declarations of interest**

- 2.1 Councillor Louise Krupski declared a non-prejudicial interest in relation to item four as a member of Lewisham Cyclists; and a non-prejudicial interest in relation to item five as a member of 'zip-car'.
- 2.2 Councillor James-J Walsh declared a non-prejudicial interest in relation to item five as a member of 'zip-car'.

### **3. Responses from Mayor and Cabinet**

- 3.1 There were none.

### **4. Cycling**

The agenda was varied to consider this item before the parking policy update.

- 4.1 Josh Learner (Cycling and Walking Programme Manager) introduced the report. He noted that there had been more emphasis on cycling in the past year due to the Council's development of the healthy streets initiative - in line with the Mayor of London's transport strategy.
- 4.2 Brian Turpin from the Lewisham Cyclists was invited to address the Committee – the following key points were noted:
- Lewisham Cyclists welcomed the report.
  - The proposals for the A21 corridor were vital to ensure the future of active travel in the borough. Its implementation would create a 'tipping point' in encouraging people to cycle and walk, rather than using their cars.
  - Healthy neighbourhoods and quiet way programmes were welcomed – but it was important that there were strategic links to London-wide cycling infrastructure.

- The Cyclists believed that there was more work that could be done in and around Deptford Church street (following on from the work being carried out for the construction of the Thames Tideway Tunnel) to link cycling routes in the area with the wider strategic cycling network.
- An outline feasibility study for Deptford Church street would be welcomed (this might draw on section 106 or community infrastructure levy funding).
- There had been a recent fatality in Catford at a junction which was recognised for being dangerous. Urgent improvement works were needed.

4.3 Josh Learner and Alex Crush (Transport Policy and Development Manager) responded to questions from the Committee – the following key points were noted:

- There were ongoing discussions between the Catford regeneration/road realignment and A21 corridor teams at Transport for London (TfL) and the Council to ensure that both pieces of work would be integrated.
- TfL was undertaking further modelling on the road layout in Catford– to determine the best options. Further meetings between key parties were forthcoming.
- e-scooters were illegal in London. It was possible that the law would change in the future – but the by-law being agreed by London Councils should be flexible enough to accommodate the use of e-scooters.
- The Council had made it clear to TfL that it wanted to protect the green spaces adjacent to the A21 as part of any upgrade to the cycling network.
- The current approach to the allocation of spaces in bike hangars could be better coordinated and managed. This was something that officers intended to do in future.
- Officers had also been in discussion with Lewisham Homes about the potential to put bike hangars on housing estates. The plan was to start doing this from next year.
- There was 93% occupancy of cycle hangars in the borough. The hangars were installed by the Council and managed by 'Cycle Hoop' (which was a company based in Sydenham). Residents were charged an annual fee (£60) for maintenance.
- The Council did not receive ongoing revenue from the hangars.
- Cycle Hoop provided an online map of all the cycle hangars in the borough.
- Further work could be done to determine whether cycle parking had been included by any wards as a priority for local community infrastructure levy funding.
- The Council's approach to assessing demand was based on the numbers of requests received from residents in specific areas. It was recognised that more promotion could be carried out. More engagement would be carried out as part of the approach to delivering the healthy neighbourhoods schemes.
- The Council had recently appointed a part-time 'healthy streets' officer. It was possible that this officer could be tasked with carrying out more work with employers in the borough to support cycling and the provision of cycling infrastructure – however – their time was limited and had to be prioritised accordingly.

- New cycling schemes were being developed ‘holistically’ to ensure that they took account of the surrounding environment – as well as the potential to use those routes at different times of the day and night.
- Work was being carried out by Govia Thameslink Railway – following a consultation period – to determine which of the proposals made through the ‘passenger benefit fund’ were feasible and deliverable.
- Once that work had been completed - a workshop with councillors and other stakeholders would be set up to determine the priorities for delivery through the fund.
- Officers had submitted an official response to the Rotherhithe movement plan detailing concerns about the potential impact on Trundley’s Road.
- Lewisham had submitted a number of proposals to mitigate the impact of the plans.
- Funding had been committed to the Waterlink Way crossing at Southend Lane. A design and plans had been developed and officers were currently carrying out a procurement process with the ambition of starting works early next year for completion by autumn 2020.
- There were a number of dockless bike operators in London.
- Electric dockless bikes were comparatively expensive to hire but it was hoped that innovation would lead to reductions in costs.
- Consideration would be given in the future to the management processes for dockless bike operators (with specific reference to the locations in which dockless bikes could be ‘parked’ by users).

4.4 In Committee discussions the following key points were also noted:

- Members were supportive of the rollout of bike hangars across the borough.
- Members also asked about the potential for a borough wide communications campaign to support the delivery of the A21 spine.
- There was a discussion about the proposals for the redevelopment of Catford – and the delivery of a ‘cantilever’ bridge extension for the bridge over the Hayes line.
- Members noted the dangerous conditions for cyclists in Catford and committed to raising the issue of cycling again in future discussions about the redevelopment of the town centre.

4.5 **Resolved:** the Committee agreed to refer its views to Mayor and Cabinet (see item 7).

## 5. Parking policy update

5.1 Ralph Wilkinson (Director of Public Services) introduced the report. He provided an overview of the consultation and set out an overview of the key changes that were going to be proposed to Mayor and Cabinet. He reported that the consultation had received the highest number ever of responses to a Council consultation and that consultees were broadly in agreement with the changes that had been proposed (with some exceptions).

5.2 Ralph Wilkinson and Seamus Adams (Parking Services Manager) responded to questions from the Committee – the following key points were noted:

- There was a process for Lewisham Hospital to request permits for members of staff.
- There was a type of parking permit that could be issued by London Councils for healthcare staff.
- There were 126 parking permits issued to Lewisham Hospital.
- Officers recognised that more work needed to be carried out with the hospital in order to encourage sustainable forms of travel.
- Any surplus generated by the parking service had to be spent on parking and highways related activities.
- In order to limit the ability of people to bypass the controls on short-term parking bays (by using mobile payment to pay for parking remotely) officers were intending to change some two hours bays to 'one hour' no return operation.
- Plans were being developed enable carers to easily access short-term parking permits to enable them to carry out their duties.
- The proposed charges for carers' permits would be met by the Council and the NHS. The new system would allow for the better capture of data in relation to the use of carer permits – and better targeting for those in the most need.
- The future roll out of technology for short term parking would enable the collection of useful data. Eventually, this would enable differential emissions based charging for short term parking. It would also allow for the setting of different charges in different areas of the borough.
- It was agreed that a balance needed to be struck between a number of different issues. It was recognised that the implementation of fifteen minute parking slots might encourage drivers to make more regular (and possibly unnecessary) short journeys. The collection of data would provide more information about the extent of short journeys and allow the Council to focus future enforcement and policy changes.
- There were proposals to make improvements to the Holbeach carpark in Catford – it was intended that these would include: new lighting and CCTV as well as an enhanced cleaning schedule.
- Officers had consulted on a range of charges for an hour's parking - on a scale from nothing to £2. The most popular response was £1.20. A charge of £2 an hour was being proposed (with the ability to pay in fifteen minute slots).
- It would be difficult to predict the income from the changes to the parking policy. This was because the proposals were designed to bring about change in behaviour (encouraging drivers to opt for less polluting vehicles) and it could not be predicted how quickly that behaviour would change.
- The expansion of the Ultra-Low Emission Zone into the borough in 2021 would force substantial changes to people's behaviour.
- The issue of parking was emotive – finding a balance between competing issues was a difficult balance to find. Nonetheless, officers believed that they had managed to find that balance in the current proposals.
- There were plans to review the Council's parking pages on the website.

5.3 In Committee discussions the following key points were also noted:

- The Chair recognised the quality of the report and the high quality of the consultation process that had been carried out.
- There was a disagreement in the Committee about the appropriate charge for parking in the borough. Some members believed that the prices for parking should be higher (in order to encourage people to use public transport or other more sustainable forms of transport) – other members were concerned about the potential impact of increasing charges on the viability of high streets as well as on people who had become reliant on using cars (the examples of people with limited mobility; women concerned about safety at night time and; parents with young children were given – as well as the resultant equalities issues).
- Members would welcome work with neighbouring boroughs to encourage car club usage (through flexible controlled parking zone permits).

5.4 Councillor Sophie McGeevor (Cabinet Member for Environment and Transport) addressed the Committee – the following key points were noted:

- It was recognised the people had deep psychological connections to the cars – some of the issues (such as those around safety) might be unfounded. There had been a ‘car lobby’ for most of the 20<sup>th</sup> century – telling people that they needed cars and that their cars kept them safe. However, 50% of households in Lewisham did not own a car – which might be through choice – but it might also be due to affordability. It was the Council’s responsibility to ensure that the public realm was also safe for those residents- and that there was good quality public transport as well as options for sustainable travel.
- It was not possible to support car use at the same time as public transport and sustainable travel gains. This is the issue that the Council was trying to deal with.
- As much as the Council had tried to encourage non-car drivers to complete the consultation – the vast majority of responses had been received from car drivers.
- The group of people most impacted by car usage – and the associated issues of pedestrian/cyclist safety and pollution had not been consulted – and that was children.
- The Council had committed to considerably reducing emissions over the next ten years – and this consultation was just the start of the work that would be needed to bring about significant change.

5.5 **Resolved:** that the Committee would refer its views to Mayor and Cabinet (see item 7).

## 6. Select Committee work programme

6.1 The Committee discussed the work programme for the meeting on 21 January. There was also a discussion about the appropriate place in the meeting agenda for making referrals to Mayor and Cabinet. In addition, there was a discussion about the appropriate committee to carry out scrutiny of the climate emergency action plan. A member believed that the Overview and Scrutiny Committee would be best placed to scrutinise the plan (rather than

Sustainable Development Select Committee). A vote was held and lost on this proposal.

- 6.2 **Resolved:** a) that at future meetings of the Committee, Members would agree decisions (including the content of referrals to Mayor and Cabinet) at the end of each agenda item (rather than at the end of the meeting) – b) that the climate emergency action plan and the draft local plan would be considered at the next meeting. It was also agreed that the Environment Agency would be invited to attend for the item on flood management (specifically to answer questions about the capacity of the Thames Barrier to protect London from the anticipated rise in global sea levels).

## 7. Items to be referred to Mayor and Cabinet

7.1 The Committee discussed the referrals for items four and five.

7.2 **Resolved:** that the Committee would refer its on cycling (agenda item four) to Mayor and Cabinet, as follows –

- The Committee recommends that officers should investigate the potential use of the Commonplace platform to identify locations for the installation of cycle hangars.
- That options should be explored for the development of a borough-wide campaign supporting the A21 cycling corridor.
- That options should be considered for the commissioning of feasibility work in and around Deptford for improvements to the cycling and pedestrian environment (to link with the completion of works for the Thames Tideway Tunnel).
- That work should be expedited in Catford Town Centre for the protection of cyclists – and in particular across and under the two railway bridges. The Committee believes that this work should progress in advance of other work to develop the town centre.
- That officers responsible for cycling and those working on neighbourhood community infrastructure levy spending should work together to determine whether there are options for using NCIL on the installation of cycle hangars in areas of recognised demand but insufficient identified funding.
- The Committee also supports further work to ensure that spaces in cycle hangars are prioritised for people without space to store bikes at home.
- The Committee recommends that further options should be explored for enabling the safe use of cycle routes at night. It believes that this should include consideration of options for reflective ‘cats eyes’ in dimly lit areas. The Committee also believes that the routine for closing park gates at night should be reviewed to enable cyclists access through principal routes until as late in the evenings as is feasible.
- The Committee is concerned about the imbalance of cycling schemes for the north and the south of the borough. It recommends that further consideration should be given to the equal distribution of schemes across the borough.
- The Committee believes that the Council should be at the forefront of the London approach to the management of dockless bikes – it recommends

that officers should investigate options for the management of dockless bikes that would work best for Lewisham.

7.3 It was also **resolved** that the Committee would refer its views on the parking policy update to Mayor and Cabinet, as follows:

- The Committee commends the report and recognises the work that officers have put into designing and managing the consultation.
- The Committee recommends that parking charges should be reviewed annually in light of the data being collected by the new parking machines. It believes that specific consideration should be given to the ongoing impact of the climate crisis as well as: the impact of the implementation of fifteen minute parking slots; and the health of businesses on high streets.
- That consideration should be given to the management of parking (and enforcement) in the vicinity of Lewisham Hospital – and that additional consideration should be given to management and enforcement of parking around other institutions in the borough that attract large numbers of users.
- That the changes to the enforcement of disabled parking bays should be communicated to residents. The Committee would also welcome further details about the process for the review of mandatory disabled parking bays – particularly in instances in which users no longer require them.
- The Committee recommends that further consideration should be given in future reports to the potential equalities impact of any proposed changes to parking policy.

The meeting ended at 9.35 pm

Chair:

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Date:

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<b>Sustainable Development Select Committee</b>		
Title	Declaration of interests	
Contributor	Chief Executive	Item 2
Class	Part 1 (open)	2019-20

## **Declaration of interests**

Members are asked to declare any personal interest they have in any item on the agenda.

### **1. Personal interests**

There are three types of personal interest referred to in the Council's Member Code of Conduct:

- (1) Disclosable pecuniary interests
- (2) Other registerable interests
- (3) Non-registerable interests

### **2. Disclosable pecuniary interests** are defined by regulation as:-

- (a) Employment, trade, profession or vocation of a relevant person\* for profit or gain
- (b) Sponsorship –payment or provision of any other financial benefit (other than by the Council) within the 12 months prior to giving notice for inclusion in the register in respect of expenses incurred by you in carrying out duties as a member or towards your election expenses (including payment or financial benefit from a Trade Union).
- (c) Undischarged contracts between a relevant person\* (or a firm in which they are a partner or a body corporate in which they are a director, or in the securities of which they have a beneficial interest) and the Council for goods, services or works.
- (d) Beneficial interests in land in the borough.
- (e) Licence to occupy land in the borough for one month or more.
- (f) Corporate tenancies – any tenancy, where to the member's knowledge, the Council is landlord and the tenant is a firm in which the relevant person\* is a partner, a body corporate in which they are a director, or in the securities of which they have a beneficial interest.
- (g) Beneficial interest in securities of a body where:
  - (a) that body to the member's knowledge has a place of business or land in the borough;

(b) and either

- (i) the total nominal value of the securities exceeds £25,000 or 1/100 of the total issued share capital of that body; or
- (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person\* has a beneficial interest exceeds 1/100 of the total issued share capital of that class.

\*A relevant person is the member, their spouse or civil partner, or a person with whom they live as spouse or civil partner.

### 3. Other registerable interests

The Lewisham Member Code of Conduct requires members also to register the following interests:-

- (a) Membership or position of control or management in a body to which you were appointed or nominated by the Council
- (b) Any body exercising functions of a public nature or directed to charitable purposes, or whose principal purposes include the influence of public opinion or policy, including any political party
- (c) Any person from whom you have received a gift or hospitality with an estimated value of at least £25

### 4. Non registerable interests

Occasions may arise when a matter under consideration would or would be likely to affect the wellbeing of a member, their family, friend or close associate more than it would affect the wellbeing of those in the local area generally, but which is not required to be registered in the Register of Members' Interests (for example a matter concerning the closure of a school at which a Member's child attends).

### 5. Declaration and Impact of interest on members' participation

- (a) Where a member has any registerable interest in a matter and they are present at a meeting at which that matter is to be discussed, they must declare the nature of the interest at the earliest opportunity and in any event before the matter is considered. The declaration will be recorded in the minutes of the meeting. If the matter is a disclosable pecuniary interest the member must take no part in consideration of the matter and withdraw from the room before it is considered. They must not seek improperly to influence the decision in any way. **Failure to declare such an interest which has not already been entered in the Register of Members' Interests, or participation where such an interest exists, is liable to prosecution and on conviction carries a fine of up to £5000**
- (b) Where a member has a registerable interest which falls short of a disclosable pecuniary interest they must still declare the nature of the interest to the meeting at the earliest opportunity and in any event before the matter is considered, but they may stay in the room, participate in

consideration of the matter and vote on it unless paragraph (c) below applies.

- (c) Where a member has a registerable interest which falls short of a disclosable pecuniary interest, the member must consider whether a reasonable member of the public in possession of the facts would think that their interest is so significant that it would be likely to impair the member's judgement of the public interest. If so, the member must withdraw and take no part in consideration of the matter nor seek to influence the outcome improperly.
- (d) If a non-registerable interest arises which affects the wellbeing of a member, their, family, friend or close associate more than it would affect those in the local area generally, then the provisions relating to the declarations of interest and withdrawal apply as if it were a registerable interest.
- (e) Decisions relating to declarations of interests are for the member's personal judgement, though in cases of doubt they may wish to seek the advice of the Monitoring Officer.

## **6. Sensitive information**

There are special provisions relating to sensitive interests. These are interests the disclosure of which would be likely to expose the member to risk of violence or intimidation where the Monitoring Officer has agreed that such interest need not be registered. Members with such an interest are referred to the Code and advised to seek advice from the Monitoring Officer in advance.

## **7. Exempt categories**

There are exemptions to these provisions allowing members to participate in decisions notwithstanding interests that would otherwise prevent them doing so. These include:-

- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
- (b) School meals, school transport and travelling expenses; if you are a parent or guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor;
- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception)

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<b>Sustainable Development Select Committee</b>	
<b>Report Title</b>	Lewisham Climate Emergency update
<b>Contributors</b>	Martin O’Brien - Climate Resilience Manager Emma Bushell – Sustainability Manager
	Date: 21 January 2020

## 1. Summary

- 1.1 This report provides the Committee with an update on the work following the Council’s declaration of a climate emergency in 2019. The primary focus of this update is research commissioned by officers intended to create an evidenced-based approach to delivering on the proposed target for the borough to be carbon neutral by 2030.
- 1.2 The research findings summarised below include:
- Definitions and the scope of the modelling work to assess the route to achieving a target for the borough to be carbon neutral by 2030;
  - Calculation of a baseline of the borough’s carbon emissions;
  - The development of scenarios and actions to quantify and cost the work needed to achieve the target;
  - Identification of other sources of emissions outside the scope but still of relevance in terms of the Council’s response.
- 1.3 The report also presents the emerging themes underpinning the Council’s approach and the work to deliver the action plan proposed in the Council’s declaration of a climate emergency. These include:
- The scale and potential impact of the climate crisis requires us to be ambitious;
  - Action on climate change at a local level is, first and foremost, action for social justice since a changing climate will impact most significantly on the vulnerable and those with lowest income;
  - Taking action on climate change creates opportunities to deliver wider benefits for health, wellbeing and the local economy;
  - We commit to an evidenced-based approach, but the scope of our ambition should also extend beyond what is easily measured locally, because many of these factors, such as aviation and food, have a significant impact on climate change;
  - Delivery of a target to be carbon neutral by 2030 cannot be achieved by the Council working alone and we will lobby central government and others to secure the action and investment needed at a national level;
  - Achieving a carbon neutral future is as much about culture change as it is about infrastructure. Communication and engagement with partners and with residents

will be of fundamental importance. To do this in a credible way the Council must demonstrate leadership in terms of its own estate and operations.

- 1.4 Lewisham Council's funding from government has been cut by over 58% since 2013/14, while at the same time, the Council has faced increased costs through population growth, changes to government policy and other pressures. There is no extra funding available to local authorities that declare a climate emergency and we will need to find creative ways to find the resources needed to support this work. In particular we should press the government for additional support in line with their commitment to deliver a low carbon economy and clean growth.
- 1.5 Delivering on the declaration of a climate emergency is a 10 year programme. The scenarios and actions described in the trajectory modelling have been developed to demonstrate the scale of action needed to achieve a target to be carbon neutral by 2030. It should be noted that this report makes no commitment to those actions within the scenarios which have a range of financial, legal and logistical implications that would need to be resolved. Further detail on this will be set out in the Climate Emergency Action Plan scheduled for Mayor and Cabinet in March.

## **2. Recommendations**

- 2.1 The Committee is invited to note the contents of this report, and in particular the fundamentally challenging nature of a target for the borough to be carbon neutral by 2030. The Committee is invited to comment on the findings of the trajectory research and the emerging themes of our approach to responding to the declaration of the climate emergency.

## **3. Policy Context**

- 3.1 In 2016, the UK Government ratified the Paris Agreement, part of the United Nations Framework Convention on Climate Change. The Agreement commits countries to take action to prevent the global average temperature increasing 2°C above pre-industrial levels. In 2017 the Government published its Clean Growth Strategy setting out its approach to delivering on its greenhouse gas emission targets and in 2019 the Government approved legislation committing the UK to a legally binding target of net zero emissions by 2050.
- 3.2 Lewisham's Corporate Plan 2018-22 includes commitments to maximise opportunities for energy efficiency and to provide support on energy bills for vulnerable residents.
- 3.3 In February 2019 Lewisham Council declared a Climate Emergency and proposed a target to make the borough carbon neutral by 2030.

## 4. Background

- 4.1 In February 2019 Lewisham Council agreed a motion to declare a 'Climate Emergency' and asked Mayor and Cabinet to agree a new climate change action plan by the end of 2019/20 with the aims of making the borough carbon neutral by 2030.
- 4.2 26 London boroughs have now declared a climate emergency, setting a variety of targets. 14 London boroughs have set a similar target to Lewisham's.
- 4.3 An officer-based working group has been established under Executive Director Kevin Sheehan tasked with ensuring a coordinated approach across housing, the corporate estate, transport, regeneration, planning and other services.
- 4.4 In August 2019 officers appointed Aether consultants to provide additional evidence to underpin the Council's action plan. The 'Route to Neutral' research was designed to make recommendations in relation to:
- defining and measuring the carbon neutral target;
  - establish a baseline for Lewisham;
  - identifying and costing the range of actions required to reach the target.

## 5. 'Route to Neutral' research

### Definitions

- 5.1 There are three commonly used terms in relation to carbon reduction:
- Zero Carbon: this means the reduction of CO<sub>2</sub> (and possible CO<sub>2</sub>e) emissions to zero, without considering removals or offsetting;
  - Net Zero Carbon: the balancing of carbon emissions against carbon removals or offsetting with the net result being zero;
  - Carbon neutral: this is effectively the same as net zero carbon.
- 5.2 The research recommends that in the context of Lewisham's declaration of a climate emergency the term "carbon neutral" follows the definition used by the Committee on Climate Change (CCC)<sup>1</sup>. This is considered to mean that a net-zero (i.e. carbon neutral) target requires "deep reductions in emissions, with any remaining sources offset by removals of CO<sub>2</sub> from the atmosphere". This removal requires either the purchase of carbon offsets, or direct carbon removal through additional carbon removal and storage activity on an organisation's estate.
- 5.3 "Carbon neutral" is also taken to include all greenhouse gases covered under the UN Framework Convention on Climate Change's Kyoto protocol<sup>2</sup>, measured in terms of their carbon dioxide equivalence (CO<sub>2</sub>e).

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<sup>1</sup> <https://www.theccc.org.uk/>

<sup>2</sup> [https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29\\_1.pdf](https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf)

5.4 A key consideration for the research was the extent to which the definition includes all ‘scopes’ and how the boundary is set. Table 1, below, shows the definitions of scopes used within the international Greenhouse Gas Protocol for emissions. Upstream and downstream emissions (scope 3) are likely to outweigh scope 1 and 2 emissions but will also be the most challenging to both quantify and address.

*Table 1: Scope definitions*

Scope	Definition
Scope 1	GHG emissions from sources located within the borough boundary
Scope 2	GHG emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling within the borough boundary
Scope 3	All other GHG emissions that occur outside the borough boundary as a result of activities taking place within the borough boundary

5.5 The research adopted the following criteria in relation to the baseline and analysis:

- The geographical boundary is the area covered by the Lewisham Borough Council administrative area;
- The baseline for data is the 2017/18 financial year. The 2017 calendar year will be used where financial year data is not available;
- The target year is financial year 2030/31;
- The target will be assessed and calculated on the basis of CO<sub>2</sub>e;
- The baseline and trajectory is based on scope 1 and 2 emissions that are measurable at a borough level.

### Carbon offsetting

5.6 Carbon offsetting enables individuals and organisations to compensate for any emissions they cannot avoid or reduce, by paying for an equivalent amount of emissions to be reduced or removed elsewhere. These emissions savings can be achieved through a wide variety of projects such as planting trees<sup>3</sup> or investing in renewable energy.

5.7 The Committee on Climate Change warns that offsetting is not a panacea and that to reach net zero, “most sectors will need to reduce emissions close to zero without offsetting”. The variety of different approaches that claim to involve carbon offsetting has created justified scepticism. Any credible offset strategy needs to be based on the highest standards of verification and ensure that any carbon offset is additional, avoids leakage, is not double-counted and meets other recognised quality criteria for carbon offsetting.

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<sup>3</sup> There are a wide range of benefits associated with tree planting including drainage, biodiversity, adaptation to high temperatures, and visual and psychological benefits. There are also challenges and therefore costs involved in large-scale planting of trees in an urban setting. An offsetting strategy based on trees alone would require a high land take and would need to remain undisturbed for the long term. One hectare of trees is estimated to contain around 430 tonnes of carbon. The CO<sub>2</sub>e baseline calculated in this study based on scope 1 and 2 emissions is 804,961.

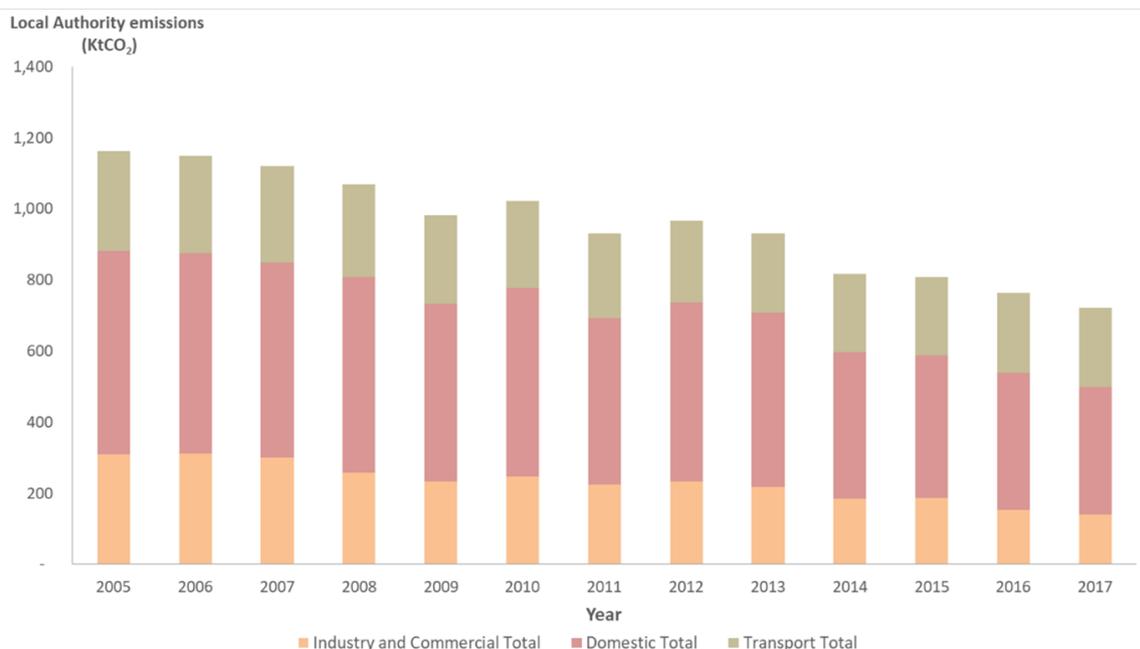
5.8 The option of offsetting is used as the means to demonstrate how a target for the borough to be carbon neutral could be achieved. The Council makes no commitment to carbon offsetting. Any offsetting at a local level in the context of the target would be from 2030/31 onwards.

Baseline

5.9 The research uses government statistics on domestic and non-domestic energy consumption, transport, waste and agriculture as the primary data sources to compile the baseline for Lewisham<sup>4</sup>.

5.10 The data set spans the years 2005 to 2017. Over that period emissions from homes and from business & industry have decreased, mainly driven by the decarbonisation of electricity generation, while transport emissions have remained relatively constant.

Figure 1: Carbon emissions in Lewisham, 2005-2017<sup>5</sup>



5.11 In Lewisham, the 2005-17 data set identifies a 38% reduction between 2005 and 2017, slightly above the level achieved for London as a whole (37%). The data set also indicates that residents in urban areas have a lower carbon footprint, and Lewisham has the second lowest per capita emissions in the country.

<sup>4</sup> Sources: Sub-national weather uncorrected gas sales and numbers of customers, 2017; Sub-national electricity sales and numbers of customers, 2017; Sub-national estimates of non-gas, non-electricity and non-road transport fuels in 2016; Road transport energy consumption at regional and local authority level, 2017 Waste Data Flow for Lewisham Council; 2005-17 UK local and regional CO<sub>2</sub> emissions tables; [All BEIS]

<sup>5</sup> <https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>.

5.12 The research estimates total emissions in Lewisham in the baseline year 2017/18 at 804,961 tonnes CO<sub>2</sub>e. Emissions by sector are presented in Figure 2 and Table 2.

Figure 2 Estimated CO<sub>2</sub>e emissions for Lewisham Borough in 2017/18

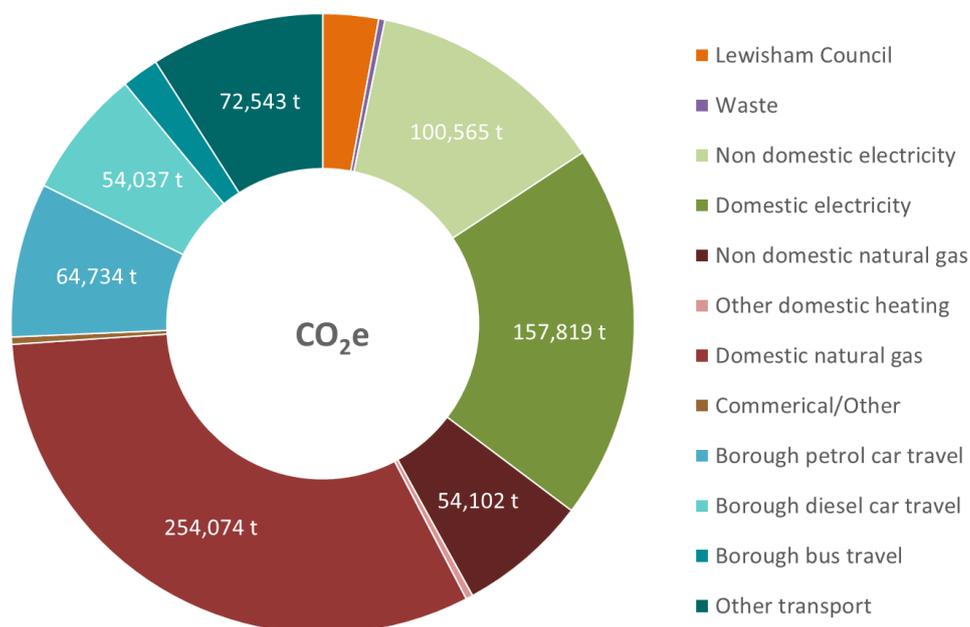


Table 2 Estimated CO<sub>2</sub>e emissions for Lewisham Borough in 2017/18

Sector	2017/18 (t CO <sub>2</sub> e)	% of total emissions
Lewisham Council	23,203	2.9
Waste	2,635	0.3
Non-domestic electricity	100,565	12.5
Domestic electricity	157,819	19.6
Non-domestic natural gas	54,102	6.7
Domestic natural gas	254,074	31.6
Other domestic heating	2,959	0.4
Commercial/Other	3,049	0.4
Borough petrol car travel	64,734	8.0
Borough diesel car travel	54,037	6.7
Borough bus travel	15,508	1.9
Other transport	72,275	9.0
<b>Total</b>	<b>804,961</b>	

Notes: **Commercial/ other** comprises consumption of fuels other than gas and electricity, as estimated by BEIS. **Other transport** comprises HGVs, LGVs, motorcycles and rail travel. **Waste** emissions account for emissions from the incineration of waste at SELCHP

## Building the trajectory

- 5.13 The baseline was modelled to 2030/31 using expected reductions in carbon delivered through decarbonisation of the grid balanced against increases expected through population growth. The research developed the trajectory model by identifying potential actions across the categories shown below in table 3.

*Table 3 Categories used for scoping potential actions*

Category	Scope
Housing	Actions to reduce emissions from social and private (owner occupied and private rental) housing
Road transport	Actions to reduce emissions from all road transport, including the council fleet
Lewisham Council's own estate	Actions to reduce emissions from council buildings (inc. LA schools) and operations, excluding council fleet
Other public buildings	Actions to reduce emissions from other public buildings inc. non-LA schools and hospitals
Commercial	Actions to reduce emissions from buildings and processes in commerce and industry
Energy generation	Low carbon / renewable energy development opportunities
Waste	Actions to reduce emissions from waste
Green space and other land use	Opportunities to develop green and blue infrastructure
Other	Any other actions to reduce emissions

- 5.14 Three scenarios were developed and each action in the model assigned to one of the scenarios. These scenarios were conceptualised as phases of implementation rather than alternative options. Assigning actions to the different scenarios was a judgement, based on an assessment of:
- The extent to which the action was agreed or committed to, e.g. backed by a specific policy commitment and/or with a committed timescale for delivery.
  - The extent to which the action was funded.
  - The extent to which the action was within the influence of Lewisham Council.
  - The cost of the action.
  - The level of ambition of the action.
  - The extent to which the action was novel or speculative in terms of technology or scale of implementation, i.e. whether it had already been implemented elsewhere.
- 5.15 Interdependencies between actions were recognised as far as possible, and efforts made to eliminate double counting. For this reason behaviour change, communication and engagement campaigns have not been modelled as individual actions. However, it is acknowledged that these are key drivers behind many of the actions in the modelling study, most significantly for transport and domestic measures where individual choices have a large bearing on the effectiveness of a measure.

5.16 The scenarios developed were defined as follows:

- **Core Actions** - This scenario includes actions deemed broadly within the current scope of the council and other stakeholders over a 10 year horizon. This is in the context of a local authority already committed to action on reducing emissions. The actions include some that are currently planned as well as those that have not received full clearance or budget allocation. The name Core Action is used to reflect the analysis of the Committee on Climate Change regarding action needed to reach net zero emissions. It should be noted however that delivery of 'Core Actions' cannot be taken for granted and requires resource and prioritisation to deliver. Implementing the full scenario will present significant challenges.
- **Radical Stretch** - This scenario contains actions which extend significantly the actions under the Core Actions scenario or assume wholesale action on individual sectors, such as the full electrification of the taxi fleet. This scenario includes the projects which are currently not well formed and would be considered ambitious due to costs, technological readiness or other barriers to public uptake. They all require significant investment but the rewards, in terms of lower energy costs and additional co-benefits, will also be higher. This scenario covers actions needed by a wide range of other agencies locally including the rest of the public sector, local business and residents. The Council's role to inform, encourage and inspire action will be an important part of the action needed to support this work.
- **Systemic Change** - This scenario includes actions that are currently much more ambitious in terms of technology change and developing new infrastructure and/or scaling up of technology as well as legislative changes and fiscal policies. It will therefore require significant investments elsewhere before the actions can be realised. These actions are assumed to be delivered late in the timeframe and very much dependent on other factors.

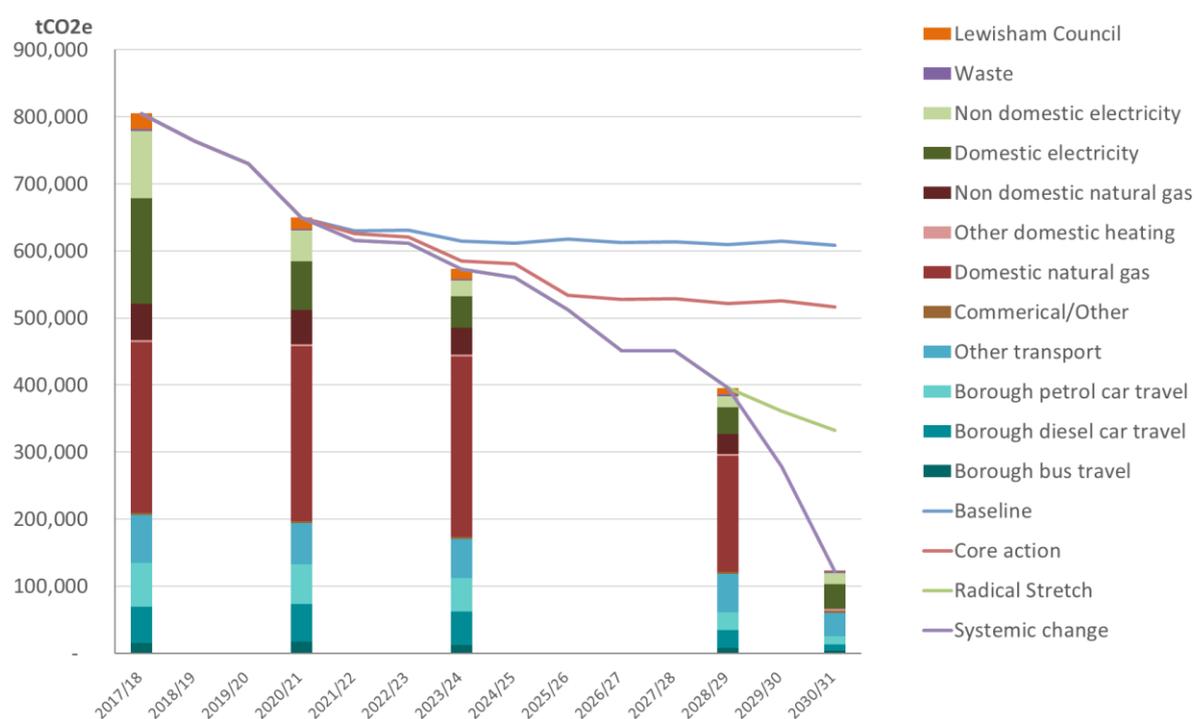
5.17 The list of projects by scenario are set out in an annex to this report. Table 4 summarises the results of the trajectory modelling in terms of the reductions achieved through each scenario and an estimate of the cost of offsetting residual carbon. Figure 3 below presents the pathways each of the scenarios delivers in relation to carbon reduction.

*Table 4: Estimates of emission reductions delivered by scenario with estimated offsetting cost by 2030/31*

Scenario	Emission reduction from Baseline 2030/31		Borough wide		Lewisham Council	
	tCO2	% reduction	Remaining emissions (tCO2)	Cost of carbon offset (£M)	Remaining emissions (tCO2)	Cost of carbon offset (£M)
Core Actions	92,505	15%	505,365	34.6	11,054	0.76
Radical Stretch	276,663	45%	324,578	22.2	7,683	0.53
Systemic Change	486,665	80%	122,129	8.4	129	0.01

Note: Reductions for each scenario are calculated against the baseline figures of 608,924 tCO2

Figure 3 Summary of the emission reduction scenarios



5.18 Table 5 presents the estimated costs of each scenario attributed to different sectors.

Table 5: Estimates of the costs of actions and their related revenue savings

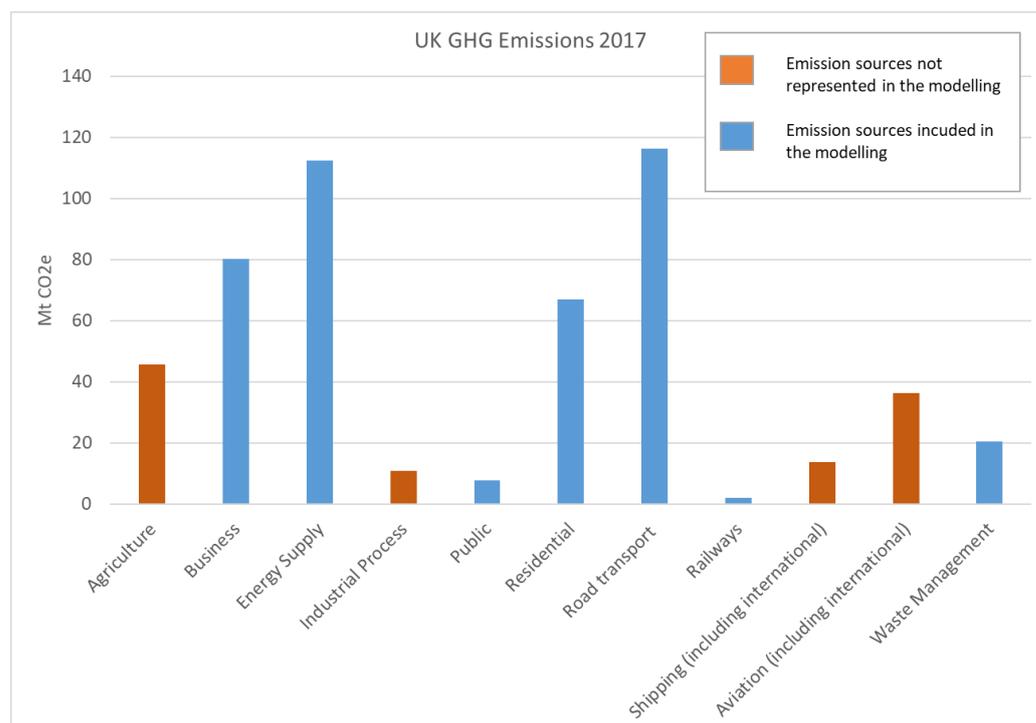
Scenario / Sector	Capital Cost (£M)	Revenue Savings (£M) 2030/31
<b>Core action</b>	<b>226</b>	<b>59</b>
Lewisham Council	2.4	0.4
Lewisham homes	77	7.6
Other social housing	53	5.2
Schools	28	1.0
Other Public sector	2.6	1.2
Transport	42	29
Commercial	13	8.8
Energy Generation	7.2	5.8
<b>Radical Stretch</b>	<b>803</b>	<b>76</b>
Lewisham Council	10	0.6
Lewisham homes	119	3.2
Other social housing	82	2.2
Schools	32	0.5
Other Public sector	2.6	1.2
Private housing	484	30
Transport	47	28
Commercial	13	8.8
Energy Generation	12	1.4

<b>Systemic change</b>	<b>591</b>	<b>61</b>
Lewisham Council	50	0.6
Lewisham homes	37	2.1
Other social housing	25	1.5
Schools	117	1.0
Private housing	359	35
Transport	NO DATA	14
Commercial	NO DATA	4.0
Energy Generation	3.2	2.5
<b>Grand Total</b>	<b>1619</b>	<b>196</b>

### Other emission sources

- 5.19 One of the difficulties in using modelling to support policy development is that there are some emissions sources or types of action which do not lend themselves to quantification. Modelling is limited by the availability of useful data, but the production of final output results can mask the fact that not all sources or actions can be considered. This is very much the case in carbon accounting, especially when accounting for complex systems, such as in a city borough.
- 5.20 The modelling described in this report has been limited to activities which generate emissions directly within the Borough of Lewisham plus emissions associated with the generation of electricity used within Lewisham. This therefore excludes emissions produced during the production and transport of goods (food and other products) and services purchased and used in Lewisham. It also excludes travelling outside Lewisham such as flights.
- 5.21 However, the emissions from these excluded sources are important and still need to be considered in plans to reduce emissions in Lewisham. The relative importance of the emissions can be indicated by considering their sectoral contribution to UK total greenhouse gas inventory. Figure 10 below shows UK total emissions for sectors which have not been included in the modelling, in orange, alongside those sectors that are in some way included. The total of the emission sources not represented in the modelling is 21% of the UK emissions.

Figure 4: UK Total Greenhouse Gas Emissions (excluding land use change) showing sources that are represented and those not included in the Lewisham modelling



## Analysis

- 5.22 The aim of achieving a carbon neutral borough by 2030 is ambitious and extremely challenging, but the analysis within the trajectory research shows that, with concerted efforts by all sectors, it is feasible.
- 5.23 The scenarios have been developed as way to articulate the scale and range of actions needed to deliver on the target. While the scenario 'Core Actions' is intended to represent actions within the scope of current activity the financial pressures the Council faces now and over the coming years means even implementing this scenario will present significant challenge.
- 5.24 The Council's emissions represent 2.9% of the baseline. The major sources responsible for emissions in the borough are outside the Council's control and will require significant investment by private businesses and residents who will need strong incentives to achieve this. It will also require a greatly accelerated rate of decarbonisation in the generation of electricity nationally and road transport at a London-wide level.
- 5.25 Housing represents half the borough emissions in the baseline year 2017/18 and transport a quarter. These sectors will need to be a priority in each of the scenarios but responsibility for action is complex. Assuming the Radical Stretch scenario is delivered the most significant remaining challenges are residual emissions arising from domestic gas and road transport. Resolving this means wholesale replacement of gas heating in almost all domestic properties, with conventional electric heating or air source heat pumps and significantly accelerating decarbonisation of road

vehicles. This will require fundamental changes to infrastructure and social-economic factors requiring significant action at a national level. The Council's role working with other organisations to push for this action remains an important part of the approach needed but it is recognised that actions in this scenario are highly uncertain.

- 5.26 Estimating costs across the different actions in the scenarios is challenging. The consultants sought to use external sources wherever possible but judgement was needed to fill gaps, with the exception of some actions in the Systemic Change scenario for which no estimates could be made. The estimates of capital costs, cost savings and carbon impacts should be considered as indicative.
- 5.27 A capital cost of more than £1,600 million has been estimated for the implementation of all actions up to and including the Systemic Change scenario. This is likely to be a significant underestimate. Of these costs £63 million are estimated to fall directly to the Council, £177 million for work across the schools' estate, £233 million to Lewisham Homes and an additional £160 million to other social housing providers. There also needs to be significant and sustained action by a range of other stakeholders, such as private homeowners and small businesses in the borough, particularly in the Systemic Change scenario, which is why the costs of this scenario fall predominantly outside the Council. Lobbying and partnership work by the Council and local authorities in London and nationally will be essential in securing the action needed to deliver on climate emergency ambitions.
- 5.28 Under the Systemic Change scenario, it is estimated that emissions in the borough would be reduced to 122kt CO<sub>2</sub>e, a reduction of 80% from the baseline scenario. While this still is somewhat short of net zero, it would represent a considerable achievement and a very great acceleration in the process of decarbonising the UK economy. Such a reduction requires extensive national, regional and local investment but also brings with it significant co-benefits, including revenue cost reduction. Offsetting the remaining emissions in the Systemic action scenario in 2030/31 has been estimated to cost £8.4 million in 2030/31.

## **6. Lewisham Climate Emergency Strategic Action Plan**

- 6.1 Officers are developing the Lewisham Climate Emergency Action Plan as required by the Council's declaration, with a report currently scheduled for the Mayor and Cabinet meeting on the 11 March.
- 6.2 This Action Plan needs to cover a 10 year programme of work and, given the financial pressures on the public sector, and the range of uncertainties that exist over that timeframe, it will not be a fully costed set of commitments for every area of potential action. It is instead intended as the framework establishing the route map for a carbon neutral Lewisham and for bringing together the resources needed to achieve that outcome.

- 6.3 Key themes that have emerged in the context of the Council's work to date include:
- The scale and potential impact of the climate crisis requires us to be ambitious;
  - Action on climate change at a local level is, first and foremost, action for social justice since a changing climate will impact most significantly on the vulnerable and those with lowest income;
  - Taking action on climate change creates opportunities to deliver wider benefits for health, wellbeing and the local economy;
  - We commit to an evidenced-based approach, but the scope of our ambition should also extend beyond what is easily measured locally, because many of these factors, such as aviation and food, have a significant impact on climate change;
  - Delivery of a target to be carbon neutral by 2030 cannot be achieved by the Council working alone and we will lobby central government and others to secure the action and investment needed at a national level;
  - Achieving a carbon neutral future is as much about culture change as it is about infrastructure. Communication and engagement with partners and with residents will be of fundamental importance. To do this in a credible way the Council must demonstrate leadership in terms of its own estate and operations.
- 6.4 The trajectory research underlines the significance of housing and transport in relation to the borough's emissions but also shows the importance of a concerted effort across all sectors and the need to integrate consideration of climate change and carbon in all aspects of the borough. In seeking to do this the action plan will include the following strands:
- The wider social, economic and environmental benefits of taking action on climate change;
  - Our approach to demonstrating leadership and delivery of a carbon neutral corporate estate;
  - Our ambitions for affordable sustainable housing now and for the future;
  - Making Lewisham a place where the low carbon choice of travel is the easy choice;
  - Community energy and support for vulnerable residents at risk of fuel poverty;
  - A greener, adaptive borough that uses and enhances our natural resources to respond to the climate crisis;
  - Galvanising the power of the borough's combined resources and beyond by inspiring, informing, engaging and lobbying for change.

## **7. Financial implications**

- 7.1 There are no financial implications arising directly from this report but delivery of an ambitious programme to cut emissions across the Council's corporate estate and the borough as a whole has potentially significant cost implications. The trajectory research calculates a total cost of £1,600 million over 10 years and acknowledges that this is likely to be an underestimate. Of the above costs estimated, £63 million are estimated to fall directly to the Council, £177 million for work across the schools' estate and £233 million to Lewisham Homes.

- 7.2 Lewisham Council's funding from government has been cut by over 58% since 2013/14, while at the same time, the Council has faced increased costs through population growth, changes to government policy and other pressures. There are no extra resources available to local authorities that declare a climate emergency and we will need to find creative ways to find the resources needed to support this work.
- 7.3 Agreement of funding for specific actions identified in this report will be subject to the Council's existing delegations and decision-making processes.

## **8. Legal implications**

- 8.1 There are no legal implications arising directly from this report. The main strategic statutory requirement on local authorities in relation to energy and carbon emissions is the Home Energy Conservation Act (1995), which was updated by Government in July 2012 to require all English local authorities with responsibility for housing to publish a report that outlines measures the local authority 'considered practical, cost-effective, and likely to significantly improve the energy efficiency of residential accommodation in its area'.
- 8.2 The Climate Change Act (2008) commits the UK government by law to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050.

## **9. Equalities implications**

- 9.1 There are no equalities implications arising directly from this report. The impact of a changing climate is already having an effect globally and locally this falls most heavily on the most vulnerable in society. These impacts include rising prices of basic commodities, including food and energy, and the impact of extreme weather events such as high temperatures as well as storms and flooding. In addition the measures being considered nationally and locally to respond to the threat of climate change will also have a distributional effect that unless carefully understood could have a disproportionately negative impact on low income and vulnerable residents. This needs further assessment and officers are engaging with the corporate equalities board to assess and address these issues.

## **10. Climate change and environmental implications**

- 10.1 This information is set out in the body of this report.

## **11. Crime and disorder implications**

- 11.2 There are no specific crime and disorder implications arising directly from this report.

## **12. Health and wellbeing implications**

- 12.2 There are no specific health and wellbeing implications arising directly from this report however the points raised above in relation to equalities apply to residents with long-term health conditions. The consequences of living in a cold or damp

home in terms of health outcomes are well established. Action on fuel poverty is a key local priority that needs to be aligned with the Council's climate emergency work

**13. Background papers**

Council declaration of a climate emergency (February 2019)

<http://councilmeetings.lewisham.gov.uk/documents/s62942/Motion%20%20proposed%20Cllr%20Anwar%20seconded%20Cllr%20Krupski.pdf>

Annex: Actions included in the modelling and associated carbon savings and estimated costs

Sector	Action Description	Ref	First year savings	Owner of action	Carbon savings ktCO2e	Yearly Cost Saving (£M)	Capital Cost (£M)
<b>Core action scenario</b>							
Lewisham homes	Insulation package - social homes	H4	2025/26	Lewisham Homes	17	4.7	50
Commercial	Enhance energy efficiency in the commercial & industrial sector Phase 1	C1	2023/24	private sector companies	13	8.8	13
Transport	Cleaning the bus fleet	T6	2021/22	TFL	12	23	35
Other social housing	Insulation package - social homes	H4	2025/26	Social housing providers	12	3.3	34
Lewisham homes	Heating systems upgrade package - social homes	H2.1	2025/26	Lewisham Homes	6.2	2.0	22
Transport	Improve walking and cycling infrastructure	T4	2022/23	TFL / LBL	4.8	4.9	1.5
Transport	Expansion of the ULEZ	T9	2025/26	TFL	4.6	2.7	No data
Other social housing	Heating systems upgrade package - social homes	H2.1	2025/26	Social housing providers	4.2	1.4	15
Transport	Package of workplace travel measures	T1	2025/26	LBL/TFL and companies	4.1	-2.4	4.0
Energy Generation	Convoys Wharf and Neptune Wharf Heat network	EG2	2028/29	LBL / private sector companies	3.2	5.8	7.1
Other Public sector	Enhance energy efficiency of non-council public buildings Phase 1	PS1	2023/24	various public sector orgs	2.6	1.2	2.6
Lewisham homes	Lower cost measures package - social homes	H1.1	2023/24	Lewisham Homes	2.2	0.8	5.2
Other social housing	Lower cost measures package - social homes	H1.1	2023/24	Social housing providers	1.5	0.5	3.6
Transport	All electric council fleet (not including waste fleet)	T13	2026/27	LBL	1.1	0.4	1.2
Schools	Retrofit building management systems (Schools)	CE3s	2025/26	Schools/ LBL	0.7	0.3	2.0
Schools	School travel plans	T11	2022/23	Schools/ LBL	0.7	0.4	0.1
Schools	Insulation and heating upgrades in council schools	CE5s	2027/28	Schools/ LBL	0.6	0.1	25
Lewisham Council	Retrofit building management systems (Corporate estate)	CE3c	2025/26	LBL	0.5	0.2	1.3
Lewisham Council	Insulation and heating upgrades in council buildings (not schools)	CE5c	2027/28	LBL	0.4	0.1	0.6
Transport	Rationalise suppliers of goods & services to the council	T12	2025/26	LBL	0.2	0.1	0.1

Sector	Action Description	Ref	First year savings	Owner of action	Carbon savings ktCO2e	Yearly Cost Saving (£M)	Capital Cost (£M)
Transport	Low carbon council fleet	T2	2021/22	LBL	0.1	0.1	0
Schools	Replace old building lights with LEDs	CE2	2023/24	Schools/ LBL	0.1	0.1	0.6
Energy Generation	Lewisham Gateway Gas CHP Heat Network	EG4	2024/25	LBL / private sector companies	0.1	0.02	0.1
Lewisham Council	Replace old building lights with LEDs	CE2	2023/24	LBL	0.05	0.1	0.4
Schools	Energy saving awareness raising among council staff	CE8	2023/24	Schools/ LBL	0.02	0.04	0.04
Lewisham Council	Energy saving awareness raising among council staff	CE8	2023/24	LBL	0.02	0.02	0.02
Schools	Installation of renewable heat generation on council buildings	CE7	2026/27	Schools/ LBL	0.01	0.002	0.1
Lewisham Council	Installation of renewable heat generation on council buildings	CE7	2026/27	LBL	0.01	0.002	0.04
Schools	Installation of renewable electricity generation on council buildings	CE6	2026/27	Schools/ LBL	0.002	0.004	0.03
Lewisham Council	Installation of renewable electricity generation on council buildings	CE6	2026/27	LBL	0.002	0.002	0.02
<b>Radical Stretch Scenario</b>							
Private housing	Insulation package - private homes	H4	2026/27	private owners/landlords	40	10.8	113
Transport	Maximise cycling potential	T14	2028/29	TFL	35	20.5	14
Private housing	Heating systems upgrade package -private homes	H2.1	2026/27	private owners/landlords	14	4.6	51
Commercial	Enhance energy efficiency in the commercial & industrial sector Phase 2	C2	2028/29	private sector companies	13	8.8	13
Transport	Improve electric vehicle infrastructure	T3	2021/22	TFL / LBL	10	4.7	0.1
Private housing	Lower cost measures package - private homes	H1.1	2024/25	private owners/landlords	9.9	3.6	24
Private housing	Lower cost measures package (additional) - private homes	H1.1 +	2029/30	private owners/landlords	9.9	3.6	24
Energy Generation	Catford/Lewisham Hospital district heating schemes	EG3.2	2030/31	LBL / private sector companies	7.0	0.7	8.4

Sector	Action Description	Ref	First year savings	Owner of action	Carbon savings ktCO2e	Yearly Cost Saving (£M)	Capital Cost (£M)
Private housing	Heating systems upgrade 'stretch' package - private homes	H3.1	2029/30	private owners/landlords	6.6	1.8	82
Transport	100% electric taxis through taxi licensing	T10	2029/30	TFL	6.5	2.7	32
Lewisham homes	Heating systems upgrade 'stretch' package - social homes	H3.1	2029/30	Lewisham Homes	5.9	1.7	55
Private housing	Insulation 'stretch' package - private homes	H5	2030/31	private owners/landlords	5.6	1.5	64
Other social housing	Heating systems upgrade 'stretch' package - social homes	H3.1	2029/30	Social housing providers	4.1	1.2	38
Private housing	Solar hot water - private	H6.2	2029/30	private owners/landlords	3.2	0.9	40
Other Public sector	Enhance energy efficiency of non-council public buildings Phase 2	PS2	2029/30	various public sector orgs	2.6	1.2	2.6
Private housing	Solar PV - private	H6.1	2029/30	private owners/landlords	1.5	3.1	87
Energy Generation	Lewisham Homes blocks district heating	EG5	2023/24	LBL	1.2	0.2	1.5
Lewisham homes	Solar hot water - social housing	H6.2	2029/30	Lewisham Homes	1.1	0.3	14
Transport	Electric waste fleet	T13.1	2026/27	LBL	1.0	0.4	1.1
Energy Generation	Deptford / New Cross district heating	EG6	2026/27	LBL / private sector companies	0.9	0.1	1.1
Other social housing	Solar hot water - social housing	H6.2	2029/30	Social housing providers	0.8	0.2	9.7
Schools	Further installation of renewable heat generation on council buildings	CE10	2029/30	Schools/ LBL	0.6	0.1	3.5
Lewisham homes	Solar PV - social housing	H6.1	2029/30	Lewisham Homes	0.5	1.1	30
Schools	Schools REFIT funded further insulation and heating upgrades	CE11	2029/30	Schools/ LBL	0.5	0.1	27
Lewisham Council	Further installation of renewable heat generation on council buildings	CE10	2029/30	Schools/ LBL	0.4	0.1	2.3
Other social housing	Solar PV - social housing	H6.1	2029/30	Social housing providers	0.4	0.7	21
Lewisham Council	Corporate estate further Insulation and heating upgrades	CE13	2029/30	LBL	0.3	0.1	0.5

Sector	Action Description	Ref	First year savings	Owner of action	Carbon savings ktCO2e	Yearly Cost Saving (£M)	Capital Cost (£M)
Energy Generation	Hither Green district heating scheme	EG3.1	2030/31	LBL / private sector companies	0.3	0.05	0.3
Lewisham homes	Insulation 'stretch' package - social homes	H5	2029/30	Lewisham Homes	0.3	0.1	19
Other social housing	Insulation 'stretch' package - social homes	H5	2029/30	Social housing providers	0.2	0.05	13
Lewisham Council	Replace old street lights with LEDs	CE1	2021/22	LBL	0.2	0.3	6.1
Schools	Further installation of renewable electricity generation on council buildings	CE9	2029/30	Schools/ LBL	0.2	0.2	1.8
Lewisham Council	Further installation of renewable electricity generation on council buildings	CE9	2029/30	LBL	0.1	0.2	1.2
Energy Generation	Bond House / Goodwood Road district heating	EG7	2030/31	LBL / private sector companies	0.1	0.2	0.2
Energy Generation	Community energy developments	EG1	2025/26	LBL / private sector companies	0.1	0.1	1.0

Sector	Action Description	Ref	First year savings	Owner of action	Carbon savings ktCO2e	Yearly Cost Saving (£M)	Capital Cost (£M)
<b>Systemic Change Scenario</b>							
Private housing	Other methods to reduce domestic gas use e.g. biogas, hydrogen, replacement with heat pumps	H7	2030/31	private owners/landlords	55	15.0	No data
Transport	Other methods to reduce road transport emissions, including further electrification of private vehicles and significant investment in public transport infrastructure.	T15	2030/31	LBL / private individuals & companies	45	13.7	No data
Private housing	Insulation additional 'stretch' package - private homes	H5 +	2029/30	private owners/landlords	35	9.6	138
Private housing	Heating systems upgrade additional 'stretch' package - private homes	H3.1 +	2029/30	private owners/landlords	34	10.7	221
Commercial	Other methods to reduce non-domestic gas use e.g. biogas, hydrogen, replacement with heat pumps	C3	2030/31	private sector companies	19	4.0	No data
Schools	Full school retrofit across the entire schools' estate	CE12	2030/31	Schools/ LBL	4.6	1.0	117
Lewisham homes	Insulation additional 'stretch' package - social homes	H5 +	2029/30	Lewisham Homes	4.4	1.2	17
Lewisham Council	Catford regeneration resulting in Carbon neutral council office space	CE14	2030/31	LBL	3.0	0.6	50
Other social housing	Insulation additional 'stretch' package - social homes	H5 +	2029/30	Social housing providers	3.0	0.8	12
Lewisham homes	Heating systems upgrade additional 'stretch' package - social homes	H3.1 +	2029/30	Lewisham Homes	3.0	0.9	19
Other social housing	Heating systems upgrade additional 'stretch' package - social homes	H3.1 +	2029/30	Social housing providers	2.1	0.6	13
Energy Generation	Arklow Rd, Marine/Cannon/Deptford Wharves & Yeoman Str district heating	EG9	2030/31	LBL / private sector companies	1.3	2.5	3.0
Energy Generation	Grinling Gibbons and Deptford Green schools district heating	EG8	2030/31	LBL / private sector companies	0.1	0.01	0.2



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<b>Sustainable Development Select Committee</b>			
<b>Title</b>	Lewisham Local Plan - Regulation 18 stage “preferred approaches” document	<b>Item No</b>	5
<b>Contributors</b>	Executive Director of Housing, Regeneration and Environment		
<b>Class</b>	Part 1 (open)	<b>Date</b>	21 January 2020

## 1. Purpose

- 1.1. The Local Plan sets out the long-term development strategy for the Borough and is one of the Council’s most important documents. It makes provision for new housing, employment and other development needs including the necessary infrastructure to support good growth. It has a key role in implementing the spatial aspects of the Council’s Corporate Strategy.
- 1.2. A new local plan is being prepared to respond to Lewisham’s local requirements and to reflect national and London Plan policy changes that have emerged in recent years.
- 1.3. The purpose of this report is to provide Sustainable Development Select Committee with the information needed to consider the Lewisham Local Plan - Regulation 18 stage “preferred approaches” document (Draft Local Plan) which is being recommended to Mayor and Cabinet on 11<sup>th</sup> March 2020 for public consultation.

## 2. Recommendation

- 2.1. The Sustainable Development Select Committee is recommended to:
  - a. Note the contents of the Draft Local Plan
  - b. Advise Mayor and Cabinet of any matters it wishes to be taken into account with regard to the content of the draft Local Plan, prior to the commencement of public consultation
  - c. Note the next steps of the plan preparation process and the timetable changes
  - d. Note the financial and legal implications set out in this report

## 3. Background

- 3.1. The Local Plan is the main development plan document for LB Lewisham, setting out a vision and strategy for future development of the borough, addressing the needs and opportunities in relation to housing, the economy, community facilities and infrastructure, as well as providing detailed policies for managing growth and change, safeguarding the environment, meeting the challenge of climate change, securing good design in developments, and identifying specific proposals for the use of land in the borough.

- 3.2. The Local Plan also has an important role in translating any corporate strategy into a spatial vision for the borough, along with guidance to assist in delivering that vision.

#### Reasons for a new Local Plan

- 3.3. The council has a statutory duty to review its Local Plan every 5 years. The current Local Plan has helped the council to secure and deliver significant investment in homes, jobs and infrastructure. Most of the key strategic sites identified by the Plan for development now have planning permission or have started/completed build out. A new overarching strategy is therefore required to ensure that current and future local needs, such as for housing and employment floorspace, can be accommodated in appropriate locations. For sustainable community development it is vital that such needs are met in a coordinated rather than piecemeal manner.
- 3.4. Furthermore, the Local Plan is required to be in line with national and regional planning policy. Crucially, there have been significant changes in this higher level policy landscape since the Plan was adopted. The new National Planning Policy Framework (NPPF) and its associated guidance were first published in July 2018 and revised in February 2019. Together these help give effect to the Government's proposals set out in the Housing White Paper ("Fixing our broken housing market").
- 3.5. In addition, the current London Plan, which came into force in March 2016, is in the process of being replaced. The Examination in Public (EiP) on the draft new London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations on 8th October 2019.
- 3.6. On the 9th December 2019, the London Mayor issued to the Secretary of State his intention to publish the London Plan. The Secretary of State has 6 weeks to consider the plan and supporting documents.
- 3.7. Whilst there is still uncertainty on the exact figures, it is clear that Lewisham's strategic housing target will increase in the light of these higher level policies.
- 3.8. The new Local Plan provides a timely opportunity to reconsider the borough's overall development strategy in light of the aforementioned issues and policy changes, particularly in a manner that confidently aligns with the latest corporate strategy and key priorities across the council.

#### Risk management

- 3.9. In the absence of an up-to-date Local Plan that aligns with the latest NPPF and London Plan, it will become increasingly difficult to influence and determine development proposals which fail to deliver positive outcomes for Lewisham. The National Planning Policy Framework (NPPF) clearly states, at paragraph 11, that where there are no development plan policies, or the

policies which are most important for determining an application are out-of-date, the council must grant planning permission (unless very limited exceptional circumstances apply). By not updating its Local Plan, the council would effectively render a number of policies out-of-date and significantly compromise its ability to make planning decisions based on local circumstances.

- 3.10. Further compounding the above risk is the new Housing Delivery Test (HDT) introduced by the NPPF (2019). The HDT sets punitive measures for local authorities who are not meeting their housing targets, including the imposition of the 'presumption in favour of sustainable development' in line with NPPF, paragraph 11, discussed above. Furthermore, the 'presumption' will continue to apply where the council is unable to demonstrate a five year housing land supply (5YHLS) of deliverable sites against its housing target, at any given time. Developers are increasingly challenging authorities on the 5YHLS through the planning appeal process
- 3.11. In summary, in the absence of an up-to-date Local Plan (which provides a sufficient supply of development sites to ensure delivery against Lewisham's new higher housing targets), the council is at risk of having punitive measures imposed on it, and is more likely to experience 'planning by appeal' on a regular basis.

#### **4. Policy context**

##### National Planning Policy Framework (NPPF)

- 4.1. The preparation of a new Local Plan must comply with the National Planning Policy Framework (NPPF) (revised February 2019). The NPPF sets out the Government's planning policies for England and how these are expected to be applied.
- 4.2. Paragraphs 15-16 of the NPPF outlines the expectations and requirements for local authorities in preparing a new Local Plan. Specifically, local authorities need to ensure that new plans are succinct and up-to-date, provide a positive vision for the future, and present a framework for addressing housing need and other economic, social and environmental priorities. Local authorities also need to ensure that plans be prepared with the objective of contributing to the achievement of sustainable development, and are shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.
- 4.3. Paragraphs 24-27 of the NPPF further outlines the requirements for local planning authorities to ensure that their plan addresses the relevant strategic matters that have broader spatial implications that cross administrative boundaries ("duty to co-operate"), and that effective and on-going joint working between strategic policy-making authorities and statutory bodies has taken place to inform the relevant strategic policies in the new Plan.

- 4.4. Local plans are also required to be reviewed at least once every five years, and updated as necessary (Paragraph 33), and ensure that the existing strategic policies can provide a sufficient supply of new homes over a minimum five year period (Paragraph 73-76). Given that Lewisham's current Core Strategy was published in 2011, and sites allocated for development in the Strategy have largely been taken up or built out, Council is obliged at this time to prepare a new Local Plan to meet the requirements of Paragraph 33 and 73-76 of the NPPF.
- 4.5. Further, the new Local Plan needs to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the Regulations"). Regulation 18 outlines the first steps that must be undertaken in preparing a local plan, including who needs to be notified, and how a local authority should consider feedback received during public consultation when preparing a final draft Plan for submission to the Secretary of State.
- 4.6. The Planning Service has previously undertaken an early stage Regulation 18 consultation of the emerging draft Local Plan (Consultation of Main Issues) in October-November 2015. The feedback received during that consultation period has informed and shaped the spatial strategy draft policies of the 'Preferred Approach' document described in this report.

#### Lewisham's Corporate Strategy 2019

- 4.7. The Local Plan sets out the long-term development strategy for the Borough and is one of the Council's most important strategies. It makes provision for new housing, employment and other development needs including infrastructure. It has a key role in implementing the spatial aspects of the Council's Corporate Strategy including:
  - Open Lewisham - Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
  - Tackling the housing crisis - Everyone has a decent home that is secure and affordable.
  - Building an inclusive local economy - Everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.
  - Making Lewisham greener - Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.
  - Building safer communities - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.

## 5. How the plan is being prepared

### Key stages

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

### Timetable / Local Development Scheme

- 5.2. The timetable for preparing the Local Plan is set out in the council's adopted Local Development Scheme (LDS). The latest LDS was approved by Mayor and Cabinet on 10<sup>th</sup> January 2018.
- 5.3. The approved LDS was prepared to ensure the council was in a position to respond to anticipated changes in the higher level policy framework including the NPPF and the draft London Plan. An unexpected revision to the NPPF in Feb 2019, delays in the preparation of the draft London Plan and a general election in December 2019 have resulted in a significant delay to the approved LDS timetable.

- 5.4. As such the Council is seeking to revise its LDS. The table below sets out the key stages of the plan making process, the anticipated programme and highlights the current stage of production.

<b>Milestone</b>	<b>Indicative Date</b>
First engagement and consultation (first local call for sites)	May – June 2015
Consultation on initial main issues (proposals not taken forward)	October – November 2015
GLA call for sites (SHLAA)	March – June 2016
Second engagement and consultation (second local call for sites)	September – November 2018
Preparing the Draft Local Plan / reviewing responses from call for sites and preparing technical evidence bases	Autumn 2018 – Spring 2020
Draft Local Plan (Regulation 18 consultation)	Spring/Summer 2020
Publication of the Local Plan for Submission (Regulation 19 consultation)	Winter 2020/2021
Submission to the Secretary of State (Regulation 22 submission)	Spring/Summer 2021
Examination by a Planning Inspector	Autumn/Winter 2021
Adoption by Full council	2022

### Evidence base

- 5.5. The Local Plan has to be underpinned by a robust evidence base to justify the policy approach. We have compiled a number of studies and supporting documents to help inform the preparation of the new Local Plan. These have been prepared both by the council and other organisations, including government bodies. Collectively, these documents are known as the 'evidence base'. The evidence base helps to ensure that the approaches and policies in the Local Plan are appropriate and justified, taking into account the latest available information.
- 5.6. Our evidence base comprises technical studies, research reports, site and area masterplans, an Integrated Impact Assessment and other information covering a variety of topic areas and local issues, including: design, housing, economy, environment, transport and infrastructure. The evidence base documents have been made publically available on the council's website and form part of the Local Plan library.

### Integrated Impact Assessment

- 5.7. An Integrated Impact Assessment (IIA) helps to inform the preparation of the Local Plan. It is a detailed analysis of the potential environmental, social and economic effects of the plan. The IIA brings different types of assessment together into a single process, including:
- Strategic Environmental Assessment (SEA)
  - Sustainability Appraisal (SA)
  - Equalities Impact Assessment (EqIA)
  - Health Impact Assessment (HIA)
- 5.8. The IIA is undertaken as an iterative process during the plan's preparation. It includes assessments of preferred policy approaches and reasonable alternatives. Reports are published and consulted on at key stages in the plan process, often alongside draft Local Plan documents. The IIA helps to identify potential issues at an early stage so that measures to avoid or mitigate harm, and improve expected outcomes, can be incorporated into the plan.
- 5.9. A separate Habitats Regulations Assessment (HRA) is also carried out to assess whether protected habitats and species may be adversely impacted by the plan's implementation.

### Tests of soundness

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

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

### Member briefings

- 5.11. In order to ensure that Members have been engaged throughout the plan process and have had the opportunity to influence its direction, the Strategic Planning Team has facilitated a series of All Members Briefings. To-date, 4 sessions have been held, two held in July 2018, one held in October 2018 and the most recent one taking place in July 2019.
- 5.12. The first session (July 2018) focused on the plan making process and some of the key challenges and opportunities arising through the plan review.
- 5.13. The second sessions (July 2018) set out the 'direction of travel' on the new plan and potential broad strategic options for the spatial strategy.
- 5.14. The third session (Oct 2018) agreed the 'strategic objectives' for the new Local Plan with members and outlined the emerging spatial strategy for the borough. The 'strategic objectives' will frame the strategy and detailed policies for the plan, and will ultimately help to ensure that the plan helps give effect to the new corporate strategy.
- 5.15. At the most recent session on 15<sup>th</sup> July 2019, officers presented an overview of the draft development management policies and the draft site portfolio:
- The Development Management policies cover the detailed requirements and standards we would expect all new development to comply with. These policies cover a wide range of topic areas including housing, employment land, town centres, open space and climate change resilience.
  - The draft site portfolio contains the emerging portfolio of strategic development sites. These sites are being considered for inclusion as

site allocation policies in the new plan. The sites will help us to meet our future housing, employment, and town centre/retail targets, along with other local needs, and safeguard land for strategic infrastructure, such as for transport.

- 5.16. A package of Local Plan documents covering the above was circulated to all members before and after the session in July 2019 for comments, feedback and/or clarifications. This member's consultation period ran between 12<sup>th</sup> July 2019 until the 18<sup>th</sup> December 2019.
- 5.17. Officers expect to continue engaging with Members throughout the course of the Local Plan's production, both through briefings and more formally through the Key Decision process.

## 6. Draft Local Plan Contents

### Scope of the Draft Local Plan

- 6.1. Lewisham's current, adopted Local Plan consists of a package of documents. These form the council's statutory development plan, alongside the London Plan and any future neighbourhood plans prepared by community groups. Currently, the Local Plan includes:
- The Core Strategy (2011)
  - Site Allocations (2013)
  - Development Management policies (2014) and
  - Lewisham Town Centre local plan (2014).
- 6.2. The Draft Local Plan brings these documents into a single, updated plan.

### Structure of the Draft Local Plan

- 6.3. For legibility the Local Plan is set out in main parts and sub-sections that cover a number of policy areas however it must be read as a whole, particularly for the purpose of planning and investment decisions.
- 6.4. The Local Plan is organised into five main parts:
- **Part One: Setting the scene and the spatial strategy** – provides background information on the Local Plan before setting out the Vision for Lewisham and the plan's strategic objectives. It also establishes the 'spatial strategy' for the Borough, the land-use priorities and overall pattern of development that the plan will seek to deliver.
  - **Part Two: Managing development** – sets out the 'development management' policies that all planning applications will need to comply with. The policies, detailed requirements and guidance are organised across a number of topic areas. These policies will ensure that all proposals contribute to delivering sustainable development, consistent with the NPPF and the London Plan's 'Good Growth' objectives.

- **Part Three: Lewisham’s neighbourhoods & places** – establishes character areas within the borough based around Lewisham’s distinctive neighbourhoods and places. A vision and strategic priorities (referred to as ‘place principles’) are set out for each of Lewisham’s character areas, along with site allocation policies for strategic development sites. These policies, which must be read alongside those in Part Two, are necessary to support delivery of the spatial strategy for the Borough, and to help manage change and investment in a coordinated way.
- **Part Four: Delivery and monitoring** – sets out the implementation framework for the Local Plan, as well as the arrangements for monitoring and outcomes over the plan period.
- **Part Five: Schedules and appendices** – includes additional technical information and guidance.

## 7. Public consultation

- 7.1. The consultation process for planning policy documents such as the Local Plan is set out in the Statement of Community Involvement adopted in 2006. This sets out the minimum requirements (at each stage of plan preparation process) for engaging with a wide range of stakeholders including the general public.
- 7.2. This set out that at Regulation 18 stage the Council will:
- consult (by mail-out) with:
    - Specific Consultation Bodies
    - General Consultation Bodies the Council consulted in Stage 1 consultation participants
    - Other Consultees (to the extent that the Council considers appropriate).

This above consultation may take the form of an article in the Planning Newsletter providing an introduction to/summary of the Preferred Options Report.

- ensure that written material produced to support consultation on the preferred options will be accessible on the Lewisham website, at the Planning Information Office and at all libraries
- give notice by local advertisement.

The consultation period will be six weeks.

In addition to the above, and depending on the type of Development Plan Document which is being prepared, the Council will consider using methods from the consultation tools to consult as broadly as possible with the community on the preferred options.

- 7.3. The preparation of the Local Plan, and its successful implementation, will require Lewisham council to take a positive and proactive approach to working alongside a wide range of stakeholders. We recognise the importance of engaging with local residents, community groups, businesses, infrastructure providers, landowners, neighbouring local authorities and other stakeholders. Meaningful dialogue, including through formal public consultation, helps to ensure that the Local Plan reflects the aspirations of the wider community and that it is deliverable.
- 7.4. As such we will ensure that this statutory public consultation goes beyond the minimum outlined within our Statement of Community Involvement.
- 7.5. Further detail will be included within the emerging consultation strategy for consideration at Mayor and Cabinet on 11<sup>th</sup> March 2020.

## **8. Financial implications**

- 8.1. There are no direct financial implications from noting the contents of this report.

## **9. Legal implications**

- 9.1. The Planning and Compulsory Purchase 2004 (as amended) (“the 2004 Act”) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (“the 2012 Regulations”) set out the requirements and the statutory procedure for the preparation of a Local Plan.
- 9.2. Regulation 18 of the 2012 Regulations requires the local planning authority to notify and invite representations on the content of the draft plan to: (i) such specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan; (ii) such of the general consultation bodies as the local planning authority consider appropriate; and (iii) such residents or other persons carrying on business in the local planning authority’s area as the local planning authority consider appropriate.
- 9.3. The next stage, after this consultation, is for the local planning authority to prepare a submission draft of the local plan. All representations received during this consultation stage must be taken into account when preparing this submission draft. The submission draft will then return to Cabinet for further consideration.

## **10. Crime and disorder implications**

- 10.1. There are no crime and disorder implications arising from this report.

## **11. Equalities implications**

- 11.1. The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.
- 11.2. The preparation of the Local Plan is being informed by An Integrated Impact Assessment which includes an Equalities Impact Assessment.
- 11.3. Publishing the draft Local Plan at this stage will allow stakeholder/resident views on the content of the document and any likely adverse impacts of policies and proposals on equality groups to be identified and carefully considered prior to the preparation of the final plan document. The proposed submission version of the plan (at Regulation 19 stage) will be supported by an Equalities Impact Assessment (EqIA), which will test at a detailed level all policies and proposals of the plan for equality impacts.
- 11.4. The Equality Act 2010 (the Act) introduced a public sector equality duty (the equality duty or the duty). It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 11.5. In summary, the Council must, in the exercise of its functions, have due regard to the need to:
  - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
  - Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - Foster good relations between people who share a protected characteristic and those who do not.
- 11.6. It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed at 11.5 above.
- 11.7. The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. The Mayor must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.
- 11.8. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals

particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

- <https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-codes-practice>
- <https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>

11.9. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

- The essential guide to the public sector equality duty
- Meeting the equality duty in policy and decision-making
- Engagement and the equality duty: A guide for public authorities
- Objectives and the equality duty. A guide for public authorities
- Equality Information and the Equality Duty: A Guide for Public Authorities

11.10. The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:

- <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance#h1>

## **12. Conclusion**

12.1. The Sustainable Development Select Committee is recommended to:

- a. To note the contents of the Draft Local Plan
- b. Advise Mayor and Cabinet of any matters it wishes to be taken into account with regard to the content of the draft Local Plan, prior to the commencement of public consultation
- c. Note the next steps of the plan preparation process and the timetable changes
- d. Note the financial and legal implications set out in this report

12.2. If you have any questions about this report please contact David Syme, Strategic Planning Manager [david.syme@lewisham.gov.uk](mailto:david.syme@lewisham.gov.uk)

<b>Sustainable Development Select Committee</b>		
<b>Report Title</b>	<b>Surrey Canal Triangle Draft Design Framework Supplementary Planning Document</b>	
<b>Key Decision</b>	<b>YES</b>	<b>Item No.</b>
<b>Wards</b>	<b>New Cross</b>	
<b>Contributors</b>	<b>Executive Director of Housing, Regeneration and Environment</b>	
<b>Class</b>	<b>Part 1</b>	<b>Date: 21<sup>st</sup> Jan 2020</b>

## 1. Purpose

- 1.1 The purpose of this report is to provide Sustainable Development Select Committee with the information needed to consider the draft Surrey Canal Triangle Design Framework Supplementary Planning Document (draft SPD) which is being recommended to Mayor and Cabinet on 5 February 2020 for adoption.

## 2. Summary

- 2.1 This report sets out the background, need and policy context for the draft SPD, reports back on the public consultation carried out following consideration of the first draft of the SPD at its meeting on 28 October 2019 and the decision of Mayor and Cabinet to go to public consultation which took place at its meeting on 30 October 2019. This report summarises the responses received during the public consultation and how the contents of the draft SPD has responded to the comments received.

## 3. Recommendation

- 3.1 Sustainable Development Select Committee is asked to;
- a. Note the responses to the public consultation
  - b. To note the now revised contents of the draft Surrey Canal Triangle Design Framework Supplementary Planning Document (the draft SPD)
  - c. Advise Mayor and Cabinet of any matters it wishes to be taken into account with regard to the content of the draft SPD, prior to adoption

## 4. Background

- 4.1 The draft SPD has been produced to provide further guidance on the comprehensive regeneration of the Surrey Canal Triangle, which is allocated for redevelopment in the LB Lewisham Core Strategy 2011.

- 4.2 The Development Area, known as Surrey Canal Triangle, is identified in the Adopted Core Strategy as Strategic Site Allocation 3 (SSA3). It covers an area of more than 10 hectares of land in the north west of the Borough. The land is bounded by railway lines and bisected by Surrey Canal Road. Millwall Football Stadium occupies a key site in the north east of the development area.
- 4.3 The regeneration of the site is strategic in nature and considered essential to the delivery of the existing Core Strategy. It is important that the site is developed comprehensively to ensure a coordinated outcome, setting high standards of design quality and deliverability. Individual planning applications should comply with the objectives of the Design Framework set out in the draft SPD. Proposals which fail to respond to the draft SPD or which undermine the delivery of a comprehensive outcome will not be supported.
- 4.4 Outline planning permission was granted in March 2012 for the redevelopment of the entire Development Area (known then as New Bermondsey), under reference DC/11/76357. A subsequent S73 planning approval was granted on 18 December 2015 under reference DC/13/085143. In granting this outline permission, the Council allowed an extended period of up to 10 years for the submission of subsequent reserved matters applications, recognising the scale of the development and its proposed phasing and delivery. This planning permission is extant and applications for reserved matters approval can be submitted until 30 March 2022.
- 4.5 The draft SPD has been prepared by the council in collaboration with key stakeholders, Renewal Limited and Millwall FC to ensure that the future redevelopment of the site is guided by a set of shared principles agreed by the principal parties. It is recognised by all parties that this draft SPD sets an important strategic design framework for unlocking development and delivering a successful regeneration of this part of the borough.

## **5. Policy context**

- 5.1 A Supplementary Planning Document (SPD) adds further detail to adopted policies in the Local Plan. Following adoption, it will become a material consideration in the determination of planning applications. It is not however, part of the Local Plan. In this instance the SPD will give design guidance on the implementation of the Strategic Site Allocation 3 (SSA3) within Lewisham's adopted Core Strategy 2011.
- 5.2 Strategic Site Allocation 3: Surrey Canal Triangle is allocated for mixed-use development. The SSA seeks a comprehensive phased approach to redevelopment in line with an approved Masterplan that delivers the following priorities:
- “A new ‘destination’ development that capitalises on the opportunities presented by Millwall Stadium ensuring that the existing football and sports facilities are enhanced and made accessible to the public including appropriate supporting uses in support of this aim.

- Provides at least 20% of the built floorspace developed on the site (excluding the Millwall Stadium area) for a mix of business space (B1(c), B2, B8) as appropriate to the site and its wider context.
- Creates a sustainable high density residential environment at a density commensurate with the existing PTAL (public transport accessibility) rating for the site or the future PTAL rating achieved through investment in transport infrastructure and services.
- Provides for a mix of dwelling types accommodating, subject to an acceptable site layout, scale and massing, up to 2,500 new homes (C3) with a proportion of on-site affordable housing.
- Makes provision for the Surrey Canal Road Overground Station which will be located to the south of Surrey Canal Road and a new pedestrian and cycle bridge adjacent to the East London Line Phase 2 extension.
- Provides retail uses to serve local needs that do not adversely impact existing town centres (A1, A2).
- Provides for a mix of restaurant, food and drink uses to serve the site and immediate neighbourhood.
- Enhances Bridge House Meadows and provides appropriate amenity open space within the development including children's play space to provide health and recreational opportunities for new residents.
- Improves connectivity of the site and locality to the other strategic sites, the rest of the borough and adjoining sites within the London Borough of Southwark, through the provision of new pedestrian and cycling facilities and public transport services to increase permeability and accessibility.
- Ensures the design enables the continued functioning of the adjoining Surrey Canal Road Strategic Industrial Location, including the waste transfer and processing uses on Surrey Canal Road.
- Ensures appropriate noise mitigation against the surrounding railway viaducts
- Take opportunities to use power generated by the South East London Combined Heat and Power Station (SELCHP) for district heating or other suitable sources of decentralised energy”.

5.3 In addition to the above, SSA3(2) identifies the following urban design principles as key features of any Masterplan for the Site:

- “The layout of the development will ensure that the new business and industrial uses are capable of functioning minimising disturbance to the occupiers of the residential portions of the site.
- The layout will also ensure that Millwall Stadium can continue to function as a mass spectator destination with appropriate access for emergency services and evacuation arrangements and that disturbance to residents is minimised.
- The commercial industrial units should be designed to ensure viability and flexibility of use with appropriate floor to ceiling heights, internal space layouts and partitioning, and delivery and goods handling arrangements.
- The location and design of buildings will need to respond to the height of the railway viaducts surrounding the site and the location of the SELCHP facility to the east of the site.
- Access and links to the site should be improved”.

5.4 A detailed review of the policy context can be found within Section 3 of the draft SPD in Appendix 1 to this report.

5.5 The SPD will support delivery of the Council's Corporate Strategy 2018-22 at all stages of its development. Through early engagement with local residents in producing the SPD, public consultation, and by using the SPD to help the Council apply its policies appropriately and secure high quality development the proposal would help deliver the following Priorities:

- Open Lewisham - Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
- Tackling the housing crisis - Everyone has a decent home that is secure and affordable.
- Building an inclusive local economy - Everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.
- Making Lewisham greener - Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.
- Building safer communities - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.

## **6. Pre-production Consultation**

6.1 The consultation process for planning policy documents such as this SPD is set out in the Statement of Community Involvement. This requires a pre-production consultation to be undertaken which includes a scoping report that documents the evidence base and provides an outline of the issues. This has been completed and the responses received were reported to the meeting of this Committee held on 28 October 2019.

6.2 A baseline analysis of the site and a SEA screening report formed the basis of the scoping and the pre-preparation consultation took place during the period of 16 September to 21 October 2019 - over a 5-week period. The SEA screening report is attached at Appendix 2.

6.3 In accordance with our statement of community involvement and for the entire duration of the consultation; all consultation documentation was displayed at Deptford and Lewisham Libraries, Lewisham Council's planning information office and also made available on the Lewisham Council's website in the 'consultation hub' section. A questionnaire was also made available in paper form and online. Statutory and community organisation letters were also sent via email to all relevant parties. All relevant Councillors were notified including the Mayor.

6.4 The result of the pre-production consultation is attached at Appendix 3.

## 7. Public Consultation process for the draft SPD

7.1 The consultation process for the draft SPD was carried out in accordance with Lewisham's Statement of Community Involvement. The consultation process ran for six weeks between 13 November 2019 and 5 January 2020.

7.2 The consultation programme is set out at Appendix 4 to this report.

7.3 It should be noted that items nine to twelve of the consultation programme are not a requirement of the current SCI but given the significance of the proposals, it was felt important that further opportunity to engage should be explored and would be useful.

7.4 A summary of responses from all parties engaged in the consultation process is attached at Appendix 5 to this report, these will also be published on the Council's website shortly as per Lewisham's SCI;

## 8. SPD Summary

8.1 As outlined above, the draft SPD has been produced to provide a comprehensive design framework for Surrey Canal Triangle, as allocated for redevelopment in the LB Lewisham Core Strategy 2011.

8.2 The draft SPD has eight sections:

1. **Introduction** - Outlining the role of the SPD, the background and the sites history.
2. **The Surrey Canal Triangle Development Area Today** – Providing a baseline analysis of the site ranging from the wider strategic development context to existing land uses, movement and open space networks.
3. **Strategic Planning Objectives** – Outlining the planning policy context and key planning objectives from national, regional and local level.
4. **The Urban Design Framework** – This section of the SPD reflects on the key principles set out in Policy SSA3 of the Core Strategy, and other identified constraints and opportunities, to create an urban design framework for comprehensive development.
5. **Character Areas** – Providing further detail on the key character areas of the framework and setting out the aspirations and design principles for each.
6. **Delivery and requirements** – Outlining information on delivery such as landownership, phasing and infrastructure requirements.
7. **Statutory Considerations** -
8. **Appendices**

## 9. Financial implications

9.1 There are no direct financial implications arising from this report. The SPD will be published electronically on the Council's website and only limited hard copies will be produced, these being funded from within the agreed Planning Service budget.

## **10. Legal Implications**

10.1 Pursuant to section 19(2) of the Planning and Compulsory Purchase Act 2004, when preparing a SPD, the council must have regard to:

- national policies and advice contained in guidance issued by the Secretary of State;
- the spatial development strategy if the authority are a London borough;
- any other local development document which has been adopted by the authority;
- the resources likely to be available for implementing the proposals in the document;
- such other matters as the Secretary of State prescribes

10.2 Furthermore, the council must comply with their Statement of Community Involvement which sets out how the authority will consult and engage with individuals, communities and other stakeholders: section 19(3) of the Planning and Compulsory Purchase Act 2004

10.3 The Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the main steps in the procedure for the production and adoption of planning documents, as explained in section 6 of this report.

10.4 Section 9D of the Local Government Act 2000 states that any function of the local authority which is not specified in regulations under subsection (3) is to be the responsibility of an executive of the authority under executive arrangements. The Local authorities (Functions and Responsibilities (England) Regulations 2000 specifies that certain functions relating to Development Plan documents are by law the responsibility of the Council. No specific reference is made to the preparation of an SPD in the Regulations and as it is not a Development Plan Document it is therefore an executive function.

## **11. Crime and Disorder Implications**

11.1 There are no direct implications relating to crime and disorder issues.

## **12. Equalities Implications**

12.1 The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.

12.2 The Alterations and Extensions SPD does not have any direct equalities implications.

- 12.3 The Equality Act 2010 (the Act) introduced a public sector equality duty (the equality duty or the duty). It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 12.4 In summary, the Council must, in the exercise of its functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
  - Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - Foster good relations between people who share a protected characteristic and those who do not.
- 12.5 It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed at 10.4 above.
- 12.6 The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. The Mayor must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.
- 12.7 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-codes-practice>

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>

12.8 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty: A guide for public authorities
4. Objectives and the equality duty. A guide for public authorities
5. Equality Information and the Equality Duty: A Guide for Public Authorities

12.9 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance#h1>

### **13. Environmental Implications**

13.1 It is not necessary to undertake a Sustainability Appraisal to accompany the production of a SPD. It is however necessary to assess the need to undertake a Strategic Environmental Assessment (SEA).

13.2 A SPD screening report was prepared to identify if a Strategic Environmental Assessment (SEA) would be required, and statutory consultation was undertaken concurrently with the statutory consultation for the Conservation Area boundary changes and Appraisal. The responses from the statutory consultees are set out in the final screening report, attached as Appendix 2.

13.3 Based on our assessment and the comments national statutory bodies, the council will not undertake a full SEA.

### **14. Conclusion**

14.1 Sustainable Development Select Committee is asked to;

- a. Note the responses to the consultation
- b. To note the contents of the draft Surrey Canal Triangle Design Framework Supplementary Planning Document (the draft SPD)
- c. Advise Mayor and Cabinet of any matters it wishes to be taken into account with regard to the content of the draft SPD, prior to the commencement of public consultation

## 15. Background documents and originator

Short Title Document	Date	File Location	File Reference	Contact Officer	Exempt
Planning & Compulsory Purchase Act 2004	2004	Laurence House	Planning Policy	David Syme	No
Localism Act 2011	2011	Laurence House	Planning Policy	David Syme	No
National Planning Policy Framework (NPPF) 2012	2012	Laurence House	Planning Policy	David Syme	No
Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)	2012	Laurence House	Planning Policy	David Syme	No

If you have any queries on this report, please contact David Syme, Strategic Planning Manager, 5<sup>TH</sup> floor Laurence House, 1 Catford Road, Catford SE6 4RU, telephone 020 8314 7400.

**Appendix 1:** Draft Surrey Canal Triangle Design Framework Supplementary Planning Document (the draft SPD)

**Appendix 2:** SEA Screening Opinion

**Appendix 3:** Results of the Pre-production Consultation

**Appendix 4:** Consultation Programme

**Appendix 5:** Issues raised from the consultation exercise

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**Draft Surrey Canal Triangle  
Design Framework  
Draft Supplementary Planning Document  
(agenda supplement)**

**Strategic Environmental Assessment (SEA)  
Screening Report**

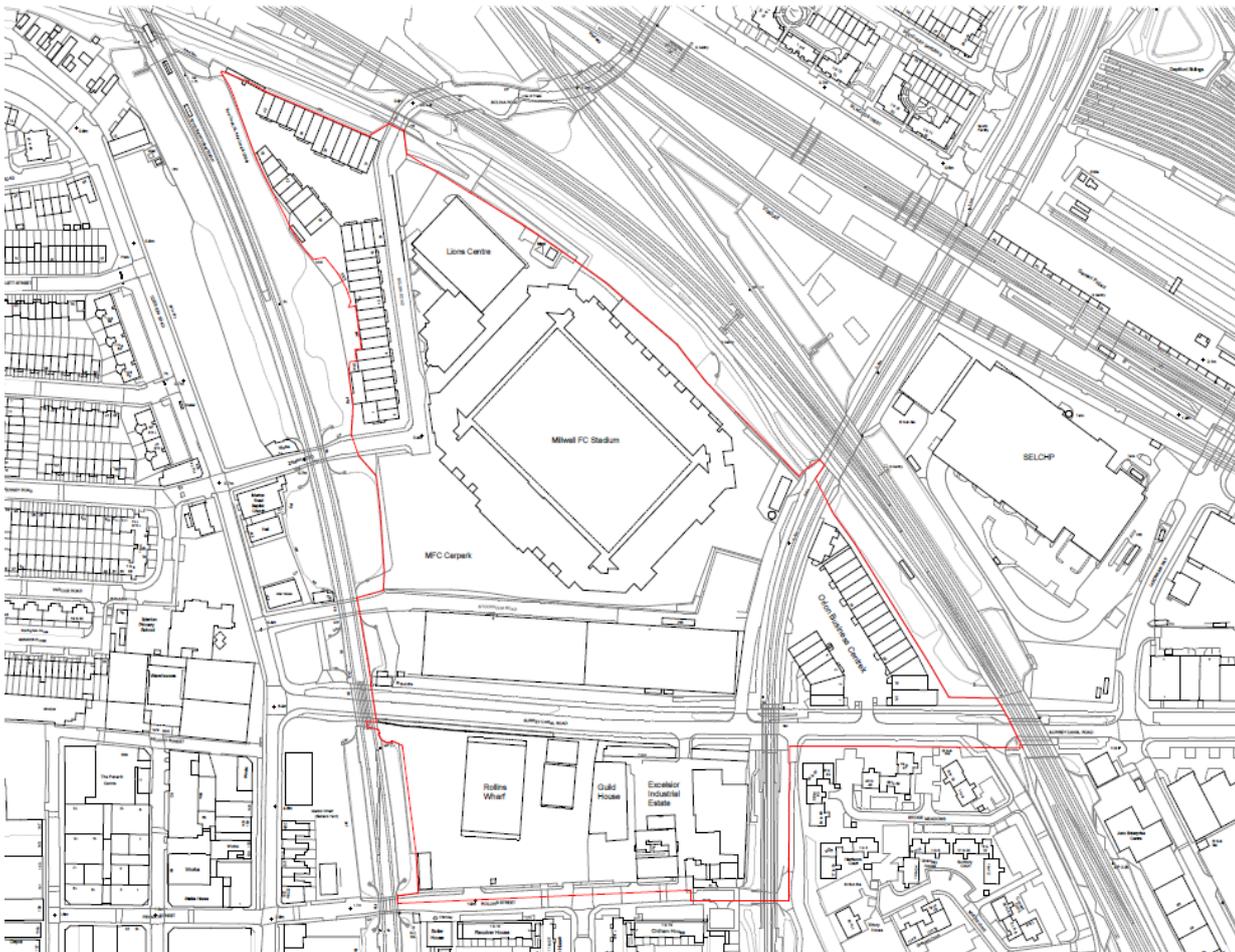
Strategic Environmental Assessment Screening  
for the Surrey Canal Triangle Supplementary  
Planning Document  
September 2019



## Section1: The Strategic Environmental Assessment Screening Process

### Introduction

1.1 The London Borough of Lewisham is preparing a Supplementary Planning Document (SPD) to provide further guidance on the comprehensive masterplan for Surrey Canal Triangle, as allocated for redevelopment in the LB Lewisham Core Strategy 2011, to make the best use of available land close to transport hubs, increase the delivery of affordable new homes and to facilitate the future aspirations of Millwall Football Club at the heart of the site.



1.2 This Strategic Environmental Assessment (SEA) screening is being prepared in accordance with the requirements of Directive 2001/42/EC of the European Parliament and of the Council on the Assessment of the Effects of Certain Plans and Programmes on the Environment and the Environmental Assessment of Plans and Programmes Regulations 2004. The following guidance has also been taken into account:

- The National Planning Policy Framework (NPPF) (DCLG, 2012, as updated 2019).
- The National Planning Practice Guidance (PPG ID: 11) in relation to SEA/SA (DCLG, 2015).
- A Practical Guide to the Strategic Environmental Assessment Directive (ODPM, 2005).

1.3 The screening consultation is being prepared to enable the specified statutory consultation bodies (Natural England, Historic England and the Environment Agency) to comment on the appropriateness of the screening process for this proposed SPD. Other bodies that have specifically been invited to comment are:

- Neighbouring London Boroughs;
- Transport for London;
- Greater London Authority

1.4 Comments are invited to be made in writing and returned to the Planning Policy Team at:

- **Post** : SEA Screening Consultation (Surrey Canal Triangle SPD), Planning Policy London Borough of Lewisham, 5th Floor Laurence House, 1 Catford Road, Catford, LONDON SE6 4RU
- **Email** : [planning.policy@lewisham.gov.uk](mailto:planning.policy@lewisham.gov.uk)
- The consultation period will run from Monday 16th September to Monday 21<sup>st</sup> October 2019

#### SEA Screening process and the Scope of the Surrey Canal Triangle SPD

1.5 This Screening Report has been prepared in accordance with Section 9(3) of the SEA Regulations 2004 and is based on the Council's current scope of the Surrey Canal Triangle SPD.

1.6 The purpose of the SPD will be to:

- Build on the policies within the Local Plan; and
- Provide further guidance on key considerations for the comprehensive development of the Surrey Canal Triangle area.

1.7 The purpose of the SPD will be to provide further guidance on the Strategic Site Allocation within the Core Strategy and the application of other key relevant policies within the LDF. It will not create any new policy or amend existing adopted policies. A proposed structure of the Surrey Canal Triangle SPD is set out below. Once produced, the draft of the Surrey Canal Triangle SPD will be subject to formal public consultation.

#### Proposed Surrey Canal Triangle SPD Structure

1 Introduction including:

- The Role of the SPD
- Background
- The Vision

- Site History

## 2 The Surrey Canal Triangle Development Area Today including:

- Existing Site and Uses
- Existing Access and Movement Network
- Existing Open Space Network
- Existing Community Provision
- Wider and Strategic Context

## 3 Development Principles

## 4 The Urban Design Framework including:

- Overarching Principles Local Distinctiveness and Character Areas
- Public Realm
- Land Uses
- Heights, Scale and Massing

## 5 Delivery and Requirements

## 6 Statutory Considerations

## 7 Consultation

### SA/SEA of the Lewisham Core Strategy and Site Local Plan

1.8 The adopted Lewisham Core Strategy has been the subject of Sustainability Appraisal (including Strategic Environmental Assessment) and this has included the Surrey Canal Triangle Site Allocation (SSA3) and all other policies. This SA/SEA process was undertaken throughout the plan preparation process. The relevant Sustainability Appraisal documents and the LDF Core Strategy can be found on the London Borough of Lewisham website. The Sustainability Appraisal for the Core Strategy was undertaken in September 2010. A separate Habitats Regulations Assessment Screening was also undertaken in February 2010.

1.9 Paragraph 165 of the NPPF (2012 and last updated 2019) states “A sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors”.

1.10 Paragraph 166 states that “Assessments should be proportionate, and should not repeat policy assessment that has already been undertaken”.

1.11 National Planning Practice Guidance (NPPG) (2016 and last updated 2019) states that:

“Supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already have been assessed during the preparation of the Local Plan.

A strategic environmental assessment is unlikely to be required where a supplementary planning document deals only with a small area at a local level (see regulation 5(6) of the Environmental Assessment of Plans and Programmes Regulations 2004), unless it is considered that there are likely to be significant environmental effects.

Before deciding whether significant environment effects are likely, the local planning authority should take into account the criteria specified in Schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies.”

### Screening Assessment

1.12 The SEA screening procedure generally comprises of 6 stages, as detailed below:

1. Preliminary Assessment: to determine whether screening is necessary;
2. Assessment of likely Environmental Effects: if screening is required the an assessment of the likely environmental effects, including any significant effects, will be undertaken in accordance with the SEA Regulations 2004;
3. Draft Screening Report: a draft screening report will be prepared summarising the results of Stage 2 and including a draft determination as to whether the SPD is likely to have significant environmental effects;
4. Consultation with statutory bodies: the Environment Agency, Historic England and Natural England will be consulted on the draft Screening Report. In this case, the council will consult additional stakeholders considered to have a strategic interest in this stage of the SPD preparation.
5. Final Screening Report: consideration to be given to the responses from the three statutory bodies and other consultees and then a final version of the screening report prepared confirming:
  - a. The result of the screening;
  - b. Responses from the consultation bodies and other consultees;
  - c. The final determination, and
  - d. The statement of reasons if no SEA is required
6. Final Screening Report made publically available: the Council will issue the Final Screening Report to each of the three statutory consultees and other consultees and make it publicly available for inspection.

1.13 This is the stage 3 report, with the current consultation being stage 4.

1.14 The document “A Practical Guide to the Strategic Environmental Assessment Directive” (ODPM, 2005), sets out eight criteria that should be taken into account when screening a plan or programme to determine whether it will require SEA. The following provides the London Borough of Lewisham’s screening assessment using these criteria and the recommended methodology within the guide.

**Table 1: Application of the SEA Directive to the Proposed SPD**

	<b>Screening Question</b>	<b>Screening assessment</b>
1.	Is the SPD subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority through legislative procedure by Parliament or Government ?	Yes. The SPD will be prepared and adopted by the London Borough of Lewisham in its role as Local Planning Authority.
2.	Is the SPD required by legislative, regulatory or administrative provisions?	No. Preparation of SPD is not a requirement of legislation, regulatory or administrative provisions.
3.	Is the SPD prepared for agricultural, forestry, fisheries, energy, industry, transport or waste management, telecommunications, tourism, town and country planning or land-use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive?	Yes. The SPD is intended to provide further guidance to the LDF Core Strategy which is the town planning policy framework for its area, including policy for land-use. The Core Strategy has been subject to full Sustainability Appraisal (including SEA). The SPD will not create new policy or land-use designations.
4.	Will the SPD, in view of its likely effects on sites, require an assessment under Article 6 or 7 of the Habitats Directive?	No. The Core Strategy were subject to screening for the need for assessment under the requirements of the Habitats Directive and it was concluded that such assessment was unnecessary. As the SPD will not change or add to policy, proposals or designations within the Core Strategy it is not considered that further screening for such assessment is necessary as there would be no likely effects on European Sites.
5.	Does the SPD determine the use of small areas at local level, OR is it a minor modification of a plan subject to Article 3.2?	No. The policies, proposals and allocations that determine use within the SPD area have already been set within the Core Strategy. There will be no aspect of the SPD which would modify these policy documents.

6.	Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)?	No. This framework is already set within the Core Strategy. The SPD will provide further guidance on the relevant policies, proposals and allocations within this document.
7.	Is the SPD's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget plan, OR is it co-financed by structural funds or EAGGF programmes 2000-2006/7?	No
8.	Is it likely to have a significant effect on the environment?	It is not likely that the SPD will have any significant effect on the Surrey Canal Triangle area or elsewhere that has not already been assessed through Sustainability Appraisal (including SEA) of the Core Strategy. For example, the assessment of the Site Allocation SSA3 Surrey Canal Triangle concluded that whilst there may be some negative impacts in the shorter term, there were predominantly positive impacts in the longer term, including to business and economics, environmental quality, biodiversity, community identity, training and education. It concluded that there may be more uncertain noise and air quality impacts but that any negative impacts could be improved through mitigation.

**Table 2 : Determining the likely significance of effects**

	<b>SEA Directive Annex II: Criteria for determining likely significance of effects referred to in Article 3(5)</b>	<b>Comment</b>
1.	<b>The characteristics of plans and programmes, having regard, in particular, to:</b>	
1a)	The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	The SPD will provide further guidance to the policies, proposals and the allocations that are contained within the Core Strategy and already set the framework for the development projects and activities that could occur within the Surrey Canal Triangle SPD area. The Core Strategy, including those parts that set a framework for Surrey Canal Triangle, have been fully assessed for the purposes of SA/SEA
1b)	The degree to which the plan or programme influences other plans and programmes including those in a hierarchy	The Surrey Canal Triangle SPD, in providing further guidance to the framework set within the Core Strategy does not directly affect other specific public sector plans or programmes but rather is influenced by the Core Strategy and other higher tier planning policy, including the London Plan and NPPF
1c)	The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development	The Core Strategy and other higher level policies set the context for achieving sustainable development for which the SPD will provide further guidance as to how this should be achieved. These options will not revisit or change the higher level policy requirements and in the case of the Core Strategy, this have been subject of SA/SEA. The SA Report 2010 concluded that the Surrey Canal Triangle site allocation will give rise to a positive impact overall and a specifically positive impact for the majority of the SA objectives when assessed against these.

1d)	Environmental problems relevant to the plan or programme	The assessment of the Site Allocation SSA3 Surrey Canal Triangle concluded that whilst there may be some negative impacts in the shorter term, there were predominantly positive impacts predicted in the longer term, including to business and economics, environmental quality, biodiversity, community identity, training and education. It concluded that there may be more uncertain noise and air quality impacts but that any negative impacts could be improved through mitigation.
1e)	The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).	It is unlikely that there would be any significant impact resulting from the further guidance for this site allocation area.
2	<b>Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</b>	
2a)	The probability, duration, frequency and reversibility of the effects	The SPD will provide guidance for and help give effect to the policies in the Core Strategy, which cover the 15 year plan period up to 2026. A Sustainability Appraisal was undertaken for the Core Strategy which included the Surrey Canal Triangle site allocation which is the area that will be addressed by the SPD. The evidence to support the SA for the Core Strategy continues to be up-to-date and looked at the probability, duration, frequency and reversibility of effects. The assessment of the Site Allocation SSA3 Surrey Canal Triangle concluded that whilst there may be some negative impacts in the shorter term, there were predominantly positive impacts in the longer term, including to business and economics, environmental quality, biodiversity, community identity, training and education. It concluded that there may be more uncertain noise and air quality impacts but that any

		negative impacts could be improved through mitigation. It is recognised that the SPD will provide further guidance on the design and the forms of development in the area which will result in higher level of certainty in the probability, duration, frequency and reversibility of any potential positive effects for SA objectives relating to noise and air quality.
2b)	The cumulative nature of the effects	Cumulative effects of the Surrey Canal Triangle site allocation have been assessed within the SA for the Core Strategy. There are no likely cumulative effects that would result from the production of the Surrey Canal Triangle SPD.
2c)	The trans-boundary nature of the effects	There will be no national trans boundary effects resulting from the Surrey Canal Triangle SPD given the highly localised nature of the area included and the types of development defined within the Core Strategy. Local administrative trans boundary effects were considered as part of the SA/SEA of these documents.
2d)	The risks to human health or the environment (e.g. due to accidents)	Human health effects were assessed in the SA for the Core Strategy for site allocation SSA3. No residual risks to human health or the environment were identified in relation to the site allocation area for Surrey Canal Triangle.
2e)	The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The spatial extent of the SPD will not be larger than the area already covered in the Core Strategy . This is a small area at local level with the site allocation area being 10 hectares. It has a range of existing businesses but a very limited existing residential population. The potential impact of the site allocation has been assessed as part of the SA/SEA of the Core Strategy. The impact on existing businesses is mitigated by the assessed employment policies within the Core Strategy. The magnitude of the impacts of the site allocation are therefore considered to be limited in this sense and positive in terms of the provision of a range of new homes and business space within the site allocation area

2f)	<p>The value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"> <li>I. special natural characteristics or cultural heritage,</li> <li>II. exceeded environmental quality standards or limit values</li> <li>III. intensive land-use</li> </ul>	<p>The value and vulnerability of the area of the Surrey Canal Triangle SPD have been considered as part of the SA/SEA of the Core Strategy, including the special natural characteristics and cultural heritage aspects, with the latter being of limited relevance. The intensiveness of the proposed use of the land was part of the SA/SEA assessment and no significant impacts were identified in relation to this.</p>
2g)	<p>The effects on areas or landscapes which have a recognised national, Community or international protection status</p>	<p>There are no landscapes or areas of recognised national, community or international protection status that have been identified in relation to the Surrey Canal Triangle site allocation/SPD area. However, further site specific guidance on appropriate design is considered largely positive with regard to local character and townscape.</p>

Draft determination

- 1.15 A screening assessment has been undertaken on the Surrey Canal Triangle SPD, as detailed in Tables 1 and 2.
- 1.16 The assessment indicates that the spatial extent of the SPD is limited to a strategic site in a contained area of the Borough, and the scope of the document is to provide guidance which will help give effect to the adopted Core Strategy policies.
- 1.17 Any effects resulting from higher tier planning documents including the ‘parent policies’ relevant to this SPD have already been considered and assessed by a separate full SEA through the Development Plan process.
- 1.18 The SPD does not propose any new policies, or the amendment of existing adopted policies, and will not allocate resources or direct other higher level plans and programmes.
- 1.19 In conclusion, the draft determination is that a SEA will not be required.

**Next Stage**

- 1.20 The draft determination is that a SEA will not be required for the SPD. However, before a final determination is made it will be necessary to:
  - 1 Consult on this draft determination with the three statutory consultees and other consultees listed in Paragraph 1.3, and
  - 2 Prepare a final screening report, which is to be made publicly available.



**Draft Surrey Canal Triangle  
Design Framework  
Supplementary Planning Document  
Pre-production consultation responses**

**Surrey Canal Triangle SPD**

**Updated Responses from stage 1 pre-production for Cabinet reporting**

21<sup>ST</sup> October 2019

Body/ Organisation	Summary of comments
Natural England	<p>Unlikely to have major effects on the natural environment but may have some effects.</p> <p>Therefore they do not wish to provide specific comments but ask for the following to be considered;</p> <ul style="list-style-type: none"> <li>• Green Infrastructure.</li> <li>• Enhancing networks of Habitats.</li> <li>• Using GI to mitigate toward flooding and heat waves.</li> <li>• Health and quality of life benefits.</li> <li>• Refer to the ‘good practice guidance for green infrastructure and biodiversity (Including in the Town &amp; Country planning associations guide for sustainable communities.</li> <li>• Opportunities for Biodiversity enhancement.</li> <li>• Opportunities Landscape enhancement.</li> <li>• Impacts of Lighting and landscaping on biodiversity.</li> </ul>
TFL	<ul style="list-style-type: none"> <li>• TFL have adopted the Healthy Streets approach and recommends document includes reference to this.</li> <li>• Vision zero – designing towards zero deaths on roads in London by 2041</li> <li>• Transport mitigation and improvement measures secured in previous planning applications should be carried forward.</li> <li>• Supportive of vision as set out in document.</li> <li>• References to building on opportunities created by existing and new stations are welcomed.</li> <li>• References to achieving sustainable development are welcomed.</li> <li>• Emphasis on sustainable and active modes of transport is recommended in the access and movement section of the baseline info.</li> <li>• References to consider the wider and strategic context are welcomed.</li> </ul>
SELCHP	<p>No comments at this stage but confirm they would like to remain a consultee for this SPD and once a draft is available.</p>
London Borough of Southwark	<p>No comments at this stage but confirm they would like to remain a consultee for this SPD and once a draft is available.</p>
Thames Water	<ul style="list-style-type: none"> <li>• SPD should include a policy relating to water supply and waste infrastructure, ensuring also that piecemeal upgrades are not delivered for each phase.</li> <li>• Reference should be made to Para. 20 of the NPPF - sufficient infrastructure provision.</li> <li>• Recommends developers engage early on as per para. 26 of the NPPF to ensure demand and infrastructural requirements met.</li> <li>• Comments in relation to flood risk and SUDS so as to ensure adequate provision and mitigation designed into the development.</li> </ul>
No organisation given - summary of comments on website questionnaire	<ul style="list-style-type: none"> <li>• Keep new station name Surrey Canal Road - citing heritage as reason</li> <li>• Make it pedestrianised except for emergency vehicles, no roads - pedestrian only and no parking except disabled</li> <li>• Area in need of much improvement, keen to see development and improvements delivered.</li> </ul>

**Draft Surrey Canal Triangle  
Design Framework  
Supplementary Planning Document  
Stage 2 SCT consultation programme**

## Surrey Canal Triangle

### Draft Supplementary Planning Document: Public Consultation: Programme

Production	Stage 2 consultation period - 13 November 2019 to 5 January 2020	(6 weeks)
Web publication Consultations page	<b>1</b>	The draft SPD along with all relevant and previously uploaded documentation was advertised on the Council's consultation page. A short online questionnaire was included. In line with new requirements, an accessible version of the draft SPD was also uploaded. A link providing contact details to the Urban Design inbox was also provided.
Newspaper advert	<b>2</b>	Consultation advertised in the 'New Shopper' local paper
Web publication SPD page	<b>3</b>	The draft SPD along with all relevant and previously uploaded documentation was advertised on the Council's SPD page along with a link to the consultation page (where the brief online questionnaire was also provided).
Paper copies	<b>4</b>	Paper copies of all information and the questionnaire were provided in, The Planning Information Office, Lewisham Library Deptford Lounge and Library
Site notices	<b>5</b>	Five site notices advising of the consultation were installed at key positions around the site perimeter.
Notification letters	<b>6</b> <b>7</b> <b>8</b>	<b>6</b> A notification letter in email form went out to all relevant Councillors <b>7</b> A notification letter in email form went to all Statutory Consultees <b>8</b> A notification letter in email form went out to all relevant community groups that the Council holds contact details for.
Letter drop	<b>9</b>	A printed letter was mailed to all parties within the site boundary.
Letter drop	<b>10</b>	A printed letter was mailed to all parties in proximity to the site boundary.
Web update Advertising drop-in	<b>11</b>	Both the Consultations and SPD page were updated to notify of a drop-in session at Scotney Hall, SE15 1EY, 10th Dec. from 5pm to 8pm, providing opportunity for interested parties to talk directly to officers.
Drop-in session	<b>12</b>	Drop in session Held at Scotney Hall from 5pm to 8pm SPD, presentation boards on display and officers present to answer questions and take comments.
Consultation on Draft Closed	<b>13</b>	Consultation closed and documentation moved to "closed consultations" area on the Council website. Results to be published by w/e Friday 17th January 2020

**Draft Surrey Canal Triangle  
Design Framework  
Supplementary Planning Document  
Stage 2 SCT  
Issues raised from the consultation exercise**

Organisation - Statutory	Comment	Response
<b>GLA</b>	1 Supportive of much needed growth around the Surrey Canal Triangle area and recognises the positive contribution it can make to delivering development across London for industry, jobs and genuinely affordable housing.	Noted
	2 The draft SPD provides a comprehensive contextual analysis which is welcome.	Noted
	3 The area's relationship with London's central activities zones and opportunity areas could be set out and explored more clearly and fully, it is important that it links and responds to these too.	Noted. Pg 16 to include text on Lewisham, Catford and New Cross opp. areas - taken from the London Plan pages 364 & 365 - annex item 20
	4 It should be recognised that that the Mayor's strategic approach to London's industrial land has changed since the 2012 granted planning permission for mixed use employment. The London Industrial land study of 2017 says there will be a positive net demand over the period 2016 to 2041 and based on this evidence, the new London Plan identifies Lewisham as a 'retain capacity' borough in table 6.2. Lewisham should therefore be seeking to intensify industrial floor space.	In response to points 4, 5 and 6; Noted. The SPD seeks to increase the overall employment floor space offer, as part of a mixed use scheme. The site was designated through the appropriate routes and also identified as a housing zone by the GLA. Mixed use was accepted through the GLA's SHLA and identified as a key site contributing towards Lewisham's housing targets.
	5 Lewisham is also identified as being in the Central Services Area and boroughs in this area are expected to recognise the importance of providing essential services to Central Activities Zones eg. 'last-mile', administrative, printing and food related.	
	6 The Mayor recognises that the area has been allocated for mixed-use development and has extant planning permission but strongly encourages Lewisham to follow and implement, 'retain capacity' status due to it's location in within the Central Services Area.	
	7 the Local plan also sets out a requirement for 50% affordable housing where there is net loss of industrial floor space and this will inform the threshold for fast-track route status.	Noted
	8 The Mayor welcomes that the draft SPD responds positively to strategic views set out in the LVMF. Sectional analysis or 3D modelling would give an indication as to the maximum heights. Guidance as set out in the London Plan policies should be followed.	The SPD sets out the key high level considerations. Lewisham does not consider it appropriate to be giving detailed guidance on height, this is for the planning process to assess when detailed designs are provided.
	9 There then follows a tabulated description of more specific comments on pages of the SPD Highlights are as follows;	

9a	Pg 7 - The role of the SPD within the hierarchy of planning policy should be set out more clearly. A vision for the area would be useful and should be included here.	Noted - Lewisham's planning hierarchy chart will be added in this section.
9b	Analysis of land ownership/ long leaseholds would be useful in providing evidence for delivery.	The SPD is a design document and as such describes a vision for the area, technical issues such as land ownership have been considered in broad terms when forming and describing the vision, but the finer detail forms part of the planning process considerations.
9c	Pg 16. Clarity of status of and aspirations of pedestrian and cycle routes along with access through railways would be useful as this informs potential quantum of development.	High Level Principles are set out to inform development potential, Detail would form of the planning application process.
9d	Pg 19. Cross Boundary development with Southwark should be considered, along with opportunities for linking space. Should include area specific planning documents. Local neighbourhood areas/ forums should be identified and discussed.	The document has been developed in consultation with Southwark. Section 4.3 of the SPD deals with surrounding context in relation to the development of over-arching principles.
9e	Clarity on building height limits would be useful and should be identified using Policy D8 of the new London Plan. Specific locations and associated heights should be identified using policy D8	Response as per point 8
9f	Pg 24. Strategic planning objectives should indicate quantum's i.e. Numbers of affordable homes, jobs and industry etc.	The SPD is a design based document and provides further guidance on Policy SSA3 which in turn sets out the agreed development criteria.
9g	Pg. 32 - key objectives are vague and neighbouring developments/ public realm beyond the boundary should be included for consideration in the SPD and to capitalise on opportunities.	Policy SSA3 sets out the objectives. Section 4.3 of the SPD deals with surrounding context in relation to opportunities and the over-arching principles for those.
9h	Clarity of heights across the site might be useful - heat map does not currently reflect what is consented in outline.	The consented outline envisaged clusters around a new station and South Bermondsey station with additional marker buildings along the Surrey Canal Road. We feel the heat map broadly aligns with this approach.
9i	The SPD should clearly identify the specific requirements for Stadium access. Clarity of requirements over space and priority eg. For broadcasting would also be useful.	The SPD is a design framework setting the general parameters for design in order to ensure a comprehensive approach to the development of the Surrey Canal Triangle. Specific requirements for access will be established via forthcoming planning applications. The space to include possible location for outside broadcasting for the football club are identified.
9j	Mitigation measures eg. SELCHP should be illustrated	To be addressed in the detail of planning applications coming forward.
9k	Character areas should include existing plans and photo's of the sites and opportunities/ 'retain capacity' status due to it's location in within the Central Services Area.	Noted - the level of historical detail provided within the SPD is considered appropriate.
9l	Development phasing should be considered.	Delivery and Phasing is dealt with in section 6.1 in sufficient and appropriate depth at the level of an SPD design document
TFL	1 TFL generally supportive but in order to ensure delivery of the good growth agenda, Lewisham may wish to add greater detail to the SPD to ensure a stronger influence on developments coming forward for the area.	Noted. Lewisham feels that the level of detail provided is appropriate for this SPD. The focus of an SPD is essentially strategic, not a detailed design or technical document.

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| <p>2 There are a number of references to the Lewisham Core Strategy 2011. Is it possible that these are now out of date /in the process of being updated to reflect current circumstances and/or need to reflect current aspirations of the Local Plan 2016. Confirmation and clarity would be useful. Similarly to the development policies and site allocations - now 5 years old.</p> | <p>All documentation referred to are in-date. Policy SSA3 in Lewisham's core strategy is the defining overall policy for this SPD. It is noted that the GLA are at the stage where they intend to publish a new London Plan. The SPD will be monitored and assessed against any new policy that might be considered relevant - and on an ongoing basis.</p> |
| <p>3 TFL would support the use of a healthy living streets diagram.</p>  | <p>Noted - this will be included in the access and movement section.</p>  |
| <p>4 Suggest guidance on Vision Zero in the SPD</p>  | <p>Noted - this will be included.</p>   |
| <p>5 The area has a low PTAL currently, improvements to bus services will be required and this will also support the healthy living streets agenda. The previously secured agreements for a new bus interchange for example will need to remain.</p>   | <p>Noted, the detail will be considered as development comes forward through the planning process.</p>  |
| <p>6 The SPD must also be dependant on improvements to train frequencies and a new station.</p>  | <p>Noted, discussions are taking place and HIF funding for a new station has been secured</p>   |
| <p>7 Any improvement works around the station and surrounding infrastructure are not part of the current HIF fund so the Council should discuss with TFL any additional works and secure funding for these additions.</p>  | <p>Agreed. This will form part of detailed follow-up discussions as development comes forward and through the planning process</p>  |
| <p>8 It is recommended that references to policies are updated for those in the new draft of the London Plan.</p>  | <p>References to the Mayor's 'intent to publish' will be added where appropriate and in relation to Policy references in the SPD</p>  |
| <p>9 It is important that development is configured to maximise accessibility to both new and existing stations and bus stops within the area of pedestrians and cyclists to include those also with disabilities - and within the SPD area and beyond including Southwark.</p>  | <p>Noted. Principles of access, movement and connections are set out and the detail will be considered as development proposals come forward.</p>   |
| <p>10 TFL is supportive of the vision. It would help to incorporate references to the importance of public transport within the area to support forthcoming development and the need to create strong and attractive walking and cycling routes.</p>   | <p>References are within in section 2.2 Access and movement (the healthy living streets diagram will also be inserted), section 2.5 wider strategic context, constraints and opportunities pages 33 to 35, over-arching principles section 4.3, section 5.6 of character areas - Stockholm, Section 6.2 Infrastructure requirements.</p>                    |
| <p>11 An additional potential opportunity for a route exists between Millwall Stadium and LoveLinch Close via the Renewal site.</p>  | <p>Noted - this to be investigated and any amendments made.</p>   |
| <p>12 In general the document needs to allow flexibility to maximise local connections and permeability and prioritise pedestrians and cycling. Some figures could be updated to reflect this.</p>   | <p>The SPD does this in the setting out of it's key principles. The Healthy Living Streets diagram will be added to further reinforce.</p>  |
| <p>13 Access and movement chapter should include the Mayor's strategic modal shift target and should be more specific on what constitutes a route.</p>   | <p>Agreed. Mayor's Target to be included and Healthy Living Streets diagram to be provided here.</p>  |
| <p>14 It would be useful if the section on Public Realm and Spaces commented on ownership and types of activity encouraged or discouraged in these spaces.</p>   | <p>Lewisham will assess as detailed proposals come forward and through the planning process long with all statutory bodies concerned.</p>   |
| <p>15 In the Character areas section it would be useful to clarify that cycle parking and entrances should not be hidden from view or other means of</p>   | <p>Noted. Detail will be considered as proposals come forward.</p>  |

securing surveillance. The area is within an opportunity area and should be car-free this should be reflected within the character areas along with approach to parking.

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| 16 | The Stadium area - it is recommended that principle 5 be amended to ensure public access at all times and details of coach and other parking are set out.   | Noted, access to be amended. Coach and other parking arrangements would be dealt with in the detail of proposals coming forward.            |
| 17 | Principle 3 - the development of a link beneath the East London Line is welcome, further discussion with appropriate stakeholders including TFL is advised.   | Agreed  |
| 18 | Excelsior - the proximity to the new London Overground station should be considered in greater detail, particularly on how the train to bus interchange would work. Given that development coming forward should be car-free, the creation of links between Rollin St and Surrey Canal and the other north-south routes and east-west routes should be signed as 'access and bus only'. | Agreed - to be considered as details emerge on actual proposals, Access comment to be inserted into SPD.                                    |
| 19 | Timber Wharf - Vehicular access to the plot should be obtained from Rollins St and/or Lovelinch Close - as per above comments re: westward routes.  | Noted   |
| 20 | Stockholm & Senegal -Stockholm Road will be a pedestrian priority route, only providing access to the plot itself - for vehicles. Cycle routes that are incorporated should be described with greater clarity.  | Agreed - although to be considered as details emerge on actual proposals  |
| 21 | Bolina Gardens - Facilitating access as shown is welcomed.  | Noted   |
| 22 | Surrey Canal Road - clear delineation of modes of transport should be designed into the route. Changes in level need to be addressed.   | Agreed - although to be considered as details emerge on actual proposals  |
| 23 | It is noted that Transport is a requirement for section 106 obligations. However could the requirements be more specific and detailed, clearly prioritising sustainable transport modes. Clarification over 106 and CIL arrangements might be useful along with timings.  | The SPD sets out design principles. Details mentioned here are for discussion when actual proposals emerge and as part of planning process. |
| 24 | Infrastructure - could there be a caveat to say the list of requirements is not exhaustive and that there may be additional requirements.   | Agreed - text to say the list of requirements is not exhaustive and that there may be additional requirements.to be added                   |
| 25 | The SPD states that the station will be delivered by TFL using developer contributions etc. - TFL would like to discuss and agree the exact wording for this element and so that it reflects the HIF position.  | Agreed - forms part of the detail in the planning process   |

**London Port Authority**

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| 1 | Given the location of the area in proximity to the River Thames, The Port of London Authority (PLA) has no comments to make. | Noted |
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**Thames Water**

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| 1 | Consider that the SPD should include a policy relating to water supply and treatment and in the context of considering the whole of the development's needs so as to ensure piecemeal upgrades are not delivered with each phase or that capacity is not impacted elsewhere off-site. A recommended paragraph insert is provided. | Agreed - paragraph on water supply and treatment to be added |
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- 2 Flood risk and SUDS could be mentioned to include sewer flooding. Thames Water request an insert that they have provided to ensure developers provide appropriate provisions. Agreed - paragraph on Flood risk and SUDS to be added
- 3 Sustainability and water efficiency could be referenced and proposed text to be inserted is provided. Agreed - paragraph on sustainability and efficiency to be added
- 4 Housing Allocations - the scale of development is likely to require upgrades to water and drainage infrastructure. It is recommended that developers and the Local Authority liaise with Thames water at the earliest opportunity. Noted. Lewisham will advise developers to contact service providers to agree connection and any mitigation details as detailed proposals come forward.

**Sport England**

- 1 The document could be more specific on what new facilities will be provided and around  
  
meanwhile uses - if they are retained or re-provided elsewhere off site. Noted and agreed, paragraph to state that all existing and meanwhile uses will be retained on site. Any future loss or re-provision off site will need to be justified in Policy terms
- 2 Sport England currently objects on the grounds that the SPD does not make it clear that existing and meanwhile uses will be retained. Officers have spoken with Sports England who have indicated that subject to appropriate wording, they will not maintain their objection

**National Grid**

- 1 National Grid identifies underground electricity cable BR1704 66KV CABLE as falling within the development area. From the information provided the cable does not interact with any of the proposed development area. Noted
- 2 Gas - There are no High pressure apparatus but there may be medium to low gas distribution networks, developers should contact the National Grid for any further information and to discuss development impacts on National Grid infrastructure. Noted. Lewisham will advise developers to contact service providers to agree connection and any mitigation details as detailed proposals come forward.

**CBRE on behalf of Millwall Football Club**

- 1 Millwall Football Clubs over-riding comment is one of support. Noted
- 2 MFC has a long established presence in the area and is strongly supportive of the area's regeneration where this supports the needs of the football club and local community. Noted
- 3 Ask to consider that new and emerging documentation including the extension of the Local Plan should be acknowledged and that previous quantum's for example may no longer apply given the emergence of new documentation. The principle of review should be considered. Lewisham is aware of the Mayor's intent to publish a new Local Plan. The SPD will be monitored on an ongoing basis to ensure that it is relevant and accounts for new relevant Policy. The Council's core strategy sets out policy for SSA3 which remains unchanged.
- 4

MFC would like to place more flexibility on the Lion Centre so that in the future, if this requirement were no longer needed then land could be re-purposed.

5 MFC is supportive of the overall approach to height as illustrated

6 MFC seek clarification on height and the type and range of uses that would be possible on the Stadium Land Parcel.

7 Reference should be made under the 'Sports Facilities' section that this does not include the MFC stadium but refers solely to Timber Wharf.

The Lion's centre provided valuable community facilities and services to Lewisham and Southwark communities. Any loss would need to be justified in Policy terms.

Noted

Height constraints and opportunities are identified in the SPD. Detail would need to be considered as part of the planning process and proposals emerge. The site is allocated for mixed-use, Policy SSA3 of the Borough's core strategy document sets out the over-arching requirements.

Agreed

**Southwark**

1 Have asked for a week extension as they have been trying to finalise their Local Plan.

Lewisham will work with Southward to address any issues as development comes forward.

**Historic England**

The main concerns are around scale of development and testing heights in respect of views and settings.

Noted. The SPD sets out the opportunities and constraints around these themes. HE will be consulted as detailed proposals emerge and through the planning process.

**Web survey - 8 respondents**

**Question 1 Summary**

(Are there any important existing Characteristics that should be incorporated)

1 Retain characteristics of being a former Canal.

Noted. The SPD seeks to retain and enhance Surrey Canal Road and enhance cycling /pedestrian links. Plans for a new station also provide opportunities for further enhancement.

2 Maintain links to docklands heritage.

Locally significant buildings such as Rollins House will be retained.

3 Access to green space and views across London from BridgeHouse Meadows.

The SPD seeks to secure improvements for BridgeHouse Meadows through developer contributions. Important views are referenced in the SPD and any other views will be assessed as part of the planning application process as proposals come forward.

4 There is a small Artist's community in the area, to maintain this and provide space for them would be positive.

Within the Character areas; the SPD sets out opportunities for various uses and forms of activity which include those for the creative industries.

5 No, the defining quality of the area is one of neglect.

Noted. The SPD is intended to guide and define development that provides a high quality environment with character and sense of place.

**Question 2 Summary**

(What improvements could be made the area)

1 The area needs regenerating.

Noted. The SPD is intended to guide and define a high quality environment with character and sense of place.

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| 2 | There are some important community organisations but facilities and the area generally is run down.   | Within the Character areas the SPD sets out opportunities for various uses and forms of activity which include those for community uses.   |
| 3 | The walkway from Folkestone Gardens along Surrey Canal Rd to the new development and station needs to be made cleaner and safer, it is a very highly trafficked /unpleasant for cyclists and pedestrians. | Noted. The SPD seeks to retain and enhance Surrey Canal Road and enhance cycling /pedestrian links. Plans for a new station also provide opportunities for further enhancement.  |
| 4 | There is a lack of facilities/ shops and amenities such as gyms in the area   | Policy SSA3 sets out the requirements for development. The SPD seeks to further encourage mixed use development which includes new public amenity and facilities which will serve the wider area.  |
| 5 | The nearest stations are a long walk away and feel unsafe. Better transport links and improved public realm are needed.   | Pedestrian and Cycle improvements for existing links and connections are a requirement of the SPD and a new train station at Surrey Canal Road is planned. Detail will be considered through the planning processes development comes forward.                     |
| 6 | Surrey Canal Road is dangerous at night - cars speed along it.  | The SPD seeks to make improvements to Pedestrian and Cycle routes along Surrey Canal Road along with introducing new and improved crossing points. Details of traffic management will be considered as development comes forward and through the planning process. |

Question 3 Summary

(Would you like to make any other comments)

- |   |   |   |
|---|---|---|
| 1 | The quiet way is a fantastic asset and should be incorporated to include safe pedestrian crossings along it.  | As detailed development plans come forward, the Council and other statutory bodies will consider the detail of access and movement. The key principles are set out in the SPD and include the quiet way.  |
| 2 | The planning guidance looks great but do not leave it another 10 years.   | One of the purposes of the SPD is to set out expectations and provide all (including developers and land owners), with the confidence and assurance necessary, to know what is expected. This will help speed up the regeneration of the area.  |
| 3 | The housing crisis is happening now, do not leave this any longer to be tied up in speculation or planning.   | As per point two in question three above.   |
| 4 | Existing safety concerns along Grinstead Road (boards Deptford Park) Inwen Court who would like to see a 7 foot barrier constructed with CCTV surveillance and mid-height lighting. | Noted. Existing concerns around safety will be passed on to the relevant agents. This does fall outside of the immediate SPD area however it would be inappropriate for the Council to construct anything that causes severance of communities. |
| 5 | Concern from existing creative community around current facilities and threat of CPO's.   | Noted, the Council will work to ensure concerns are addressed or mitigated through the detail of the planning process.  |
| 6 | Concern over retention of Rollins House and context.  | The SPD states that Rollins House will be retained. Context will be assessed as detailed development plans come forward as part of the planning process.  |

Drop in session - 5  
visitors

Comments on amenity and transport and general /overall development plans

- |   |  |  |
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| 1 | All very supportive of a new station - and as soon as possible | Noted. The HIFF funding defines the timescales for this. The station is an important proposition in the SPD and to a degree; development is dependant on the station coming forward. |
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2	Keen for there to be swimming facilities	Policy SSA3 in the core strategy defines the requirements which have been consulted upon and agreed , the Council will work to secure these requirements and any additional benefits for the community.
3	There are some points along Surrey Canal Road around the potential station area on the opposite side, where cycling can be hazardous due to blind spots, this should be considered.	Noted. Principles of access and movement are set out in the SPD. Detail will be considered as development comes forward in the planning process.
4	Match day traffic needs to be well planned.	High level key principles around access and movement are set out in the SPD, the detail will be considered as part of the planning process as development is proposed.
5	Plans look great to start with - very optimistic	Noted. The intention of the SPD is to set the standards and expectations for development so that key principles and good quality design are carried through.
6	Phasing, station should come first, along with improved public transport generally and bus routes for example.	The HIF funding defines timescales for the station however this would mean that the station will come forward very early on in development. The planning process would seek to secure improvements and additions to other forms of public transport as development proposals are submitted.
7	Concern over how SELCHP waste would be dealt with.	Noted. This will be dealt with in the detail of any planning application submissions
8	Please incorporate bike storage at the station.	Noted. The Council will work to ensure this provision is incorporated in the detail of proposals for a new station as a planning application.
9	Lighting along routes to stations should be considered.	Noted. Principles of safe and 'liveable' streets are now covered in the SPD. Details will be considered in any planning application coming forward. (Healthy Living streets).
Other Contextual comments		
10	Old and new could look a bit odd, could there be any improvements to the Windslade Estate housing and the general area /public realm?	The SPD seeks to identify opportunities for enhancing the character and amenity of the local area. Contributions will be required by developers to support local area improvements.
11	The banking of Surrey Canal Road and the entrance/ exit and sides to the station are important characteristics of the area.	Noted. As part of the approach, the SPD seeks to promote and enhance local character and distinctiveness. Details will be considered in the planning process.
12	There are currently no shops or amenity nearby.	The SPD seeks to encourage mixed use development which includes new public amenity and facilities which will serve the wider area. (Land uses diagram and set out in Policy SSA3)
13	The arches could be enhanced with activity.	Noted. The SPD defines key routes, in the access and movement sections, these will be required to conform to the principles of healthy living streets, this includes active street frontages. A diagram setting these principles out will be inserted into the SPD
14	There is some illegal dumping.	Noted, the healthy living streets principles will be incorporated into the SPD and CCTV will be introduced where appropriate in the detailed design stages of any proposals coming forward.

Comments on Height

15 How tall will the development be - it seems very tall.

The SPD highlights the constraints and opportunities around height and massing, it is not appropriate for Lewisham to dictate exact parameters, but exact detail around height and massing will be considered as development proposals come forward and through the planning process



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## Sustainable Development Select Committee

### **Report title: Committee work programme report**

**Date:** 21 January 2020.

**Key decision:** No.

**Class:** Part 1.

**Ward(s) affected:** Not applicable.

**Contributors:** Timothy Andrew (Scrutiny Manager)

### **Outline and recommendations**

The Committee drew up a work programme at the beginning of the municipal year (May 2018). However, the work programme should be reviewed at each Committee meeting to take account of changing priorities.

The Committee is asked to:

- consider the work programme attached at appendix B and discuss any issues arising from the programme
- consider the items scheduled for the next meeting and specify the information the committee requires to achieve its desired outcomes
- review the forthcoming key decisions set out in appendix C and consider any items for further scrutiny

## 1. Summary

- 1.1. The Committee drew up a draft work programme at the beginning of the municipal year for submission to the Business Panel for consideration.
- 1.2. The Business Panel considered the proposed work programmes of each committee and agreed a co-ordinated overview and scrutiny work programme.
- 1.3. The work programme can, however, be reviewed at each Select Committee meeting to take account of changing priorities.

## 2. Recommendations

- 2.1. The Committee is asked to:
  - consider the work programme attached at appendix B and discuss any issues arising from the programme
  - consider the items scheduled for the next meeting – and specify the information the committee requires to achieve its desired outcomes
  - review the forthcoming key decisions set out in appendix C and consider any items for further scrutiny

## 3. The work programme

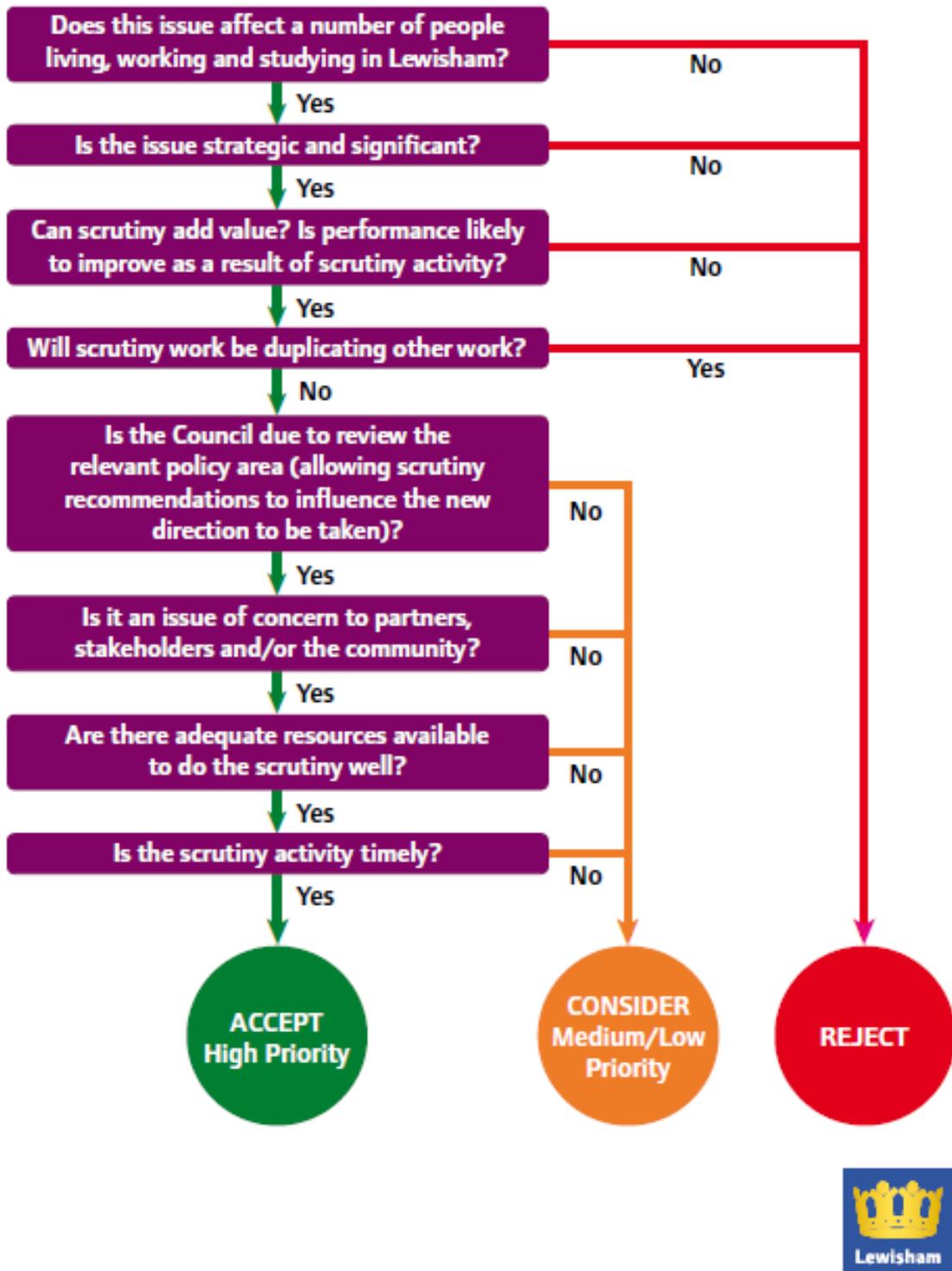
- 3.1. The work programme for 2019-20 was agreed at the meeting on 9 May 2019.
- 3.2. Members are asked to consider if any urgent issues have arisen that require scrutiny and if any items should be removed from the work programme.
- 3.3. Any additional items should be considered against the prioritisation process before being added to the work programme (see the flow chart below).

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## Scrutiny work programme – prioritisation process



- 3.4. The Committee's work programme needs to be achievable in terms of the meeting time available. If the Committee agrees to add additional items, members will also need to consider which lower-priority items should be removed to create sufficient capacity.

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- 3.5. Items within the Committee's work programme should be linked to the priorities of the Council's Corporate Strategy.
- 3.6. The Council's Corporate Strategy for 2018-2022 was approved at full council in February 2019.
- 3.7. The strategic priorities of the [Corporate Strategy for 2018-2022](#) are:
- [Open Lewisham](#) - Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
  - [Tackling the housing crisis](#) - Everyone has a decent home that is secure and affordable.
  - [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.
  - [Delivering and defending: health, social care and support](#) - Ensuring everyone receives the health, mental health, social care and support services they need.
  - [Making Lewisham greener](#) - Everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.
  - [Building safer communities](#) - Every resident feels safe and secure living here as we work together towards a borough free from the fear of crime.
- 3.8. The following item is scheduled for the next meeting.
- Flood risk action plan update
  - Parks and open spaces strategy (Parks management review)
  - Waste strategy performance monitoring
  - Catford Town centre

## 4. Financial implications

- 4.1. There are no direct financial implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme will have financial implications and these will need to be considered as part of the reports on those items.

## 5. Legal implications

- 5.1. In accordance with the Council's Constitution, all scrutiny select committees must devise and submit a work programme to the Business Panel at the start of each municipal year.

## 6. Equalities implications

- 6.1. The Equality Act 2010 brought together all previous equality legislation in England, Scotland and Wales. The Act included a new public sector equality duty, replacing the separate duties relating to race, disability and gender equality. The duty came into force on 6 April 2011. It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and

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maternity, race, religion or belief, sex and sexual orientation.

6.2. The Council must, in the exercise of its functions, have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- advance equality of opportunity between people who share a protected characteristic and those who do not.
- foster good relations between people who share a protected characteristic and those who do not.

6.3. There may be equalities implications arising from items on the work programme and all activities undertaken by the Select Committee will need to give due consideration to this.

## **7. Climate change and environmental implications**

7.1. There are no direct climate change or environmental implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme may have climate change and environmental implications and these will need to be considered as part of the reports on those items.

## **8. Crime and disorder implications**

8.1. There are no direct crime and disorder implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme may have crime and disorder implications and these will need to be considered as part of the reports on those items.

## **9. Health and wellbeing implications**

9.1. There are no direct health and wellbeing implications arising from the implementation of the recommendations in this report. Items on the Committee's work programme may have health and wellbeing implications and these will need to be considered as part of the reports on those items.

## **10. Report author and contact**

10.1. If you have any questions about this report then please contact: Timothy Andrew (Scrutiny Manager) 020 8314 7916 – [timothy.andrew@lewisham.gov.uk](mailto:timothy.andrew@lewisham.gov.uk)

### **Is this report easy to understand?**

Please give us feedback so we can improve.

Go to <https://lewisham.gov.uk/contact-us/send-us-feedback-on-our-reports>

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**Sustainable Development Select Committee work plan 2019-20**

Work Item	Type of item	Priority	Corporate priority	Delivery deadline	30-Apr-19	04-Jun-19	04-Jul-19	11-Sep-19	28-Oct-19	04-Dec-19	21-Jan-20	10-Mar-20
Development of the Lewisham Local Plan	Performance monitoring	Medium	All	Ongoing								
Catford Town Centre Regeneration	Performance monitoring	Medium	CP2,4,6	Ongoing								
Parks management review	In-depth review	High	CP6	Mar		Scope	Evidence	Evidence	Evidence			Report & referral
Home energy conservation	Standard item	Medium	CP2,6	Jun								
Neighbourhood CIL strategy	Standard item	High	CP6	Jun								
Economy and partnerships	Standard item	High	CP4	Sep								
Budget cuts	Performance monitoring	High	All	Ongoing				Cuts				
Implementation of the air quality action plan	Performance monitoring	Medium	CP6	Oct								
Parking policy update	Standard item	High	CP4,6	Dec								
Surrey Canal Triangle design framework draft SPD	Standard item	Medium	CP2,4,6	Mar								
Cycling	Standard item	High	CP6	Dec								
Management of the borough's 'red routes'	Standard item	Medium	CP6	Tbc								
Flood risk action plan update	Performance monitoring	Medium	CP6	Mar								
Waste strategy implementation and performance monitoring	Performance monitoring	Low	CP6	Mar								
Climate emergency action plan	Standard item	High	CP6	Jan								

Corporate priority (2) - **tackling the housing crisis** - 'everyone has a decent home that is secure and affordable'.

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## FORWARD PLAN OF KEY DECISIONS

### Forward Plan February 2020 - May 2020

This Forward Plan sets out the key decisions the Council expects to take during the next four months.

Anyone wishing to make representations on a decision should submit them in writing as soon as possible to the relevant contact officer (shown as number (7) in the key overleaf). Any representations made less than 3 days before the meeting should be sent to Kevin Flaherty 0208 3149327, the Local Democracy Officer, at the Council Offices or [kevin.flaherty@lewisham.gov.uk](mailto:kevin.flaherty@lewisham.gov.uk). However the deadline will be 4pm on the working day prior to the meeting.

A "key decision"\* means an executive decision which is likely to:

- (a) result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates;
- (b) be significant in terms of its effects on communities living or working in an area comprising two or more wards.

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
August 2019	<b>Consultation: Proposal to Transfer Management of 5 Community Centres to Lewisham Homes</b>	15/01/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Jonathan Slater, Cabinet Member for Community Sector		
October 2019	<b>Building for Lewisham New Homes Programme parts 1 &amp; 2</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Achilles Street Estate Regeneration Ballot Results</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Parking Policy Update</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Brenda Dacres, Cabinet Member for Environment and Transport (job share)		
June 2019	<b>Disposal of former Wide Horizon Sites in Wales &amp; Kent'</b>	15/01/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Mayor Damien Egan, Mayor		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
June 2019	<b>Adopting a Residents Charter for Lewisham</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Lewisham Draft Housing Strategy</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Housing Strategy and Homelessness Strategy</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Precision Manufactured Housing (PMH) Procurement</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
November 2019	<b>Approval for the procurement of lake operations for Beckenham Place Park</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration &		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
			Environment and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport (job share)		
November 2019	<b>Setting the Council tax Base NDR Tax Base &amp; Discounts for Second Homes and Empty Homes</b>	15/01/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources		
December 2019	<b>Permission to tender the Refugee Resettlement Support Service</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
December 2019	<b>Beckenham Place Park Procurement of a Lake Swimming Operator</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport (job share)		
December 2019	<b>Creekside Acquisition Opportunity</b>	15/01/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
December 2019	<b>Addey &amp; Stanhope School Instrument of Government</b>	15/01/20 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance and Children's Services		
October 2019	<b>NHS Commissioning Arrangements in Lewisham</b>	22/01/20 Council	Aileen Buckton, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
November 2019	<b>Setting the Council tax Base NNDR Tax Base &amp; Discounts for Second Homes and Empty Homes</b>	22/01/20 Council	David Austin, Acting Chief Finance Officer and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources		
December 2019	<b>Friendship Agreement Pokhara</b>	22/01/20 Council	David Austin, Acting Chief Finance Officer and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
December 2019	<b>Variation to Mayoral Scheme of delegation</b>	22/01/20 Council	Kath Nicholson, Director of Law and Mayor Damien Egan, Mayor		
October 2019	<b>Budget 2020-21</b>	05/02/20	David Austin, Acting		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
		Mayor and Cabinet	Chief Finance Officer and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources		
October 2019	<b>Acquisition of land at Pool Court. parts 1 &amp; 2</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
October 2019	<b>Preferred Tender for Travel and Transport Programme</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Brenda Dacres, Cabinet Member for Environment and Transport (job share)		
October 2019	<b>State of the Highways Infrastructure and Update on Asset Management Strategy</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Brenda Dacres, Cabinet Member for Environment and Transport (job share)		
December 2019	<b>Youth Services Contract Award</b>	05/02/20 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance and Children's Services		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
October 2019	<b>Highway Contract Tendering strategy for 2021 award</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Brenda Dacres, Cabinet Member for Environment and Transport (job share)		
November 2019	<b>Supported Accommodation Permitted Contract Extension</b>	05/02/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
October 2019	<b>Contract Award for Stage 2 of Greenvale School Expansion Project</b>	05/02/20 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet Member for School Performance and Children's Services		
November 2019	<b>Approach to Boroughwide pot of Neighbourhood Community Infrastructure Levy</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Brenda Dacres, Cabinet Member for Environment and Transport (job share)		

**FORWARD PLAN – KEY DECISIONS**

<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
May 2019	<b>Performance Monitoring</b>	05/02/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
October 2019	<b>Renewal of Social Care software systems</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
October 2019	<b>Renewal of revenue and benefits software systems</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
November 2019	<b>Learning Disability Framework - Award of call off contracts</b>	05/02/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
January 2020	<b>Surrey Canal Triangle Adoption of SPD</b>	05/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Damien Egan, Mayor		
October 2019	<b>Budget Update</b>	12/02/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources		
December 2019	<b>Leisure Centre Admission Charges</b>	12/02/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Andre Bourne, Cabinet member for Culture, Jobs and Skills (job share)		
October 2019	<b>PLACE/Ladywell parts 1 &amp; 2</b>	12/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Precision Manufactured Housing (PMH) Procurement Process Outcome and Decision</b>	12/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Old Town Hall works - permission to tender</b>	12/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
December 2019	<b>Future Provision of Home Care</b>	12/02/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
December 2019	<b>Community Wealth Building and Inclusive Growth Strategy Update</b>	12/02/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Councillor Joe Dromey, Cabinet Member for Culture, Jobs and Skills (job share)		
December 2019	<b>Achilles Street Estate Land Assembly Parts 1 &amp; 2</b>	12/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
December 2019	<b>Community Energy Fund grant awards</b>	12/02/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Jonathan Slater, Cabinet Member for Community Sector		
January 2020	<b>Lewisham's Admission Arrangements 2021/22</b>	12/02/20 Mayor and Cabinet	Sara Williams, Executive Director, Children and Young People and Councillor Chris Barnham, Cabinet		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			Member for School Performance and Children's Services		
January 2020	<b>Settlement on outstanding litigation case regarding non-payment of an affordable housing contribution at 99 Plough Way Parts 1 &amp; 2</b>	12/02/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
October 2019	<b>Budget 2020-21</b>	26/02/20 Council	David Austin, Acting Chief Finance Officer and Councillor Amanda De Ryk, Cabinet Member for Finance and Resources		
January 2020	<b>Priorities for 2020</b>	26/02/20 Council	Kim Wright, Chief Executive and Mayor Damien Egan, Mayor		
October 2019	<b>Lewisham Climate Emergency Action Plan</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport (job share)		
October 2019	<b>Air Quality Action Plan</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Sophie McGeevor, Cabinet Member for Environment		

**FORWARD PLAN – KEY DECISIONS**

Date included in forward plan	Description of matter under consideration	Date of Decision Decision maker	Responsible Officers / Portfolios	Consultation Details	Background papers / materials
			and Transport (job share)		
October 2019	<b>Private Sector Housing Borough-wide Licensing</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Paul Bell, Cabinet Member for Housing		
October 2019	<b>Mayow Road Supported Living Service Parts 1 &amp; 2</b>	11/03/20 Mayor and Cabinet	Tom Brown, Executive Director for Community Services and Councillor Chris Best, Deputy Mayor and Cabinet Member for Health and Adult Social Care		
December 2019	<b>Local Plan New Cross Gate SPD and Surrey Canl SPD</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
October 2019	<b>Renewal of Oracle Licensing arrangements</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Kevin Bonavia, Cabinet Member for Democracy, Refugees & Accountability		
December 2019	<b>Corporate Energy Contract Strategy</b>	11/03/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Councillor Sophie		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
			McGeevor, Cabinet Member for Environment and Transport (job share)		
December 2019	<b>Post consultation recommendation of additions of new buildings to Local List</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
December 2019	<b>Approval of the draft Lewisham Local Plan for public consultation</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
December 2019	<b>Approval of the Local Development Scheme (update)</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
January 2020	<b>Parks and Open Spaces Strategy 2020-2025</b>	11/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport (job share)		
October 2019	<b>Adoption of the Catford Regeneration Masterplan Framework</b>	25/03/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		

<b>FORWARD PLAN – KEY DECISIONS</b>					
<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>
December 2019	<b>Approval of the draft Lewisham Local Plan for public consultation</b>	01/04/20 Council	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
December 2019	<b>Approval of the Local Development Scheme (update)</b>	01/04/20 Council	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Mayor Damien Egan, Mayor		
November 2019	<b>Approval to appoint operator for concessions contract at the lake, Beckenham Place Park</b>	29/04/20 Mayor and Cabinet	Kevin Sheehan, Executive Director for Housing, Regeneration & Environment and Councillor Sophie McGeevor, Cabinet Member for Environment and Transport (job share)		
November 2019	<b>Corporate Equalities Scheme</b>	29/04/20 Mayor and Cabinet	David Austin, Acting Chief Finance Officer and Councillor Jonathan Slater, Cabinet Member for Community Sector		

**FORWARD PLAN – KEY DECISIONS**

<b>Date included in forward plan</b>	<b>Description of matter under consideration</b>	<b>Date of Decision Decision maker</b>	<b>Responsible Officers / Portfolios</b>	<b>Consultation Details</b>	<b>Background papers / materials</b>

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