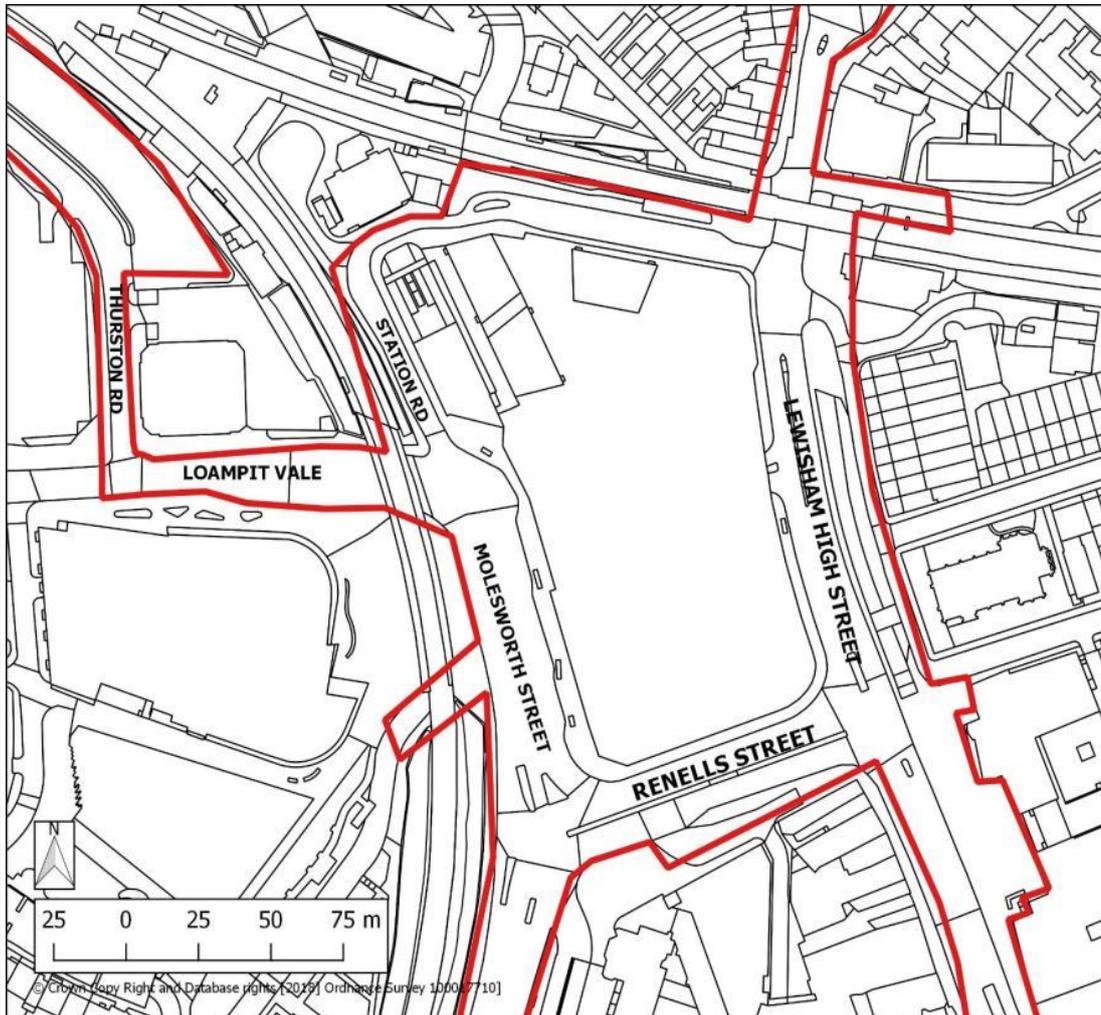


Draft

Lewisham Local Plan
Site Allocations – Central area

Regulation 18 stage 'Preferred Approach' Document

Lewisham Gateway



Site address:	Lewisham Gateway Site, Lewisham High Street, London, SE13			
Site details:	Site size (ha): 5.52,	Setting: Central,	PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b,	
	Ownership: Mixed public and private, Current use: Transport interchange			
How site was identified:	Lewisham Core Strategy (2011) and London SHLAA (2017)			
Planning designations and site constraints:	Opportunity Area, adjacent to Conservation Area, Critical Drainage Area, Flood Zones 1 and 2			
Planning Status:	Full application DC/06/062375 granted in May 2009. Various reserved matters and s73 minor material amendment granted April 2013 – February 2019. Started construction and development is partially complete.			
Timeframe for delivery:	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 607	Non-residential floorspace: Town centre: 2,550		

Existing planning consent

DC/06/062375 - The comprehensive mixed use redevelopment of the Lewisham Gateway Site, SE13 (land between Rennell Street and Lewisham Railway Station) for 100000m² comprising retail (A1, A2, A3, A4 and A5), offices (B1), hotel (C1), residential (C3), education/health (D1) and leisure (D2) with parking and associated infrastructure, as well as open space and water features as follows:

- up to 57,000 m² residential (C3)
- up to 12,000 m² shops, financial & professional services (A1 & A2)
- up to 17,500 m² offices (B1) / education (D1)
- up to 5,000 m² leisure (D2)
- up to 4,000 m² restaurants & cafés and drinking establishments (A3 & A4)
- up to 3,000 m² hotel (C1)
- up to 1,000 m² hot food takeaways (A5)
- 500m² health (D1)
- provision of up to 500 car parking spaces
- revised road alignment of (part of) Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale and works to Lewisham Road.

DC/13/82493 - Approval of Reserved Matters for Block A (comprising Block A1 and A2 of 25 storeys and 15 storeys respectively) to provide a total of 193 residential units (comprising 18 studios, 97 one bedroom, 74 two bedroom and 4 three bedroom units) and 518 sq.m (GEA) of retail/restaurant/cafe floorspace (Use Class A1 and A3) and open space (including 'Confluence Place') pursuant to condition 2, relating to siting, design, external appearance and landscaping for the comprehensive mixed use redevelopment of the outline approval DC/06/62375.

DC/14/89233 - Approval of Reserved Matters for Block B (comprising Block B1 and B2 of 15 storeys and 22 storeys respectively) to provide a total of 169 residential units (comprising 83 one-bedroom units, 82 two-bedroom units and 4 three-bedroom units) and 571sqm (GEA) of retail/restaurant/cafe floorspace (Use Class A1 and/or A3)), associated hard and soft landscaping and related works pursuant to condition 2, relating to siting, design, external appearance and landscaping for the comprehensive mixed use redevelopment of the outline approval DC/06/62375.

DC/18/105218 - approval of S73 minor material amendment increased the maximum residential floorspace to 77,326sqm (indicative c.889 units), together with up to 6,409sqm of co-living floorspace (indicative c.114 units). Of the 889 units, 362 have been delivered as part of Phases 1A and 1B, with 527 residential units remaining to come forward within Phase 2.

DC/18/109819 – approval of Phase 2 reserved matters for 530 residential units and 119 co-living units. Of the 530 residential units, 106 will be intermediate tenure (London Living Rent).

Site allocation

Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial and residential uses. Delivery of new and improved transport infrastructure including road realignment, enhanced transport interchanges and pedestrian and cycle routes. Public realm and environmental enhancements, including new public open space and river restoration.

Opportunities

Lewisham Gateway is a prominent site within Lewisham major town centre. Comprehensive redevelopment of the site is necessary to secure the delivery of strategic transport infrastructure, including the Lewisham interchange and the Bakerloo Line extension, along with associated public realm improvements. This infrastructure will act as a catalyst for investment in the local area and help the town centre to achieve metropolitan centre status. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and environmental improvements to be delivered, with key opportunities to reinstate the Rivers Quaggy and Ravensbourne and to create a more coherent network of pedestrian and cycle routes connecting to the surrounding area.

Development requirements

- Site layout and design must improve access to and permeability across the wider town centre area. This includes a legible and safe network of pedestrian and cycle routes to create a direct link between the station and town centre, as well as to enhance connections between public spaces and surrounding neighbourhoods.
- Work in partnership with Transport for London to facilitate the road realignment, encompassing parts of Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale.
- Development must not prejudice the delivery of transport infrastructure. Proposals will be required to safeguard land necessary to secure the delivery of an enhanced station interchange. This is necessary to improve passenger movement and connections between buses, trains, the Docklands Light Rail, and the future Bakerloo line extension.
- Appropriate provision for the bus layover, currently sited at Thurston Road.
- Provision of a mix of main town centre and other complementary uses.
- Active frontages with appropriate main town centre uses on the ground floors of buildings. Residential uses will not be acceptable on ground floor or basement levels.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A programme of river restoration, including channel re-profiling, to improve the ecological quality of the water environment and enhance the amenity provided by the Rivers Quaggy and Ravensbourne, along with Waterlink Way.
 - A central landscaped open space that celebrates the confluence of the rivers Quaggy and Ravensbourne.
- Support conservation objectives for heritage assets including: St Stephen's Church (Grade II); St Stephen's and Belmont Conservation Areas.

Development guidelines

- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area, organised around a high quality public realm.
- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- Active frontages should be accommodated at all key sides of the development, including Molesworth Street and Lewisham Road.
- Public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including the connections between the station interchange and High Street to the south, linking Lewisham Gateway to the heart of the town centre. Proposals should also be designed having regard to their relationship with adjoining strategic sites, including those at Loampit Vale to the east and Connington Road to the north.
- The Rivers Quaggy and Ravensbourne pass through the site but are culverted and canalised. Proposals will be expected to investigate and maximise opportunities to reinstate the rivers and their corridors as a prominent feature in the development, along with facilitating improvements to Waterlink Way. This should be supported by delivery of a new coherent public open space which focuses on the confluence of the rivers.
- Clear visual links to St Stephen's Church, situated to the east of the site boundary, should be established and maintained.
- Development must assist in facilitating delivery of strategic transport infrastructure, including enhancements to the Lewisham interchange and accommodating the future Bakerloo Line extension. Transport for London proposals for the extension of the Bakerloo Line provide for the possibility of infrastructure requirements at this site, including a new 'station box', being located partly on the existing bus layover site at Thurston Road. Applicants must consult with Transport for London and Network Rail to ensure development makes appropriate provision for transport infrastructure.
- A hierarchy of routes both into and through the site should be established. This should ensure clearly legible routes, including those where pedestrians have priority and where space may be shared with cyclists and/or motor vehicles.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Provision for servicing vehicles should be located and designed to mitigate impact on amenity, particularly where there is existing or planned public realm.

Lewisham Shopping Centre



Site address: Lewisham Shopping Centre, 33A Molesworth Street, Lewisham, London, SE13 7HB

Site details: **Site size (ha):** 6.37, **Setting:** Central, **PTAL:** In 2015: 6b, In 2021: 6b, In 2031: 6b, **Ownership:** Private, **Current use:** Main town centre uses, Retail

How site was identified: Lewisham Call for Sites (2015 and 2018) and London SHLAA (2017)

Planning designations and site constraints: Opportunity Area, primary frontage within Lewisham major centre, Area of Archaeological Priority, 3 Locally Listed Buildings on site, Critical Drainage Area, Flood Zones 2 and 3

Planning Status: None

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

Indicative development capacity: **Net residential units:** 949

Non-residential floorspace: Town centre: 58,102
Employment: 24,901

Existing planning consent

DC/17/105087 – part of the site, prior approval for the change of use of Lewisham House, 25 Molesworth Street, SE13, from office use (Class B1a) to residential (Class C3) to create 237 units.

Site allocation

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

Opportunities

This site forms the heart of Lewisham major town centre, including the Lewisham Market, and is dominated by the Shopping Centre and Citibank office block. It is key to the renewal and modernisation of the town centre, and will play a critical role in linking sites and neighbourhoods surrounding it. Comprehensive redevelopment can deliver a significant amount of new housing together with modern retail and employment space, leisure and cultural facilities as well as social infrastructure to support the long-term vitality and viability of the town centre, including the market, and reinforce its role as the borough's main shopping and leisure destination. Development can also enable transformative public realm and access improvements to provide new and enhanced connections to and through the area.

Development requirements

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses, including the re-provision and enhancement of Lewisham Market.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve clearly articulated east-west and north-south corridors.
- Development will be expected to improve east-west connections, including the creation of new connections between Molesworth Street and Lewis Grove, along with a new north-south pedestrianised spine running through the site, linking the Lewisham Gateway and the Engate Street sites.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Improvements to Lewisham High Street and Market square.
 - A central landscaped open space

- A network of connections linking to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.
- Provision of dedicated public toilets appropriate to the scale of development.
- Support conservation objectives for heritage assets, including: The Clock Tower, Lewisham High Street (Grade II); Church of St Saviour and St John Baptist and Evangelist (RC), Lewisham High Street (Grade II); Former Prudential Buildings, 187-197 Lewisham High Street (Grade II) and St Stephen's Conservation Area.

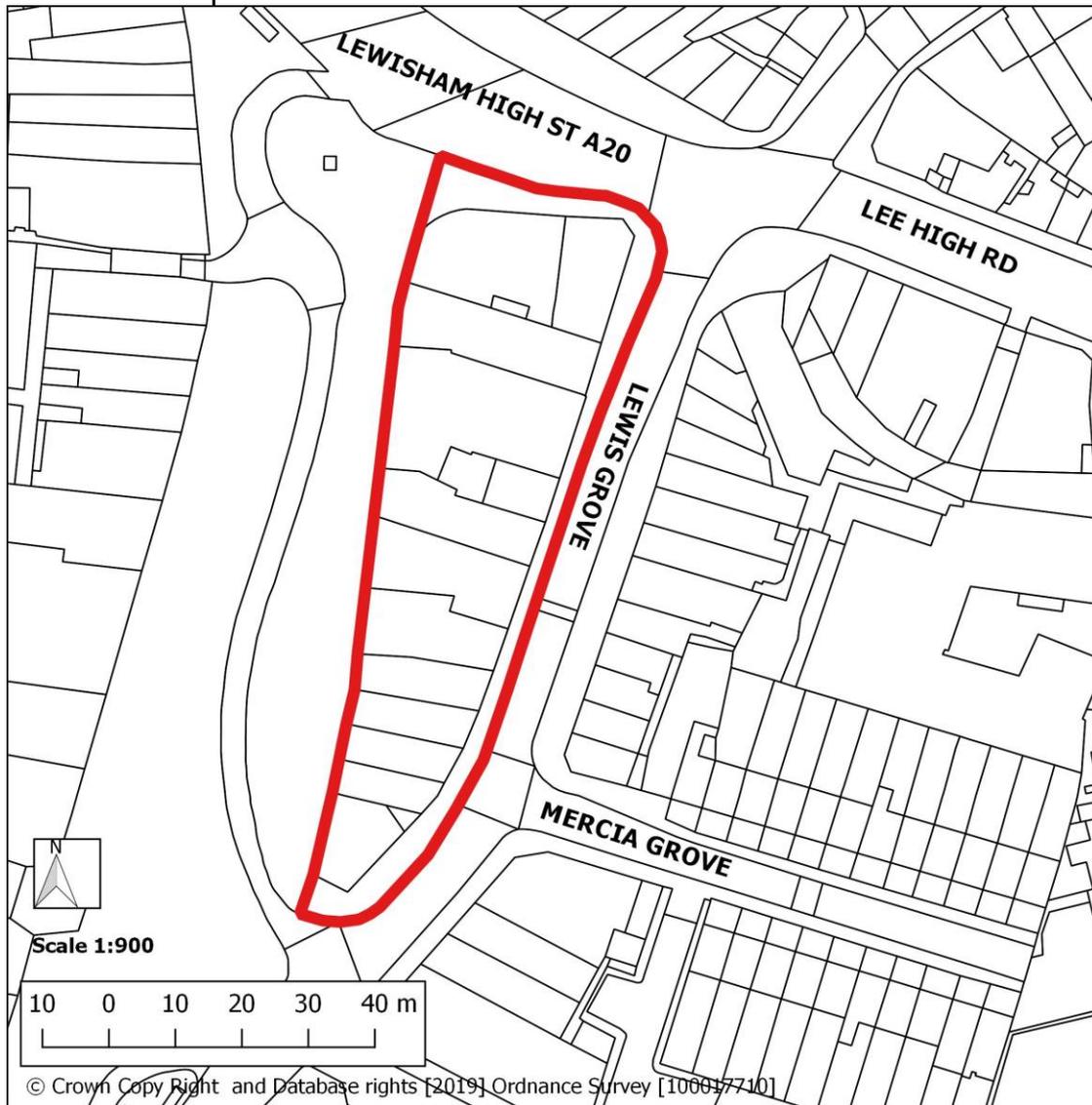
Development guidelines

- Active frontages should be accommodated adjacent to Lewis Grove and along the new north-south route through the site from Lewisham Gateway, including the junction with Molesworth Street to the south. Active frontages should also be introduced along Rennell Street.
- The existing inactive frontage onto Molesworth Street should be replaced and improved. The frontage should be interspersed with smaller uses, entrances and windows to create an activate frontage.
- Frontages along new river link between Lewisham Road and River, Tertiary frontage perpendicular to Connington Road
- A hierarchy of routes both into and through the site should be established. This should ensure clearly legible and safe routes, including those where pedestrians have priority and where space may be shared with cyclists and/or motor vehicles.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Provision for servicing vehicles should be sensitively integrated and designed to mitigate impact on amenity, particularly where there is existing or planned public realm provision, including at Molesworth Street, Lewis Grove and Lewisham High Street.
- Public realm must be fully integrated into the site area and designed to support town centre vitality. Particular attention should be given to key pedestrian locations, including at the High Street, Market Square and Molesworth Street. Public realm should also help to enhance connections to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.
- The site's interface with the Lewisham Market and Market Square should be one of the principal considerations in the design-led approach.
- The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
- The bulk, massing and scale of all development must respond to a site's position in the wider site allocation area, and to the scale and function of the High Street. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- The southern end of the site should operate as a transitional zone with more moderately scaled development. Comprehensive redevelopment, including the Beatties Building

and model market, should establish a new southern anchor to encourage visitors into the heart of the town centre, and help to support pedestrian movement up the length of the High Street.

- Taller building elements may be appropriate at the northern end of the site, and to the west along Molesworth Street.
- The eastern boundary of the St Stephen's Conservation Area runs along Lewisham High Street, opposite the northern portion of the site. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- Development should positively respond to the town centre's natural features, including green spaces and the water environment. Proposals should investigate opportunities to enhance access to green and water spaces, or enhance visual amenity through Sustainable Drainage Systems and urban greening.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Lewis Grove



Site address: Lewis Grove, Lewisham, London, SE13

Site details: **Site size (ha):** 0.30, **Setting:** Central, **PTAL:** In 2015: 6b, In 2021: 6b, In 2031: 6b, **Ownership:** Private, **Current use:** Main town centre uses, Retail

How site was identified: Strategic Planning Team

Planning designations and site constraints: Opportunity Area, Secondary frontage within Lewisham major centre, Area of Archaeological Priority, Critical Drainage Area, Flood Zone 2

Planning Status: None

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

Indicative development capacity:	Net residential units:	Non-residential floorspace:
	73	Town centre: 2,363 Employment: 394

Site allocation

Mixed-use redevelopment comprising compatible main town centre and residential uses. Public realm improvements to enhance Lewisham market.

Opportunities

This peninsula site is located at the heart of Lewisham major town centre, with the western side forming the edge to Lewisham Market and Market Square, the town centre's most important public spaces. The site is heavily constrained by the road network and its occupiers are adversely impacted by the presence of a high volume of traffic, particularly bus traffic. Comprehensive redevelopment can support the long-term vitality and viability of the town centre by enabling public realm improvements, particularly to enhance the amenity and functional qualities of the market area.

Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. Careful consideration will need to be given to the access and servicing requirements of the Lewisham Market.
- Transport for London must be consulted to ensure development supports the operational requirements for transport, particularly bus lanes running to the east and north of the site.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Enhancements to Lewisham Market, Market Square and the High Street.
- Active frontages with appropriate main town centre uses on the ground floors of buildings.
- Conserve or enhance heritage assets and their setting, including: The Clocktower, Lewisham High Street (Grade II).

Development guidelines

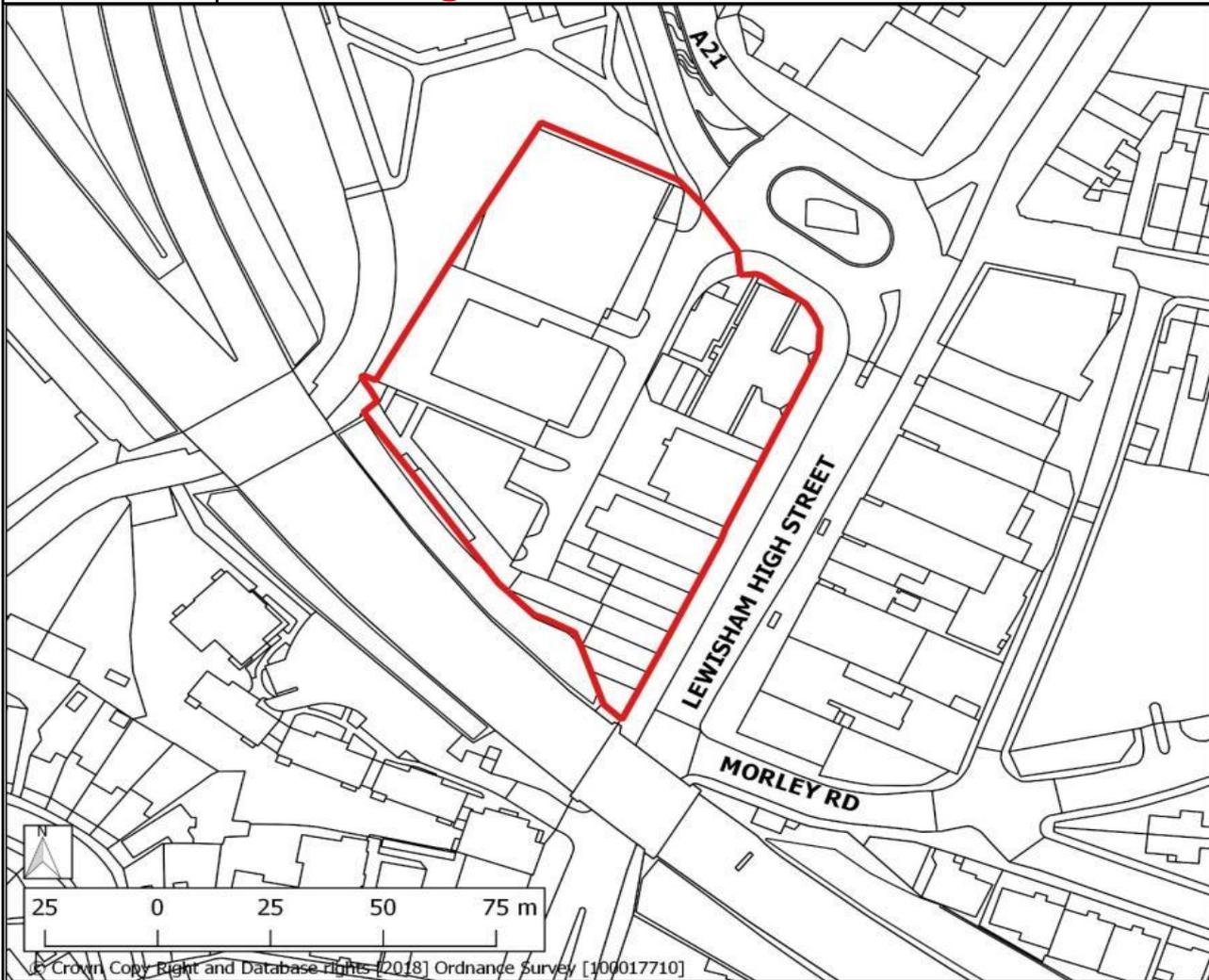
- The site's interface with the Market and Market Square should be the principal consideration in the design-led approach.
- Local amenity is presently adversely affected by the high volume of bus traffic in the area moving along narrow roads, with particularly narrow pavements abutting the Lewis Grove. Without improvements to the public realm and/or moving bus traffic, the eastern building line may have to move back to create a more functional public realm.
- Efforts should be made to generate activity and interest along all elevations of the site. However, the compromised nature of Lewis Grove may mean that market and other servicing, retail/commercial units and primary residential entrances should be concentrated along the western edge.
- Proposals should investigate opportunities to introduce a new east-west link through the site to improve site permeability and accessibility in the town centre.
- The scale of development should respond to the scale of the historic High Street. Taking into account potential impact on heritage assets, amenity (including overshadowing) and the relatively narrow width of Lewis Grove, the site could accommodate buildings that

exceed the existing prevailing heights, reflecting the site's urban setting. The tallest elements should be located towards the southern end of the site.

- The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- The site features several buildings of architectural merit which should be retained.



Land at Engate Street



Site address: Engate Street, Lewisham, London, SE13 7HA

Site details: **Site size (ha):** 0.81, **Setting:** Central, **PTAL:** In 2015: 6b, In 2021: 6b, In 2031: 6b, **Ownership:** Mixed public and private, **Current use:** Main town centre uses, Retail, Employment

How site was identified: London SHLAA 2017

Planning designations and site constraints: Opportunity Area, secondary frontage within Lewisham major centre, Area of Archaeological Priority, Critical Drainage Area, Flood Zones 2 and 3, adjacent to Metropolitan Open Land, adjacent to Site of Importance for Nature Conservation

Planning Status: None

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

Indicative development capacity: **Net residential units:** 206 **Non-residential floorspace:** Employment centre: 4,125
Other: 2,063

Site allocation

Mixed-use redevelopment comprising compatible main town centre, commercial and residential uses. Public realm improvements to enhance the environmental quality of the River Ravensbourne and public access to Waterlink Way.

Opportunities

This site occupies an important transitional position leading into the heart of Lewisham major town centre from the south, with frontages along the western side of the High Street. Comprehensive redevelopment and site intensification can deliver a more optimal use of land to support the long-term vitality and viability of the town centre, along with enhancing employment provision on site. Redevelopment can also enable public realm and access improvements, particularly around the River Ravensbourne, better connecting the site to its immediate surrounds and enhancing its function as a gateway to the heart of the town centre.

Development requirements

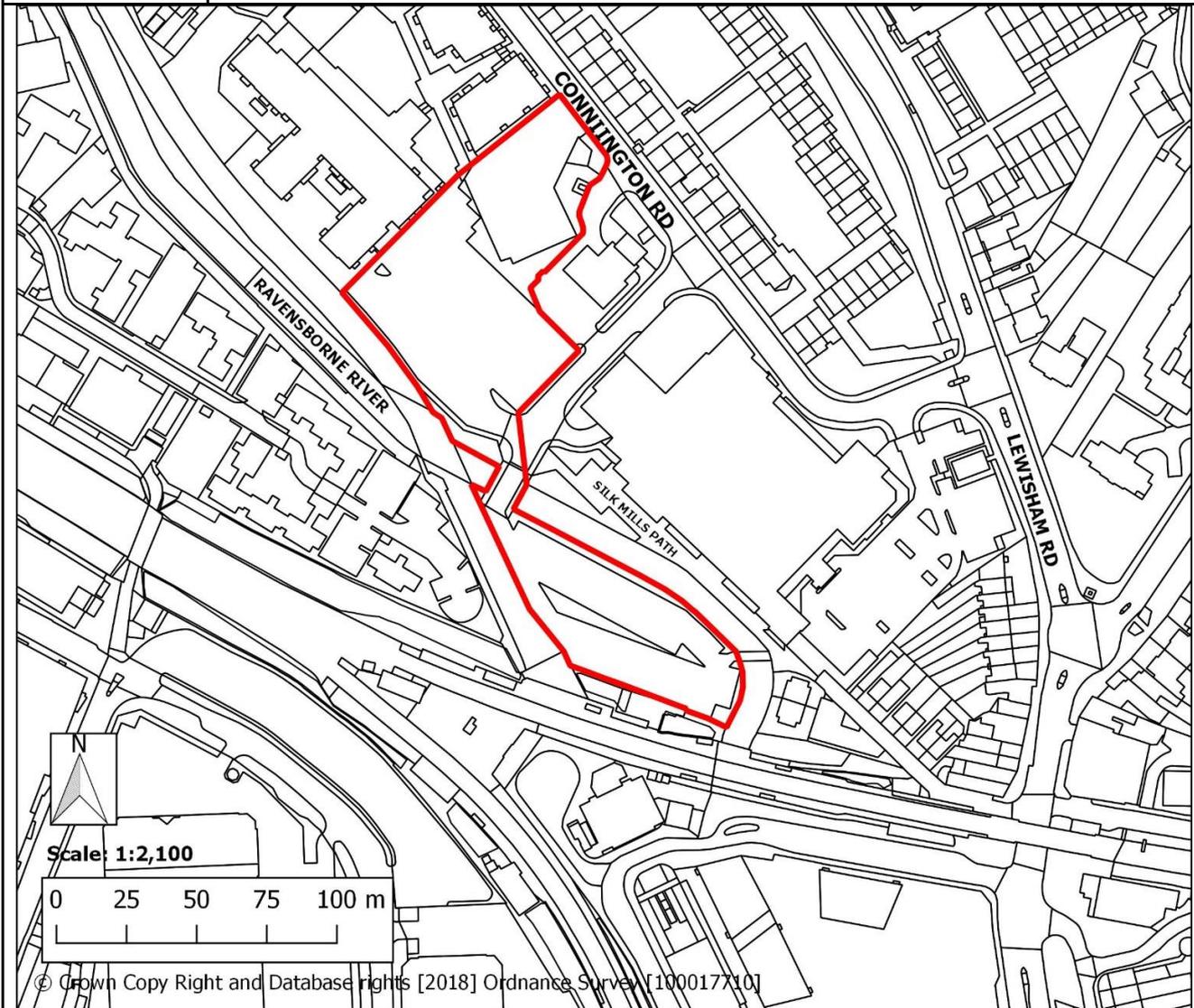
- Maintain and enhance the continuity of active frontages along Lewisham High Street, with appropriate main town centre uses on the ground floors of buildings.
- Development will be required to retain or re-provide the existing employment floorspace, currently situated to the west of Engate Street, and must not result in a net loss of employment floorspace.
- Development must be designed to enhance the ecological quality and amenity provided by the River Ravensbourne, including by improving public access to Waterlink Way.
- Conserve or enhance heritage assets and their setting, including: locally listed buildings.

Development guidelines

- The bulk, massing and scale of development must respond to the site's position relative to the wider town centre area. The site should function as a transitional zone into the centre with moderately scaled development, stepping up from Lewisham High Street and ensuring protection of amenity of neighbouring occupiers and habitats.
- Proposals should respond positively to the River Ravensbourne and be designed to enhance its ecological quality and visual amenity. Site redevelopment presents an opportunity to improve legibility and access to Waterlink Way at the northern part of the site.
- Proposals should investigate opportunities to introduce a new east-west link through the site linking the High Street to the River Ravensbourne to improve site permeability and accessibility to Waterlink Way.
- Proposals should be designed having regard to Site C01 (Lewisham Shopping Centre) particularly to ensure continuity of the High Street and a coordinated approach to public realm and access.
- Development should maximise employment floorspace provision, including through reconfiguration of buildings and space, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated floorspace located to the west of Engate Street.

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

Conington Road



Site address: 209 Lewisham Road, Lewisham, London, SE13 7PY

Site details: **Site size (ha):** 0.96, **Setting:** Central, **PTAL:** In 2015: 5-6b, In 2021: 5-6b, In 2031: 5-6b, **Ownership:** Private, **Current use:** Car park

How site was identified: Lewisham Town Centre Local Plan (2014), Lewisham Call for Site (2018) and London SHLAA (2017)

Planning designations and site constraints: Opportunity Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zone

Planning Status: Full application DC/18/109184 refused by City Hall in March 2019.

Timeframe for delivery: 2020/21 – 2024/25 2025/26 – 2029/30 2030/31 – 2034/35 2035/36 – 2039/40

**Indicative
development
capacity:**

Net residential units:
367

Non-residential floorspace:
Town centre: 3,024
Employment: 1,512

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements including new public open space, improved pedestrian and cycle routes, and river restoration.

Opportunities

This site occupies an important transitional position from the surrounding residential area leading into the heart of Lewisham major town centre from the north, and is situated adjacent to the Lewisham interchange. The River Ravensbourne runs along and through the site. The site is currently dominated by a fragmented series of surface level car parks. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds as well as enhancing access to the interchange. Development can also facilitate river restoration works.

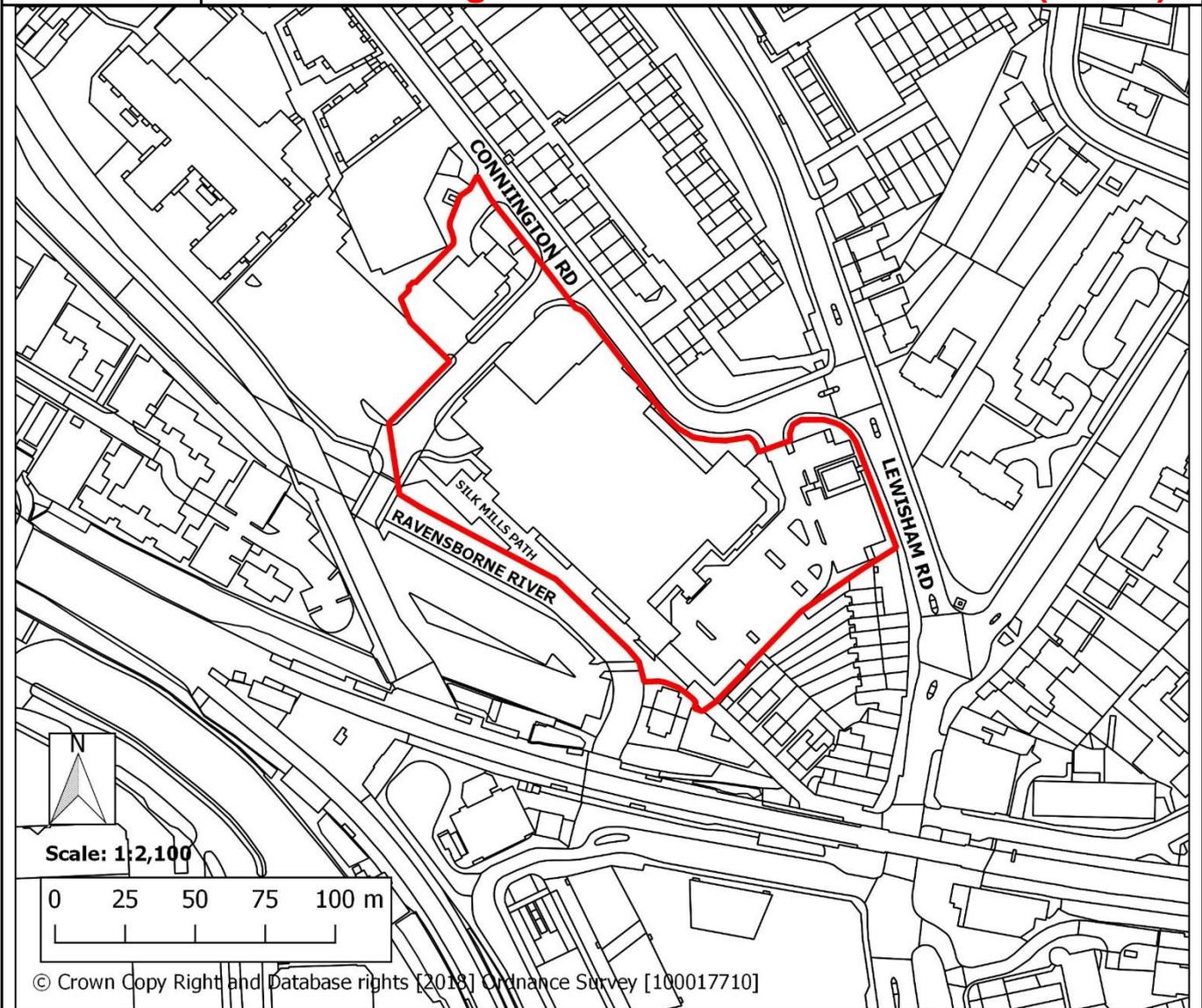
Development requirements

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, along with enhancing connections to the residential areas and public spaces. This will require a clearly articulated network of east-west and north-south corridors, centred on an improved Silk Mills Path.
- Development must deliver high quality public realm with direct links to the Lewisham interchange.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A new public square linked to Silk Mills Path;
 - A new public square adjacent to Lewisham Stations northern entrance;
 - River restoration and a riverside walk.
- Development must be designed to improve to the ecological quality of the river environment and ensure the river corridor is enhanced to form a riverside walk, incorporating the existing bridges with an attractive and robust embankment.

Development guidelines

- Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
- New buildings should provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
- Development should positively respond in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange and the Lewisham Gateway site.
- Development should be designed having regard to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
- Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Proposals should also be designed having regard to their relationship with adjoining sites, including the Land at Conington Road and Lewisham Road (Tesco) site immediately adjacent to the south and east, and the Silkworks (Adana Building) and Silvermills (Hester House) developments to the north.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Land at Conington Road and Lewisham Road (Tesco)



Site address:	Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY			
Site details:	Site size (ha): 1.53,	Setting: Central,	PTAL: In 2015: 5-6b, In 2021: 5-6b, In 2031: 5-6b,	Ownership: Private, Current use: Main town centre uses, Retail, Car park
How site was identified:	Lewisham Town Centre Local Plan (2014), Lewisham Call for Site (2018) and London SHLAA (2017)			
Planning designations and site constraints:	Opportunity Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zone			
Planning Status:	None			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 516		Non-residential floorspace: Town centre: 4,820 Employment: 2,410	

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements including new public open space, improved pedestrian and cycle routes, and river restoration.

Opportunities

This site occupies an important transitional position from the surrounding residential area leading into the heart of Lewisham major town centre from the north. The River Ravensbourne runs along its western edge. The site is currently occupied by a large format retail building and surface level car park. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds as well as enhancing access to the interchange. Development can also facilitate river restoration works.

Development requirements

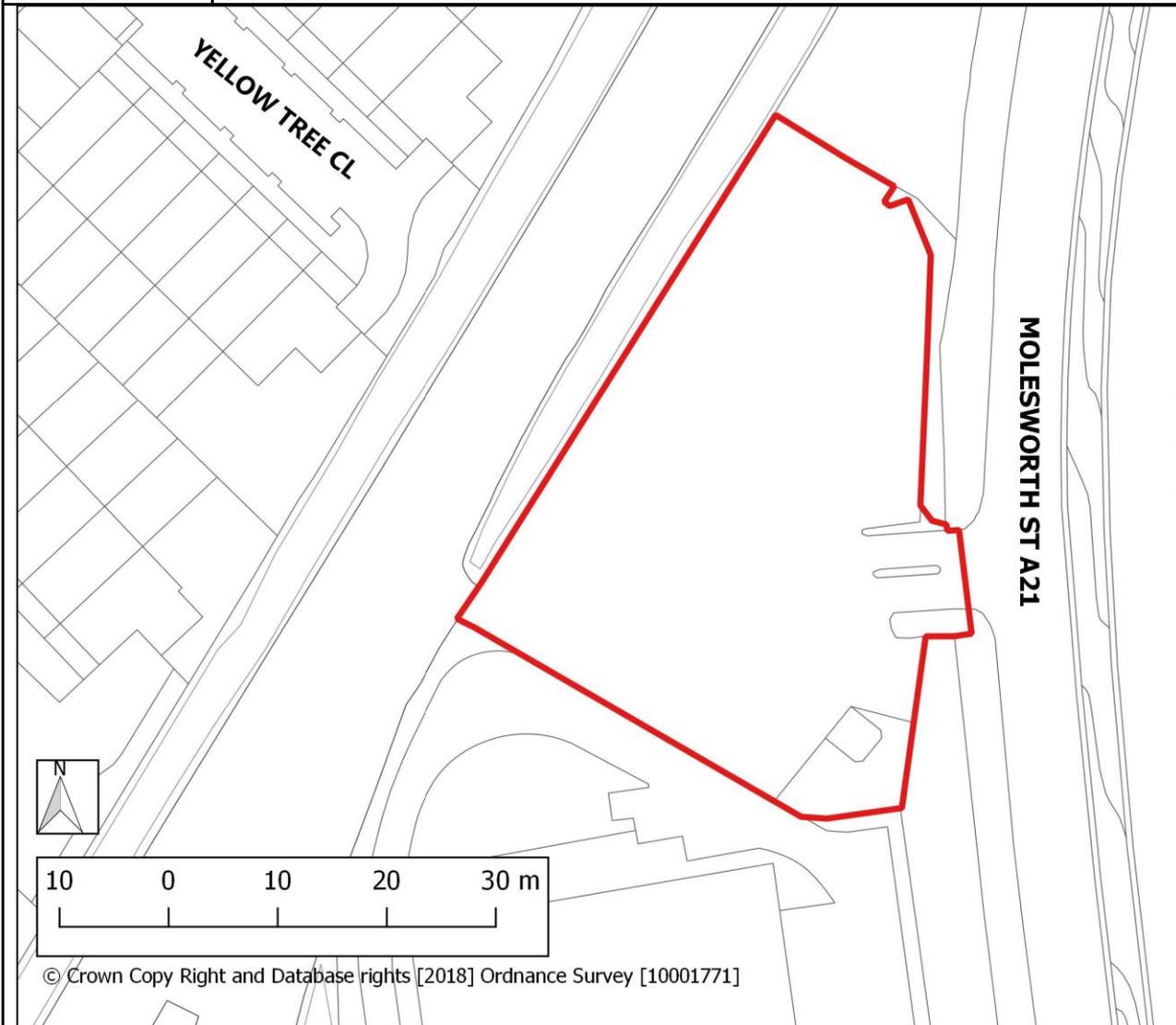
- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, along with enhancing connections to residential areas and public spaces. This will require a clearly articulated network of east-west and north-south corridors, centred on an improved Silk Mills Path.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - A new public square linked to Silk Mills Path;
 - River restoration and a riverside walk
- Development must be designed to improve to the ecological quality of the river environment and ensure the river corridor is enhanced to form a riverside walk, incorporating the existing bridges with an attractive and robust embankment.

Development guidelines

- Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
- The site should function as a transitional site, both in terms of land use and visual amenity, from the surrounding neighbourhoods into the transport interchange, Lewisham Gateway and the heart of the town centre. The scale, bulk and massing of development must positively respond to the moderately scaled, residential surroundings at the site's eastern side, at Conington Road and beyond.

- New buildings should provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
- Development should positively respond in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange, Lewisham Gateway and the wider town centre environs.
- Development should be designed having regard to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
- Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site. Where car parking is required it should be positioned to be intuitive to visitors, minimising the impact of access and egress to pedestrians and other road users.
- Proposals should also be designed having regard to their relationship with adjoining sites, including the Conington Road site immediately adjacent to the north and west.
- Development should positively respond to Eagle House, which sits on the site's eastern edge fronting Lewisham Road. This building was constructed in approximately 1870 and is one of the original Anchor Brewery Buildings. It is of architectural and local significance.
- Development should positively respond to the group of buildings located outside of the site's southern boundary, which have particular townscape merit.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Molesworth Street Car Park



Site address:	Molesworth Street Car Park, Lewisham, London, SE13 7DS
Site details:	Site size (ha): 0.49, Setting: Central, PTAL: In 2015: 5-6a, In 2021: 5-6a, In 2031: 5-6a, Ownership: Public, Current use: Car park
How site was identified:	Strategic Planning Team
Planning designations and site constraints:	Opportunity Area, Locally Significant Industrial Site, Area of Archaeological Priority,
Planning Status:	None
Timeframe for delivery:	2020/21 – 2024/25 2025/26 – 2029/30 2030/31 – 2034/35 2035/36 – 3039/40

**Indicative
development
capacity:**

Net residential units:
54

Non-residential floorspace:
Employment: 1,871

Site allocation

Redevelopment for commercial uses.

Opportunities

The site is located within Lewisham major town centre and forms part of a Locally Significant Industrial Site, the majority of which is occupied by an operational multi-storey data centre. The site forms the residual land within the LSIS and is currently in use as a car park. Redevelopment of the site, and the introduction of new workspace, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre.

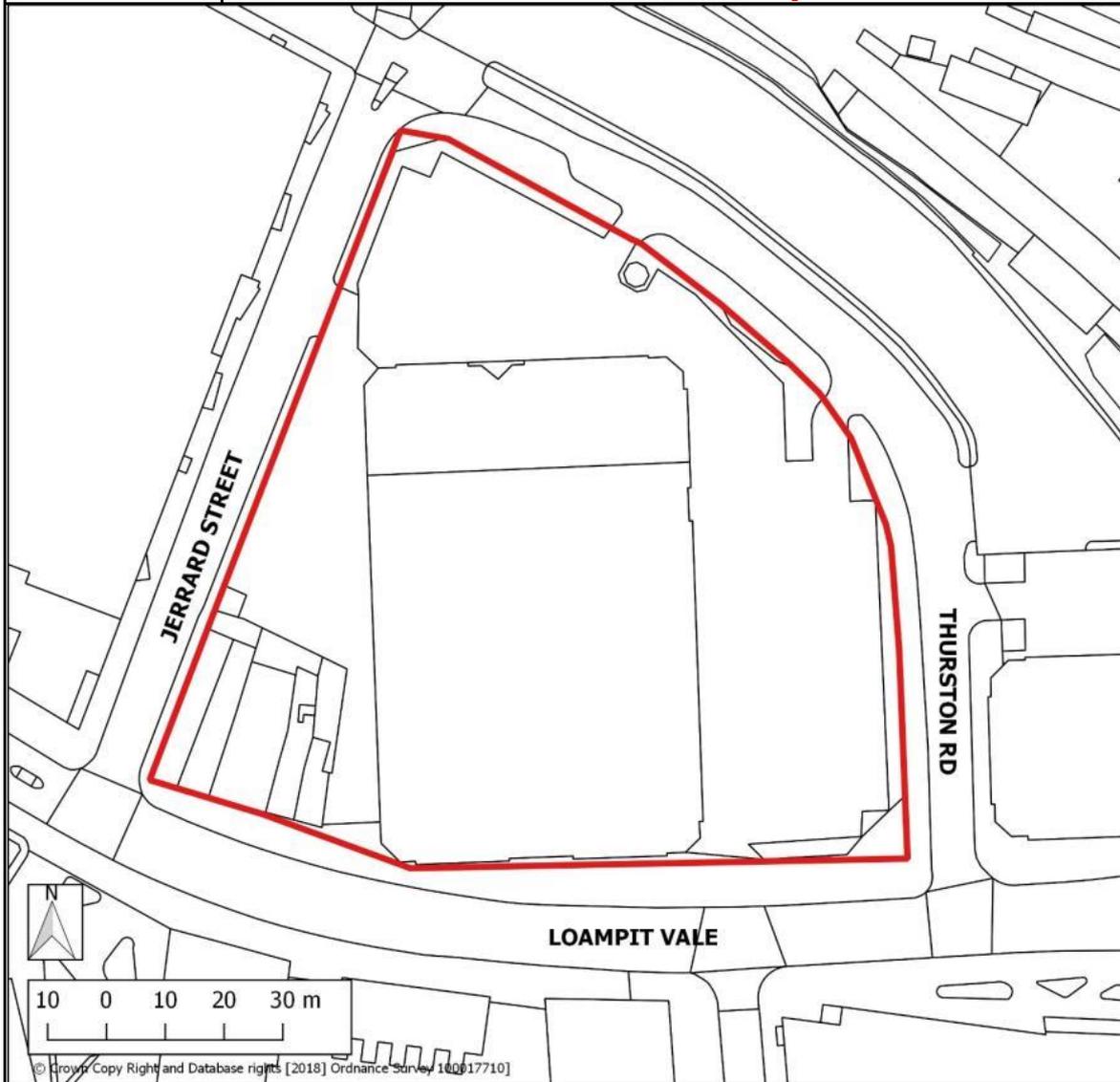
Development requirements

- Development must not compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- The nature of commercial uses must be compatible with and not harm the amenity of the residential uses adjacent to the site.
- Development should provide a positive frontage at the site's eastern edge, along Molesworth Street.

Development guidelines

- Development should maximise employment floorspace provision, giving consideration to opportunities for multi-storey buildings.
- The bulk, massing and scale of development should positively respond to the existing residential area to the west of the site.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- The site's location within the town centre and adjacent to the Lewisham Shopping Centre will necessitate commercial uses are compatible with these neighbouring uses, and do not adversely impact on amenity. Industrial uses should be avoided.

Lewisham Retail Park, Loampit Vale



Site address:	Lewisham Retail Park and Nos. 66-76 Loampit Vale, Lewisham, SE13			
Site details:	Site size (ha): 1.04,	Setting: Central,	PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b,	
	Ownership: Private,	Current use: Main town centre uses, Retail		
How site was identified:	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017)			
Planning designations and site constraints:	Opportunity Area, Critical Drainage Area, Flood Zones 1 and 2			
Planning Status:	Full application DC/16/097629 granted in March 2019.			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3 3,337
				039/40

**Indicative
development
capacity:**

Net residential units:
607

Non-residential floorspace:
Town centre: 3,337
Employment: 834

Existing planning consent

DC/16/097629 - Comprehensive redevelopment of the Lewisham Retail Park and Nos. 66 – 76 Loampit Vale including the demolition of all buildings on site to facilitate the provision of 4,343sqm of non-residential floorspace comprising (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafés, (B1) Business, (D1) Non-Residential Institutions and (D2) Assembly & Leisure uses and 536 residential units in buildings ranging from 4 – 24 storeys in height with private and communal open spaces, on-site energy centre, car and cycle parking, and associated landscaping and public realm works.

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to deliver a boulevard along Loampit Vale, with improved pedestrian and cycle routes connecting to Lewisham interchange.

Opportunities

The site is located within Lewisham major town centre and is situated on Loampit Vale, a main approach to the town centre from the west. The site is currently occupied by a warehouse with large format retail units and a surface level car park, along with a small terrace of properties. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds as well as enhancing access to Lewisham interchange.

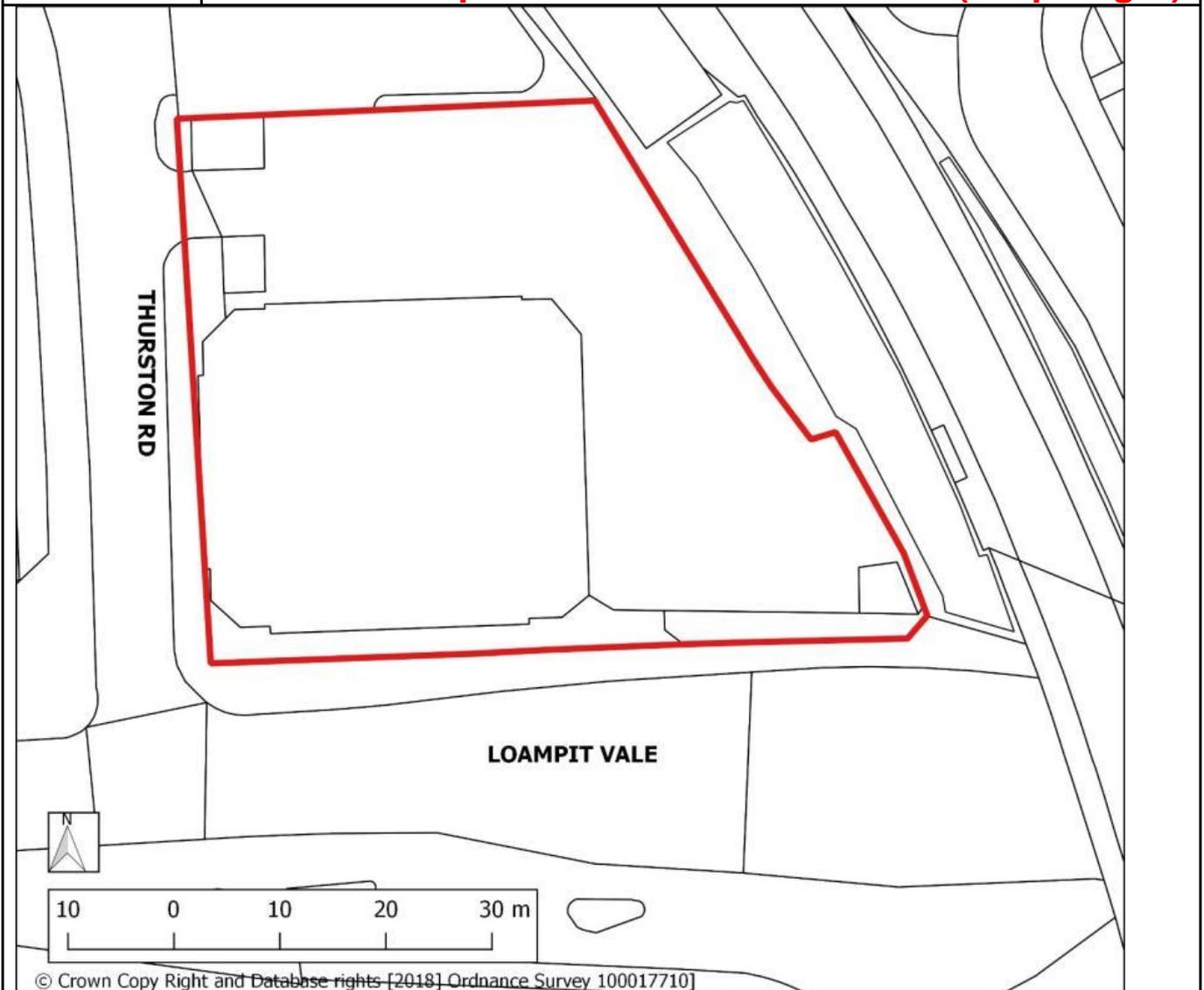
Development requirements

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- Development must not prejudice the future delivery of strategic transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, along with enhancing connections to Lewisham interchange. This will require a clearly articulated network of east-west and north-south corridors, including the creation of active boulevards along Loampit Vale, Jerrard Street and Thurston Road.
- Development must not prejudice the future delivery of transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy.

Development guidelines

- Buildings must be of an appropriate scale, responding to the immediate context and importance of Loampit Vale as a major route and without competing with Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area. A landmark or way finding building signalling the entrance to Lewisham town centre from Loampit Vale to the west may be acceptable.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Proposals should be designed having regard to the Carpetright site, particularly to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
- Transport for London proposals for the extension of the Bakerloo Line through Lewisham town centre could have an impact on the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.
- Support decentralised energy network development.

Land at Loampit Vale and Thurston Road (Carpetright)



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Site address:	Carpetright Site, Loampit Vale, Lewisham, SE13 7SN			
Site details:	Site size (ha): 0.28, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Main town centre uses, Retail			
How site was identified:	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017)			
Planning designations and site constraints:	Opportunity Area, Critical Drainage Area, Flood Zones 1 and 2			
Planning Status:	Full application DC/17/102049 granted in February 2018			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 242		Non-residential floorspace: Town Centre: 960	

Existing planning consent

DC/17/102049 – Comprehensive redevelopment of the Carpetright site, Loampit Vale, including the demolition of the existing Carpetright building and the construction of two buildings of 16 storeys and 30 storeys in height comprising 960sq.m non-residential floorspace comprising (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafes, (B1) Business, (D1) Non-residential Institutions and (D2) Assembly & Leisure uses and 242 residential units with private and communal open space, on-site energy centre, cycle parking and associated landscaping and public realm works.

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to deliver a boulevard along Loampit Vale, with improved pedestrian and cycle routes connecting to Lewisham interchange.

Opportunities

The site is located within Lewisham Major Town Centre and is situated on Loampit Vale, a main approach to the town centre from the west. The site is currently occupied by a warehouse with a large format retail unit and a surface level car park. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds as well as enhancing access to Lewisham interchange.

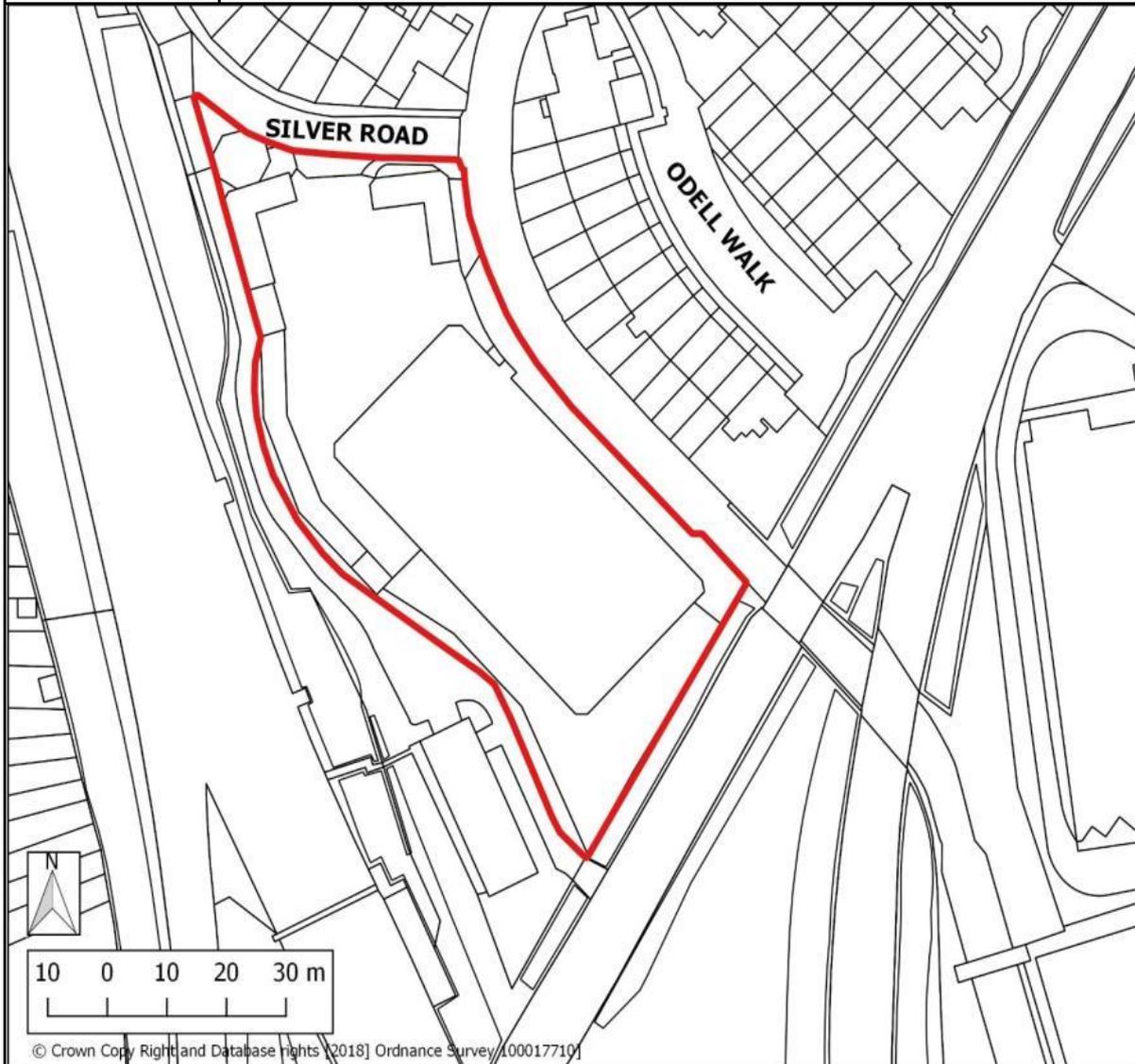
Development requirements

- To reinforce and enhance Lewisham's role as the principal town centre in the Borough, and to secure its future status as a Metropolitan Centre of sub-regional significance, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- Development must not prejudice the future delivery of strategic transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, along with enhancing connections to Lewisham interchange. This will require a clearly articulated network of east-west and north-south corridors, including the creation of active boulevards along Loampit Vale and Thurston Road.
- Development must not prejudice the future delivery of transport infrastructure, including infrastructure necessary to facilitate the Bakerloo Line extension.
- Active frontages with appropriate main town centre uses on the ground floors of buildings along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy.

Development guidelines

- Buildings must be of an appropriate scale, responding to the immediate context and importance of Loampit Vale as a major route and without competing with Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Proposals should be designed having regard to the Lewisham Retail Park site, particularly to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
- Transport for London proposals for the extension of the Bakerloo Line through Lewisham town centre could have an effect upon the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.
- Support decentralised energy network development.

Silver Road and Axion House



Site address:	Axion House, 1 Silver Road, London, SE13 7BQ			
Site details:	Site size (ha): 0.48,	Setting: Central,	PTAL: In 2015: 1b, In 2021: 1b, In 2031: 1b,	
	Ownership: Private,	Current use: Industrial, Vacant land		
How site was identified:	London SHLAA (2017)			
Planning designations and site constraints:	Opportunity Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zone			
Planning Status:	Application submitted			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 136	Non-residential floorspace: Employment: 718		

Site allocation

Employment-led mixed-use redevelopment comprising compatible commercial and residential uses. Public realm enhancements to improve the amenity provided by the River the River Ravensbourne.

Opportunities

The site is located within Lewisham Major Town Centre and situated next to the River Ravensbourne. Redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre, including through provision of modern workspace.

Redevelopment can also enable new high quality development, along with public realm improvements, that enhance the amenity provided by the River Ravensbourne and better complement the site's surrounding residential area.

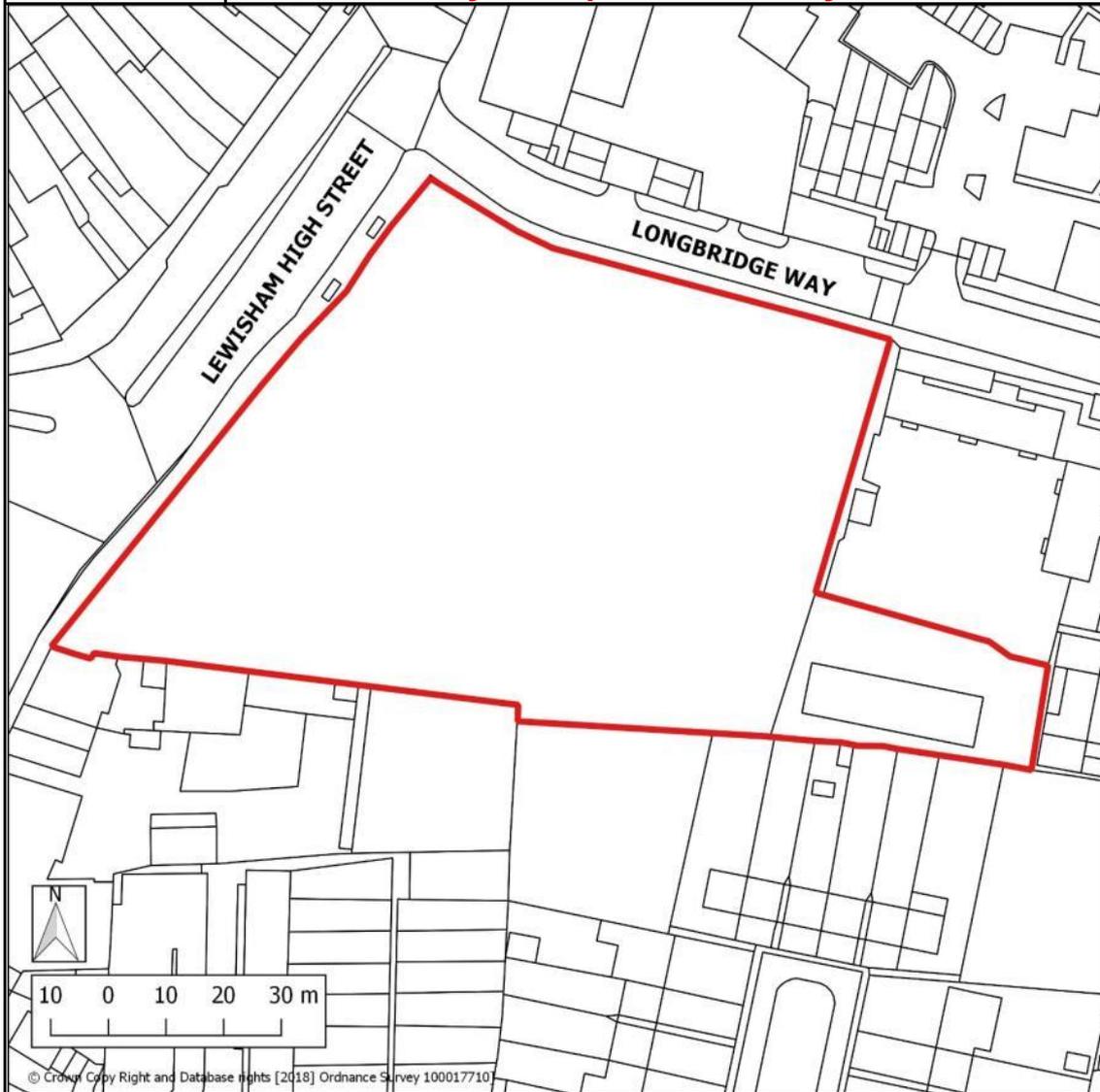
Development requirements

- Development must ensure that current amount of employment floorspace is retained and re-purposed or re-provided.
- Development must be designed to enhance public access to the River Ravensbourne and improve the amenity provided by it. This includes the integration of new and enhanced public realm and landscaping alongside the river.

Development guidelines

- Proposals should respond positively to the River Ravensbourne and be designed to enhance its visual amenity.
- Development should maximise employment floorspace provision, including through reconfiguration of the existing building and space, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated floorspace.
- An element of affordable workspace should be delivered on-site.
- The bulk, massing and scale of development should respond positively to the residential properties surrounding the site.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

PLACE/Ladywell (Former Ladywell Leisure Centre)



Site address: Former Ladywell Leisure Centre, 261 Lewisham High Street, SE13 6NJ

Site details: **Site size (ha):** 0.93, **Setting:** Central, **PTAL:** In 2015: 6a, In 2021: 6a, In 2031: 6a, **Ownership:** Public, **Current use:** Residential, Retail, Employment, Community use

How site was identified: Lewisham Town Centre Local Plan (2014) and London SHLAA (2017)

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

Planning Status: Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent for four years.

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

Indicative development capacity:	Net residential units:	Non-residential floorspace:
	274	Town centre: 2,451 Employment: 1,225

Existing planning consent

DC/15/090792 – The construction of a four-storey building at the former Ladywell Leisure Centre, 261 Lewisham High Street SE13, comprising 24 x 2 bed-flats on upper floors (Class C3), up to 8 x commercial units on the ground floor for flexible use as retail (Class A1), services (Class A2), business (Class B1) and/or Class D1 non-residential community uses (Class D1), associated soft and hard landscaping boundary treatments, cycle parking and bin store, for a limited period of up to 4 years.

Site allocation

Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial, community and residential uses.

Opportunities

The site is located within Lewisham major town centre and comprises the former Ladywell Leisure Centre and the land adjoining it. Part of the site fronting the High Street has been occupied by a meanwhile use, known as PLACE/Ladywell, consisting of a modular building integrating housing and workspace. This building is to be demounted and re-located elsewhere in the Borough. Redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Development can also help to reinvigorate the High Street with active frontages and improve connections with the surrounding residential area.

Development requirements

- Development will be required to incorporate positive and active frontages along Lewisham High Street, with appropriate main town centre uses on the ground floor of buildings along key routes.
- Proposals involving the redevelopment of the Lewisham Opportunity Pre-School (LOPS) building may be acceptable, subject to appropriate re-provision of community infrastructure within the locality, in line with [Policy CI19 \(Safeguarding and securing community infrastructure\)](#).
- The layout and design of development must positively respond to the housing estate immediately adjacent the site to the east, as well as the surrounding residential area. Development should support the delivery of a cohesive urban form and grain, with establish a well-integrated and cohesive urban form, along with a clearly articulated network of routes across the site to improve permeability.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Public realm enhancements along the High Street

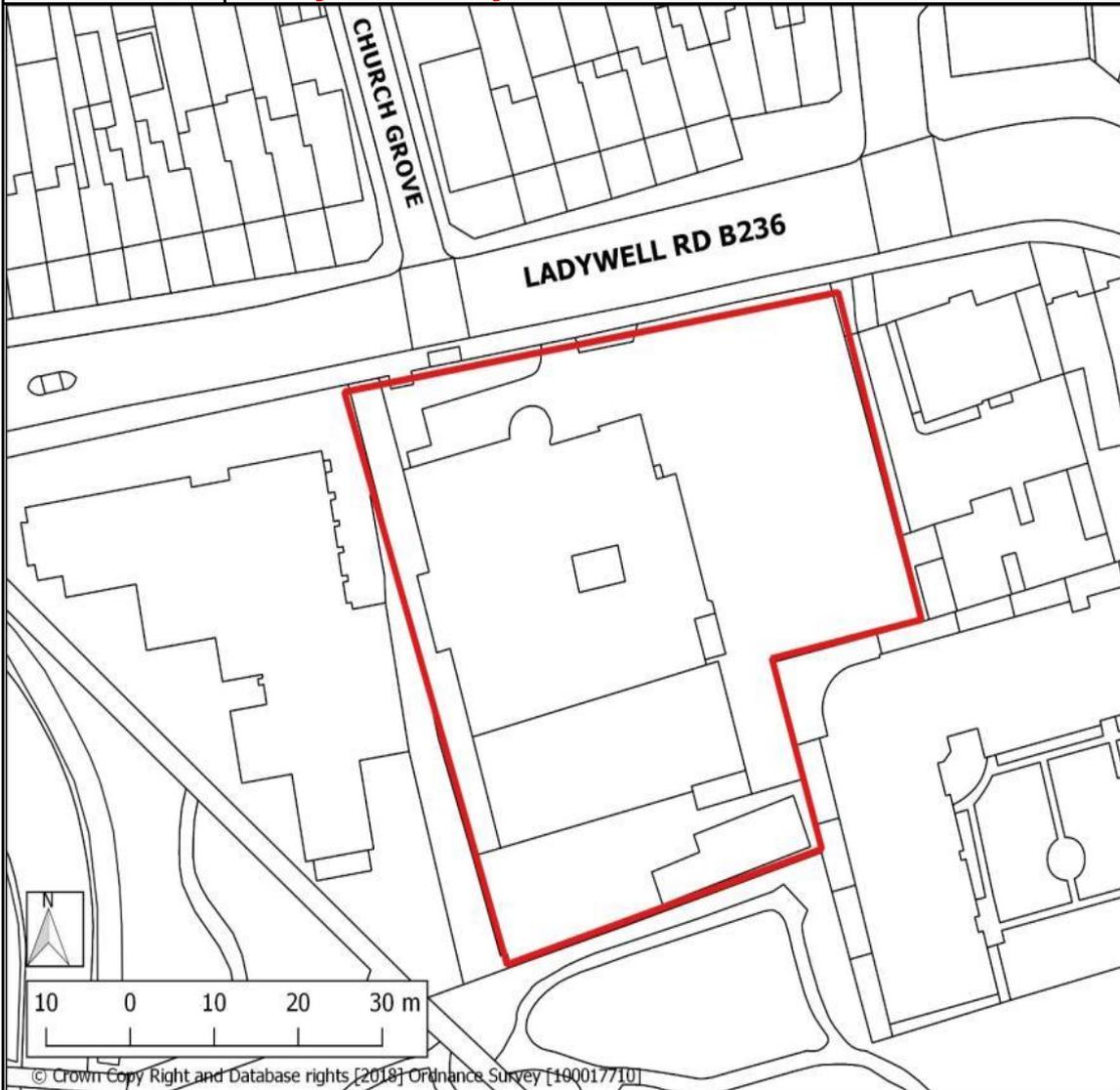
Development guidelines

- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the adjacent network of residential streets.
- Residential ground floor frontages may be acceptable away from the High Street including at Longbridge Way.

- The site is adjacent to St Mary's Conservation Area. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- Historic spires are in view of the St Mary's Church.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.



Ladywell Play Tower



Site address: Former swimming pool, Ladywell Road, Lewisham, SE13 7UW

Site details: **Site size (ha):** 0.32, **Setting:** Central, **PTAL:** In 2015: 5, In 2021: 5, In 2031: 5, **Ownership:** Private, **Current use:** Former swimming pool, Vacant land

How site was identified: Strategic Planning Team / Pre-application

Planning designations and site constraints: , Conservation Area, Listed Building, Area of Archaeological Priority, Critical Drainage Area, Flood Zones 2 and 3

Planning Status: Pre-application

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

Indicative development capacity: **Net residential units:** 33 **Non-residential floorspace:** Town Centre:1,915

Site allocation

Mixed-use development comprising main town centre, community and residential uses. Restoration and enhancement of the Grade II listed Ladywell Baths.

Opportunities

This is a site of historic significance which comprises a Grade II listed building, Ladywell Baths, and the land immediately surrounding it. The site is also surrounded by the Grade II listed Coroners Court and Mortuary and sits within the setting of the Grade II* listed St Mary's church and churchyard. Development can help to facilitate the restoration and enhancement of the Ladywell Baths, which is currently on the Heritage at Risk Register. Development can also bring the currently vacant site back into active use, with a new community focus for the neighbourhood.

Development requirements

- Development must provide for a mix of complementary main town centre and community uses. Residential development may be acceptable on the land surrounding Ladywell Baths.
- Development must preserve and enhance the significance heritage assets and their setting. This includes the former Ladywell Baths, the Grade II listed Coroners Court and Mortuary, Grade II* listed St Mary's church and churchyard, and St Mary's Conservation Area, including views within it.
- Development must provide for the full restoration of the Ladywell baths.
- Development must deliver positive frontages along Ladywell Road.

Development guidelines

- The bulk, massing and building heights of any development within the grounds of the listed building will be expected to be subordinate and complementary to the historic civic character of the immediate context. The historic roofscape including the Baths, St Mary's church, and the Coroners court will be expected to remain dominant in the townscape and skyline.
- Development should seek opportunities to incorporate flexible space, which could be used as community space.
- A high quality contextual approach will be key in delivering a successful approach to this restrained site.
- Development should respond to the surrounding permeability and walkability with successful connections between green open spaces and town centres, including Lewisham High Street. Development on Ladywell Road should help to encourage activity between Ladywell village and Lewisham High Street.
- The layout of the site should protect the amenity of Waterlink Way and enable access to it. Waterway Link runs through the site, from Ladywell Fields in the west, along the site's southern boundary with St Mary's Church, then northwards through the site, then along Wearside Road to the north of the site and through to Lewisham town centre.
- A tree survey should identify healthy, mature trees to be retained and replaced. Landscaping should form an integral part of the overall site.
- Development should maximise opportunities for historical interpretation.

- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- Large properties exist on either side of the site and there are terraced residential properties on the opposite side of Ladywell Road. To the west of the site is Ladywell Fields, a public open space designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation. To the south of the site, the grounds of St Mary's church are also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.



Driving Test Centre, Nightingale Grove



Site address: 44 Ennersdale Road, London, SE13 6JD

Site details: **Site size (ha):** 0.41, **Setting:** Central, **PTAL:** In 2015: 3, In 2021: 3, In 2031: 3, **Ownership:** Public, **Current use:** Driving Test Centre

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

Planning designations and site constraints:

Planning Status: None

Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
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Indicative development capacity:	Net residential units:	Non-residential floorspace:
	30	Employment: 527

Site allocation

Mixed-use redevelopment comprising compatible residential and commercial uses.

Opportunities

This backland site is located in close proximity to Hither Green local centre and Hither Green station. It is currently occupied by a single storey building with ancillary car parking. Redevelopment can make a more optimal use of the site, with the introduction of residential uses that complement the surrounding properties.

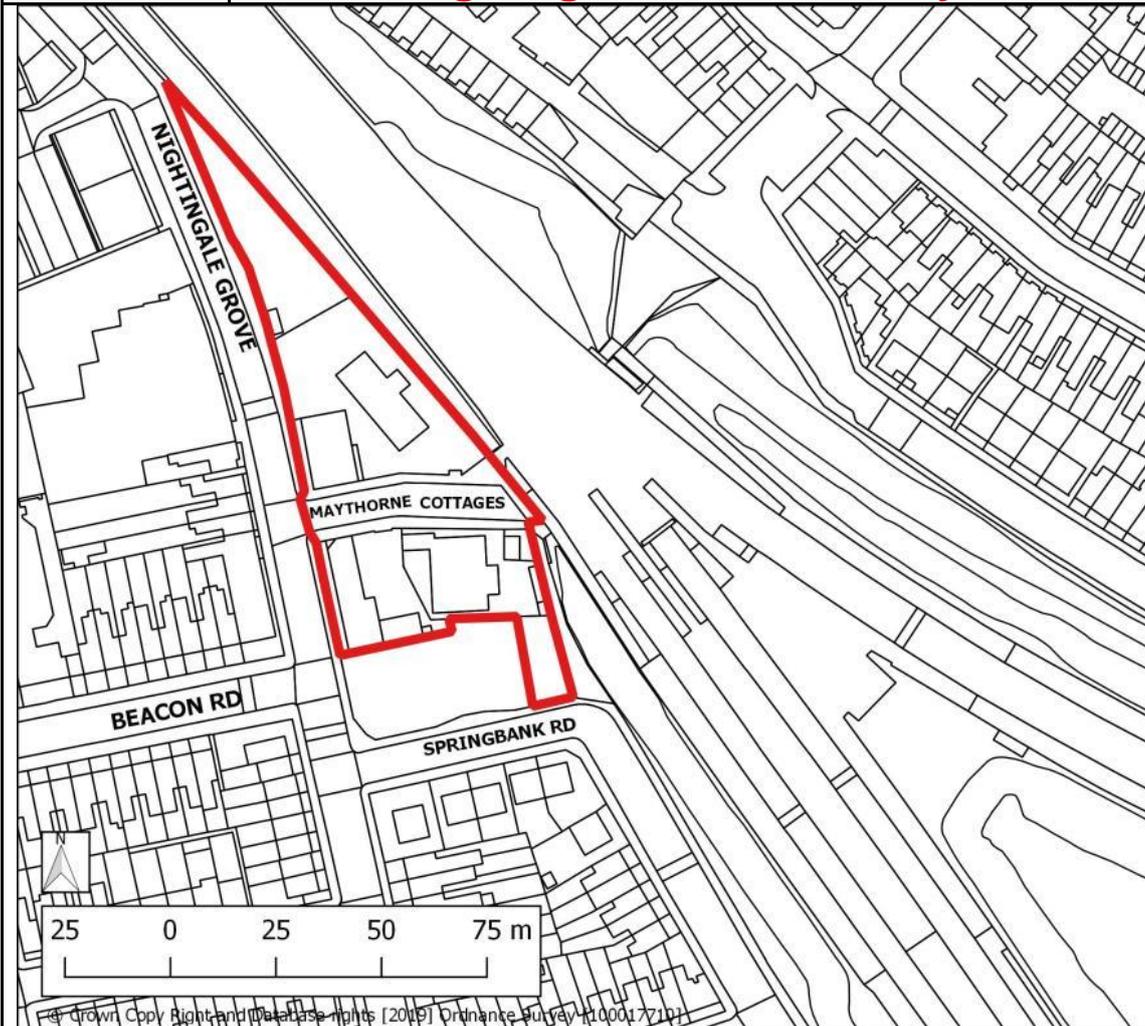
Development requirements

- Development must be designed to a high quality standard and positively respond local character.
- Protect and enhance existing green infrastructure at the site, including mature trees.

Development guidelines

- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site.
- The site is in proximity to Nightingale Grove, which is part of the London Cycle Network, and Hither Green station. Site access is currently oriented towards automobile users and proposals should seek to enhance pedestrian and cycle access to the site, given its location.
- There is an electricity sub-station located just beyond the side boundary, at its southern end, which will need to be taken into account.

Land at Nightingale Grove and Maythorne Cottages



Site address:	Maythorne Cottages, Nightingale Grove, London, SE13			
Site details:	Site size (ha): 0.42, Setting: Central, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Car services, Employment, Community, Vacant land			
How site was identified:	Site Allocations Local Plan (2013) and London SHLAA (2017)			
Planning designations and site constraints:	Critical Drainage Area, Flood Zone, adjacent to Site of Importance for Nature Conservation, adjacent to Green Corridor			
Planning Status:	Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. Full application DC/18/109200 for land to the rear of 41 to 43 Nightingale Grove refused in January 2019. Full application DC/18/110288 for 33 Nightingale Grove refused in April 2019.			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 45		Non-residential floorspace: Town centre: 368 Employment: 184	

Existing planning consent

DC/13/084806 – the demolition of MOT testing station at 35 Nightingale Grove and construction of four storey building plus basement comprising an MOT testing station and 7 one bedroom and 1 two bedroom self-contained flats.

LE/792/35/TP (lapsed) demolition and replacement of MOT, 7 x 1 bed and 1 x 2 bed

Site allocation

Mixed-use redevelopment comprising compatible residential, commercial and community uses. Public realm enhancements to improve access, legibility and safety around the Hither Green station approach.

Opportunities

The site is located within Hither Green local centre, and situated at one of the main approaches to Hither Green station. A mix of housing, older and disused commercial floorspace, and a nursery are fragmented across the site. Redevelopment and site intensification, along with the improved integration of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the local centre, along with the renewal of employment floorspace. Development can also deliver public realm enhancements to improve access to the station.

Development requirements

- Development must be designed to enhance the station approach and provide for improved legibility, safety and access to the station. Consideration must be given to the developments relationship with the underpass and public footpath at the eastern edge of the site boundary.
- Development must deliver positive frontages along Nightingale Grove and Maythorne Cottages.
- Development must make provision for an element of commercial floorspace. Proposals will be expected to demonstrate that the maximum viable amount of floorspace will be re-provided.
- Development must retain or ensure appropriate re-provision of the existing day nursery, with priority given to on site re-provision, in line with [Policy CI 1 \(Safeguarding and securing community infrastructure\)](#).
- Development must protect and enhance the ecological value of the designated Green Corridor and SINC adjacent to the railway embankment.

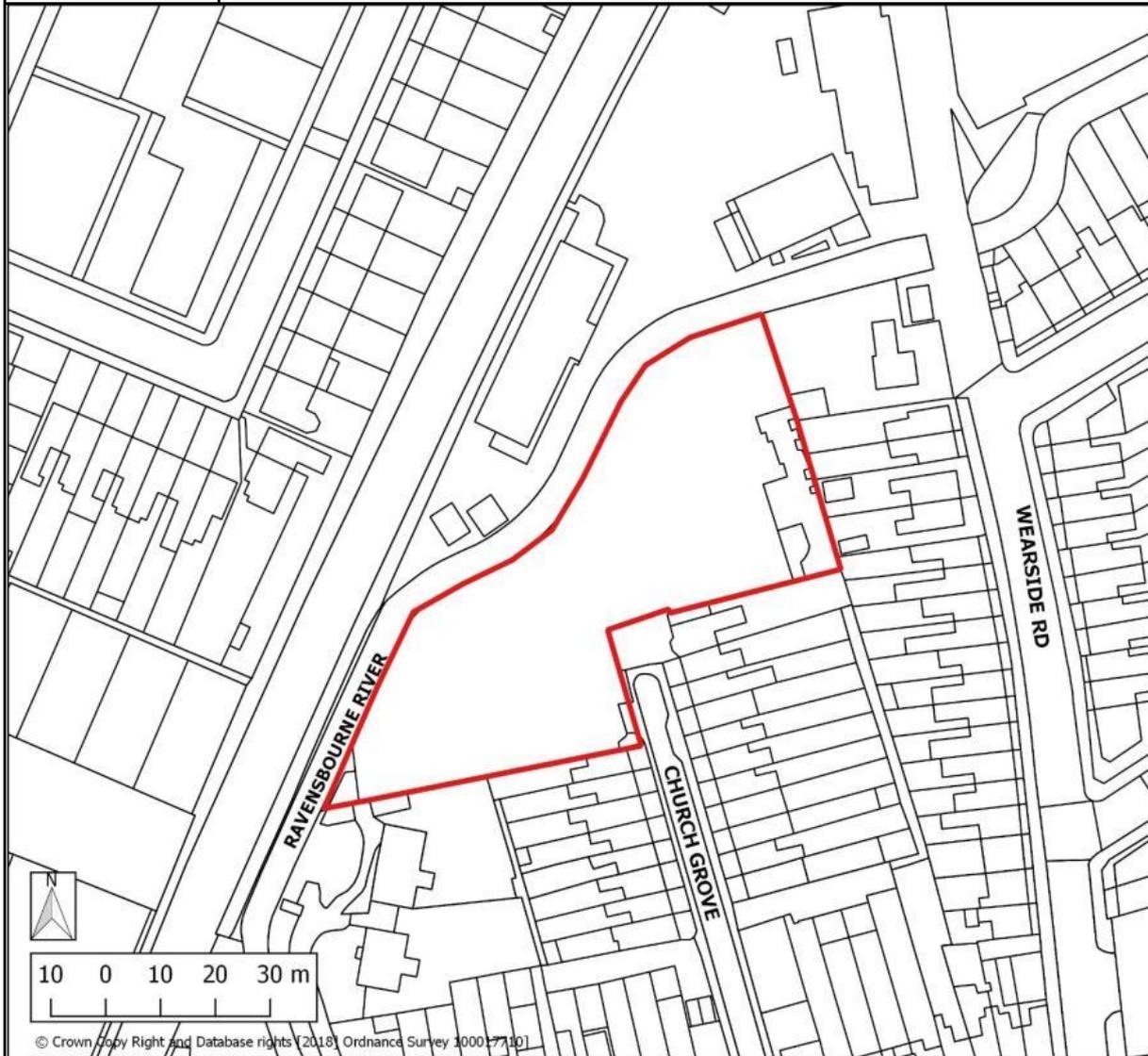
Development guidelines

- Development should enhance the station approach area, including through the introduction of active or more complementary frontages along Nightingale Grove and Maythorne Cottages.
- The site will be expected to interface well with the public realm in order to improve legibility and access to the station. Consideration should be given to the use of sensitively integrated external lighting at the site boundaries.
- Development must protect and wherever possible improve the amenity of the day nursery, particularly the outdoor play area.

- Height, scale and massing should respond to the residential properties at 41-49 Nightingale Grove and 15-17 Springbank Road.
- There are several electricity substations located within the site boundary which will need to be taken into account.



Church Grove Self-Build



Site address:	Land at Church Grove, London, SE13 7UU			
Site details:	Site size (ha): 0.35, Setting: Central, PTAL: In 2015: 5, In 2021: 5, In 2031: 5, Ownership: Public, Current use: Vacant land			
How site was identified:	London SHLAA (2017)			
Planning designations and site constraints:	Opportunity Area, Conservation Area, Critical Drainage Area, Flood Zones 2 and 3			
Planning Status:	Full application DC/17/104264 granted in December 2018. Started construction.			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
	Yes			
Indicative development capacity:	Net residential units:		Non-residential floorspace:	
	33		N/A	

Existing planning consent

DC/17/104264 - The construction of a part three/part four storey building incorporating balconies and a roof garden on vacant land at Church Grove SE13 comprising thirty-three (33) self-build dwellings (13 x 1 bed flats, 10 x 2 bed flats, 2 x 3 bed flats, 5 x 3 bed houses, 3 x 4 bed houses), together with community facilities, shared landscaping space, car parking, secure cycle and refuse storage, alterations to the access and other associated works.

Site allocation

Redevelopment for residential use (self-build) with complementary community uses. Public realm improvements to enhance public access to the River Ravensbourne.

Opportunities

This site is located to the west of Ladywell local centre, with the River Ravensbourne running along its northern edge. The site was previously occupied by the Watergate School but is now vacant, and has been made available by the council for self-build housing. Redevelopment can assist in meeting local need this particular type of housing provision. Development can also deliver public realm enhancements to improve access to the river, along with the amenity provided by it.

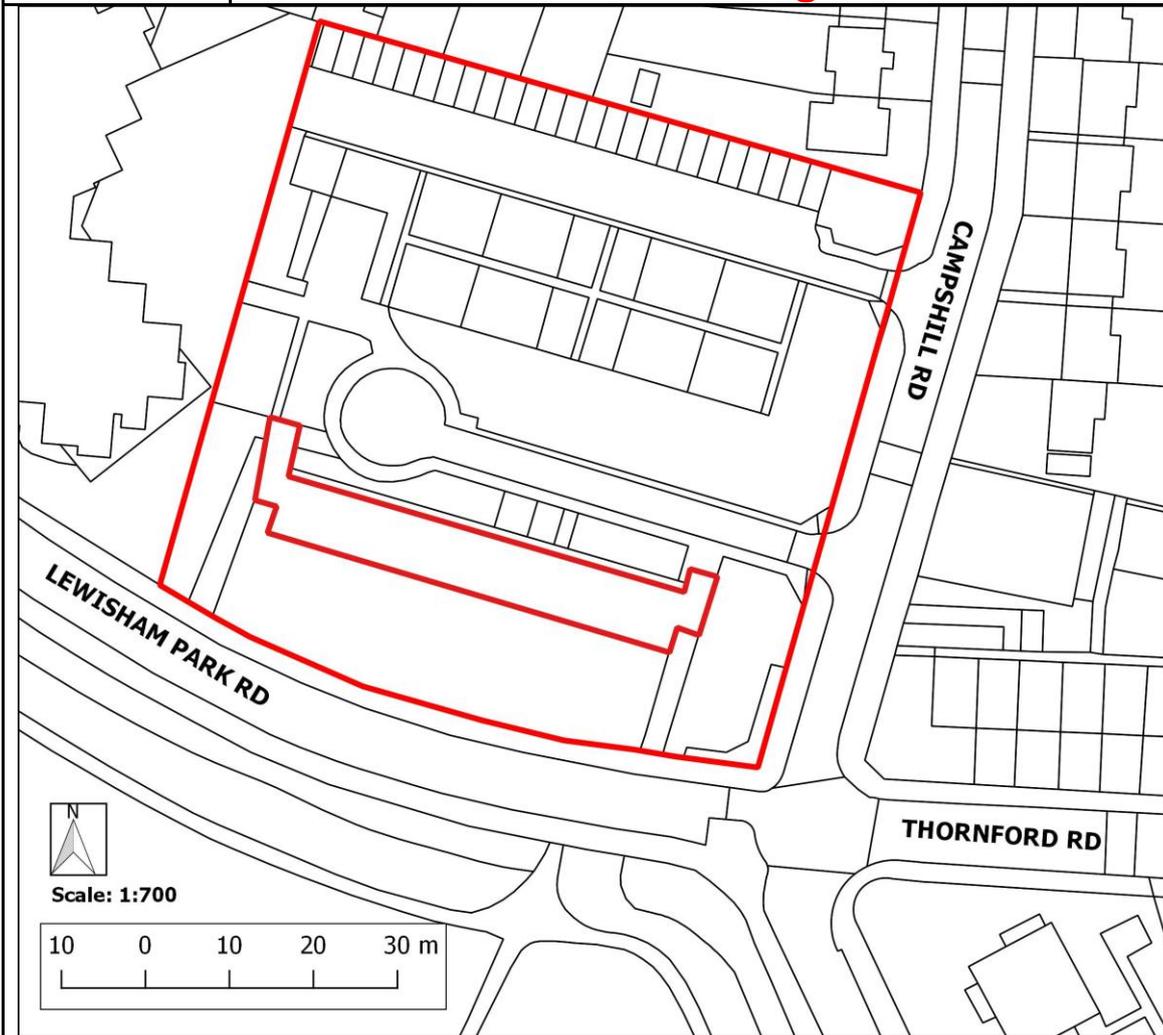
Development requirements

- Consistent with the planning consent, all residential development must be for self-build housing.
- Development must make provision of ancillary community facilities or community space.
- Development must protect and enhance the visual amenity provided by the River Ravensbourne, including by maintaining an open vista through the site.
- Development must conserve or enhance the St Mary's Conservation Area and its setting.

Development guidelines

- The height, scale and massing of development should positively respond to the site's river setting as well as the surrounding grain along Church Grove.
- The southern boundary of the site abuts St Mary's Conservation Area, which development will need to be sympathetic to.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Land to the rear of Chiddingstone House



Site address:	Lewisham Park, SE13 6QU			
Site details:	Site size (ha): 0.51, Setting: Central, PTAL: In 2015: 4-5, In 2021: 4-5, In 2031: 4-5, Ownership: Public, Current use: Garages			
How site was identified:	Strategic Planning Team			
Planning designations and site constraints:	Opportunity Area,			
Planning Status:	Full application DC/14/089027 granted in December 2014. Minor Material Amendment application DC/16/099284 granted in January 2017. Started construction.			
Timeframe for delivery:	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 51		Non-residential floorspace: N/A	

Existing planning consent

DC/14/089027 - The construction of a part 2, part 3 and part 4 storey building comprising 46, one bedroom and 5, two bedroom flats with associated communal spaces, car parking and landscaping, located on land to the rear of Chiddingstone House, Lewisham Park SE13 6QU together with alterations to the external areas of Chiddingstone House and replacement boundary treatments.

DC/16/099284: An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission (DC/14/89027) dated 5 December 2014 in order to allow: increase in two residential units (total of 53); removal of ground floor quiet lounge and revision to kitchen layout to provide sleeping area; re-planning of internal communal spaces; relocation of refuse store in a free standing external structure; reduction from 8 to 6 wheelchair units and subsequent reduction in central wing massing; revision of third floor open access deck to enclosed access; revision to third floor materials, north elevation windows and provision of brick piers to main entrance; amendment from BREEAM 'Excellent' to 'Very Good'; amendment to cycle parking provision; and allow phasing of development.

Site allocation

Redevelopment of the ancillary facilities associated with Chiddingstone House for specialist residential accommodation.

Opportunities

There is an opportunity to make a more optimal use of the land to the rear of Chiddingstone House. The infill site is currently used for garages, storage lockers and a communal drying area. Redevelopment of the ancillary facilities for residential uses can help to meet local housing needs, particularly for specialist accommodation. New high quality development can also enhance local area character.

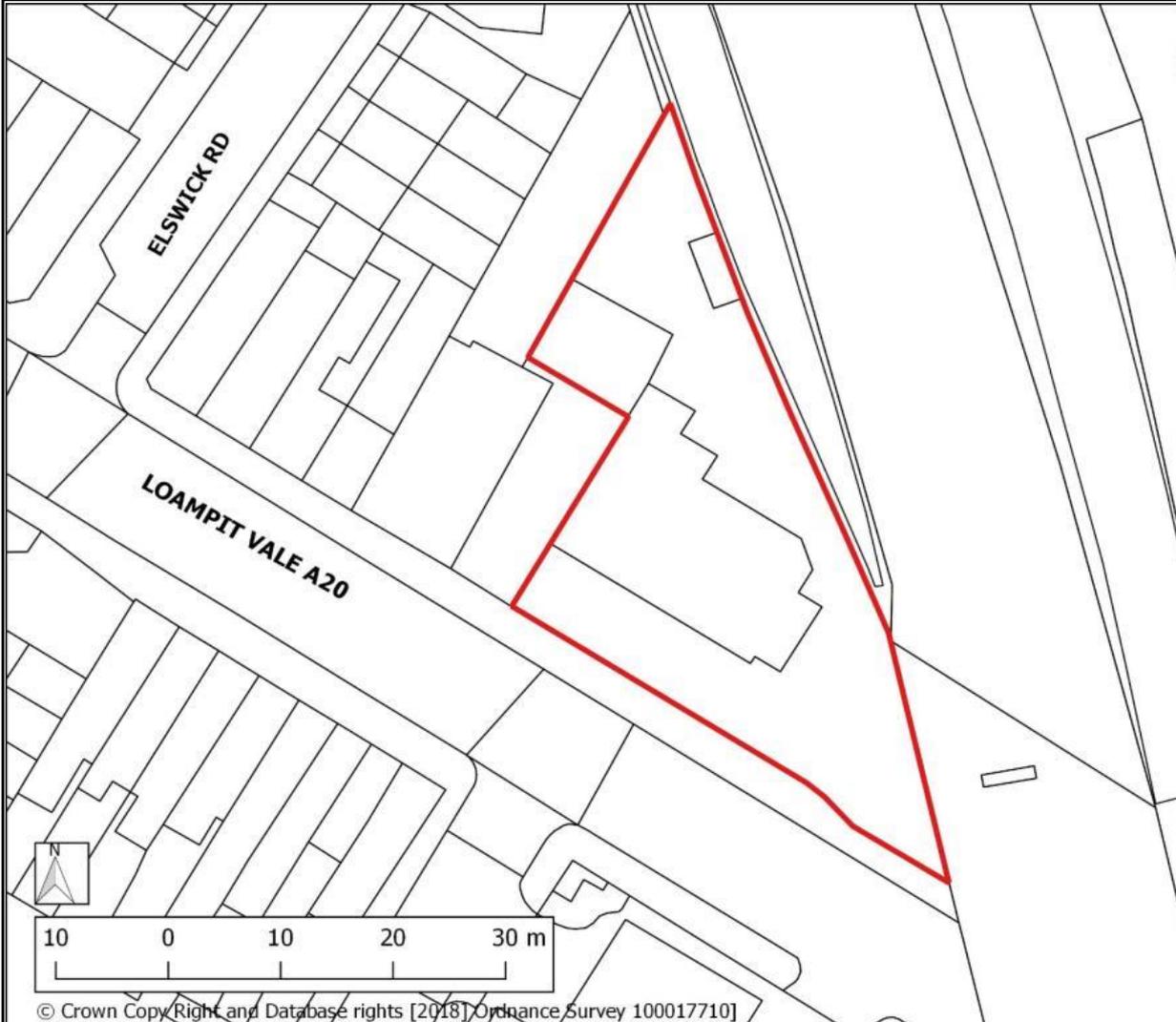
Development requirements

- Chiddingstone House must be retained.
- Delivery of predominantly specialist housing to assist in meeting local need, with priority given to specialist older person's accommodation.
- The bulk, scale and massing of development should positively respond to the prevailing residential character of the site's surrounds. It should also be sympathetic to the amenity provided by Lewisham Park, located at the site's southern boundary.

Development guidelines

- Development should provide for a single access point from Campshill Road, servicing both Chiddingstone House and any new development on the site.
- A high quality landscaping scheme will be required to relate sensitively to the existing mature trees, both on and adjacent to the site. This includes mature trees along the Lewisham Park Road boundary and also along the southern part of the western boundary that provide for natural screening, and should be retained.

100-114 Loampit Vale



Site address: 100-114 Loampit Vale, Lewisham, London, SE13

Site details: **Site size (ha):** 0.11, **Setting:** Central, **PTAL:** In 2015: 6b, In 2021: 6b, In 2031: 6b, **Ownership:** Private, **Current use:** Industrial, Car services

How site was identified: Lewisham Call for Sites (2018)

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

Planning Status: None

Timeframe for delivery: 2020/21 – 2024/25 2025/26 – 2029/30 2030/31 – 2034/35 2035/36 – 2039/40

Indicative development capacity:

Net residential units:
33

Non-residential floorspace:
Town centre: 273
Employment:

Site allocation

Mixed-use redevelopment incorporating main town centre, commercial and residential uses.

Opportunities

The site is located at the edge of Lewisham major town centre, and occupies a transitional position at Loampit Vale leading to the station interchange. The site is currently used for MOT services. Redevelopment and site intensification, along with introduction of more compatible main town centre uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town. Development can also deliver design and public realm improvements that better complement the neighbouring properties.

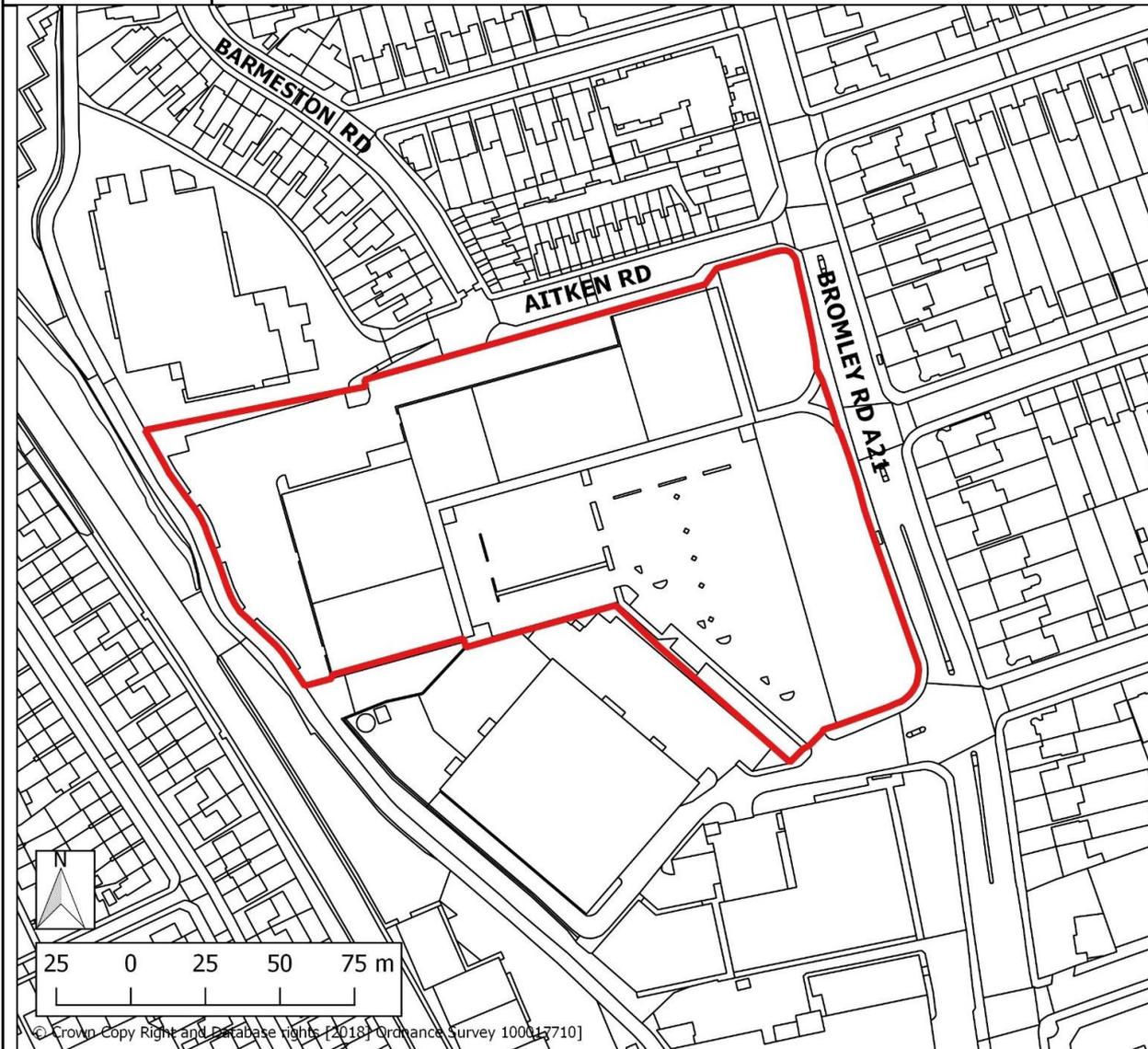
Development requirements

- Development must deliver active frontages with appropriate main town centre uses at the ground floor level along Loampit Vale.
- Development must respond to the site's transitional position at the edge of the town centre, and be designed to maintain and enhance the continuity of the building line to the west of the railway.
- Development must secure the re-provision of commercial floorspace.

Development guidelines

- The replacement provision of commercial floorspace should be in the B1 use class, which is more compatible with the neighbouring properties and the edge of centre location.
- The site presents an opportunity for a moderately scaled development to act as a visual transition to the town centre where taller buildings are located. The new building line should be consistent with and enhance the townscape, positively responding to the terraces to the west of the railway.
- Development may step up along Loampit Vale towards the railway embankment, where massing should be concentrated, particularly to minimise impact on the properties north and west.
- Design should ensure that the private and communal amenity space of neighbouring properties, including the adjoining public house gardens, is not compromised.
- Residential entrances should be visible and accessible from the public realm.
- Development will be expected to conserve and enhance the setting of the Tabernacle, at Algernon Road, which is a Grade II listed building. It is clearly visible from Loampit Hill and stands out as a local landmark, as helps to function as a wayfinder.
- Presence of railway embankment and viaduct will require buildings to be set away to the east of the site.
- Development should have regard to the ecological corridor and SINC adjacent the site boundary.

Ravensbourne Retail Park



Site address: 134 Bromley Rd, Bromley, London, SE6 2QU

Site details: **Site size (ha):** 2.46, **Setting:** Central, **PTAL:** In 2015: 4, In 2021: 4, In 2031: 4, **Ownership:** Private, **Current use:** Out of town retail

How site was identified: London SHLAA (2017)

Planning designations and site constraints: Conservation Area, Area of Archaeological Priority, Flood Zones 2 and 3

Planning Status: None

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

Indicative development capacity:	Net residential units: 908	Non-residential floorspace: Town centre: 8,474 Employment: 4,237
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Site allocation

Comprehensive mixed-use redevelopment of existing out-of-centre retail park comprising compatible residential, main town centre and commercial uses. Public realm and environmental enhancements including new public open space and river restoration.

Opportunities

The site is located on Bromley Road, which forms part of the A21 Corridor. It is currently occupied by an out-of-centre retail park consisting of large format retail buildings and surface level car parking. The River Ravensbourne runs along the site's western boundary. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land and support the long-term vitality and viability of Catford major town centre, which is located nearby. Development can also provide for uses that are more complementary to the neighbouring residential area, along with enabling public realm enhancements improved access to the River Ravensbourne.

Development requirements

- To ensure comprehensive development of the site, proposals for must be delivered in accordance with a site-wide master plan and delivery strategy, having regard to the A21 Corridor Improvement SPD.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site. This will require that buildings and spaces are designed to achieve clearly articulated east-west and north-south corridors.
- Development must deliver a positive frontage and public realm enhancements along Bromley Road, to improve amenity and enhance the pedestrian and cycling environment
- Development must enhance the amenity provided by the River Ravensbourne and seek to enhance its ecological quality. Provision of new public open and/or green space must be integrated into the site, linking to Aitken Road.
- Main town centre uses must not adversely impact on the town centre network, including Catford Major Centre.
- Development must preserve or enhance heritage assets and their setting, including the Culverley Green Conservation Area.

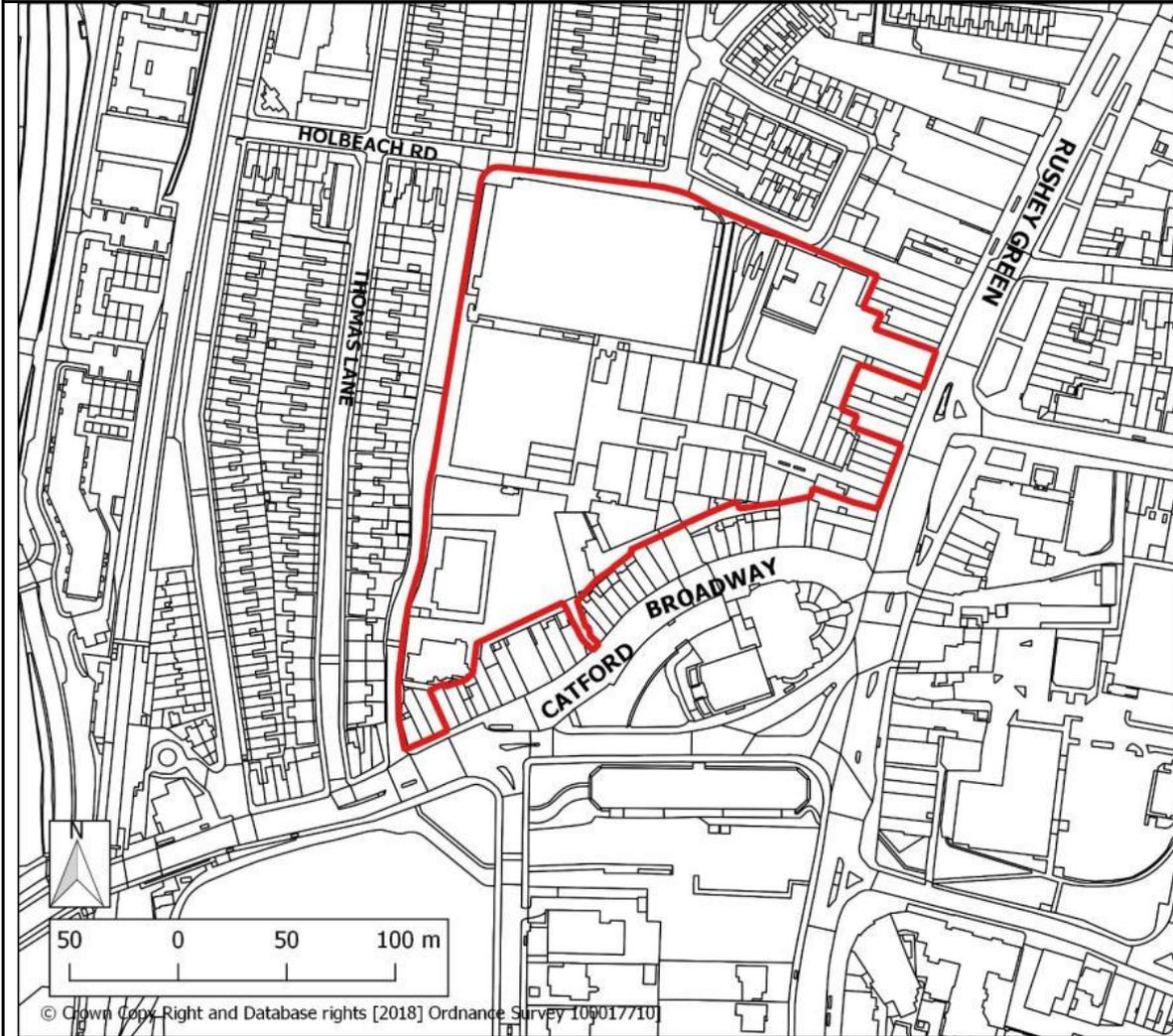
Development guidelines

- Development should clearly define the edge of the A21 corridor with a well-integrated building line, including by extending the established building line to the north.
- A positive frontage should be established along the south side of Aitken Road to create a 'two-sided' street which relates sympathetically to the properties to the north.
- Development should be designed so that primary vehicular access is from the A21 and Aitken Road. Opportunities should be explored to align the street network with Barmeston Road to create a contiguous layout, where this would help to improve circulation and not adversely impact on local amenity.
- There is an opportunity for higher density development, reflecting the site PTAL levels, including some taller elements that help with navigation along the A21 corridor, with

development stepping up from Bromley Road. Taller elements should be positioned towards the centre of the site to manage and mitigate impacts on amenity, including overshadowing, on the surrounding residential areas.

- Part of the site falls within the Culverley Green Conservation Area, which the scale and massing of development must positively respond to.
- The layout and design of development should make optimal use of the site's southern orientation.
- Development should maximise opportunities to enhance the water environment and amenity provided by the River Ravensbourne. This includes provision of new public amenity space alongside it, with appropriate flood mitigation measures.
- Buffers between the adjoining employment sites will need to be introduced, and where they are existing, enhanced. These should include elements of green infrastructure wherever feasible.
- Additional employment floorspace, with commercial uses that are compatible with residential development, will be supported in principle. Any such provision should complement existing uses at the designated Bromley Road SIL to reinforce the local node of employment generating activity.
- Where retail floorspace is incorporated this should not adversely impact on the town centre network. It should be small-scale provision servicing the residential and employment area immediate surrounds. A reduction in the current amount of retail floorspace on site will be supported.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Catford Shopping Centre and Milford Towers



Site address:	Catford Shopping Centre, Winslade Way, Catford, SE6 4J			
Site details:	Site size (ha): 3.41, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Public, Current use: Main town centre uses, Retail, Residential, Car park			
How site was identified:	London SHLAA (2017) and Catford Town Centre AAP (Withdrawn)			
Planning designations and site constraints:	Opportunity Area, Primary frontage within Catford major centre, Area of Archaeological Priority, Area of Special Local Character, Critical Drainage Area, Flood Zone 2			
Planning Status:	None			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 1084		Non-residential floorspace: Town centre: 7,560 Employment: 4,914	

Site allocation

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

Opportunities

This site forms the heart of Catford Major town centre. It is key to the transformation of Catford and will act as a major catalyst for local area regeneration, as part of a comprehensive masterplan framework incorporating a number of key sites. It encompasses land to the rear of Rushey Green and Catford Broadway, and is bounded to the north and west by Holbeach Road and Thomas' Lane, which provides pedestrian and vehicular access. The site is currently dominated by Milford Towers, residential blocks above a multi-storey car park, and ground floor retail units of various sizes, including a large format supermarket. Catford Market is located along the Broadway. Comprehensive redevelopment will deliver a significant amount of new housing together with modern retail and employment space, leisure and cultural facilities as well as social infrastructure to support the long-term vitality and viability of the town centre, and reinforce its role as a civic and cultural hub. Development will also enable transformative public realm and access improvements to provide new and enhanced connections to and through the area.

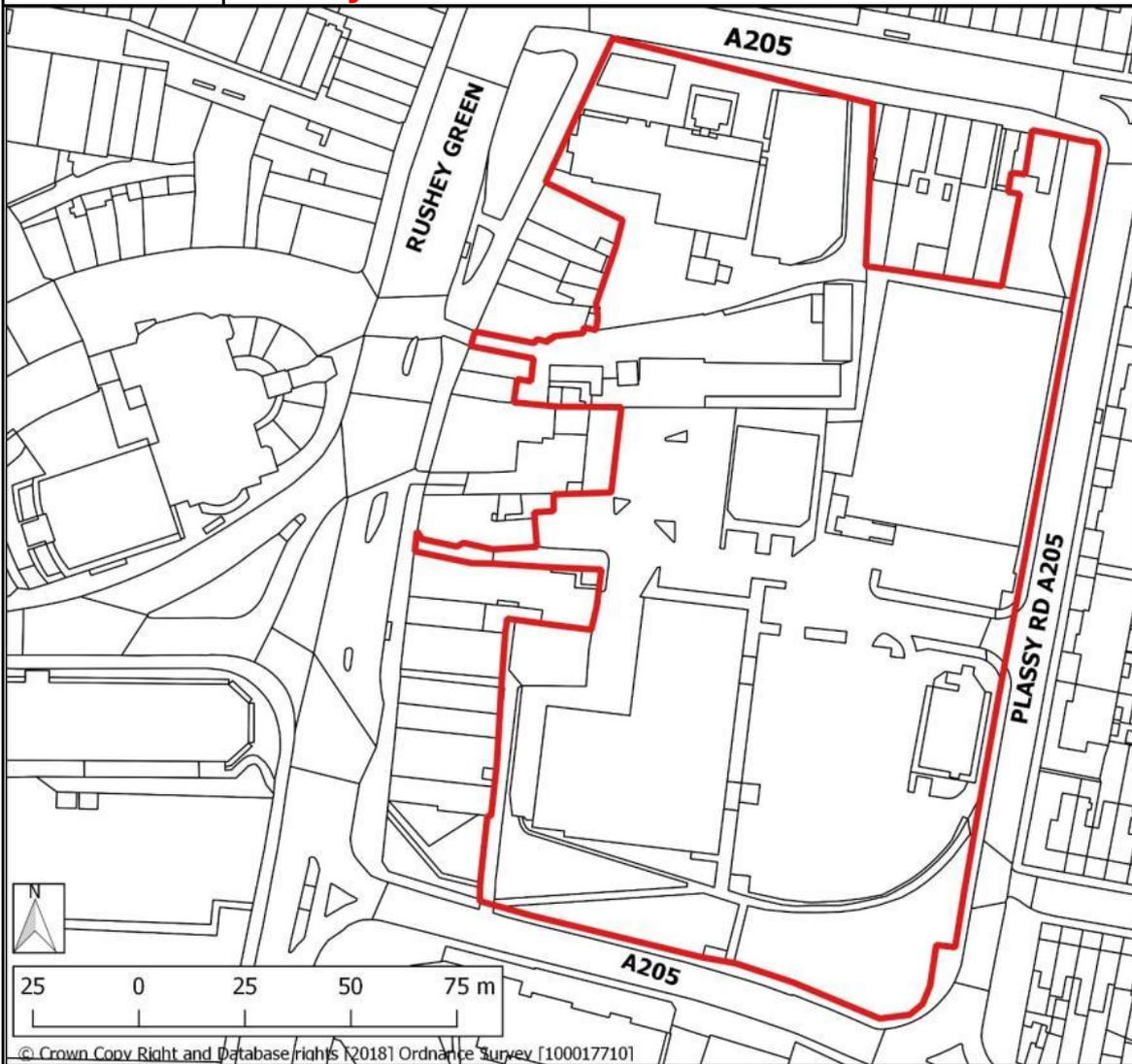
Development requirements

- To ensure comprehensive development of the site, proposals for individual plots must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan.
- Access, servicing and public realm improvements must complement and integrate with measures set out in the A21 Corridor Improvement SPD.
- To reinforce and enhance Catford's role as a Major town centre and to support its important civic and cultural function, development must provide a mix of new housing and main town centre and other complementary uses, including the re-provision and enhancement of the Catford Market.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration, re-orientation and re-planning of existing buildings and spaces to achieve clearly articulated east-west and north-south corridors.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required within the Primary Shopping Area and along key routes.
- Development must deliver new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Improvements to Catford Broadway
 - Improvements to Rushey Green
 - Provision of a new public open space to support the scale of development.

Development guidelines

- A hierarchy of routes both into and through the site should establish clearly legible and safe routes, including those where pedestrians have priority and where space may be shared with cyclists and/or motor vehicles. It is particularly important that development is designed to improve pedestrian links through the site to Catford Broadway and Rushey Green. Routes should form part of and integrate with a network of new and existing connections to other key sites as well as to Catford and Catford Bridge stations.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site. Where car parking is provided its location should minimise the impact of access and egress to pedestrians and other road users.
- Provision for servicing vehicles should be located and designed to mitigate impact on amenity, particularly where there is existing or planned public realm.
- The bulk, massing and scale of individual buildings must respond to the site's location, taking into account the vision set out in the Catford Masterplan and other Local Plan policies. Building heights should provide for a transition in scale from the perimeter of the site, with the taller elements focussed towards the centre of the site.
- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- Active or animated frontages should be integrated on all main routes around and through the site, and within buildings that address the street, including at Thomas' Lane and Holbeach Road.
- Development must make appropriate provision for and enhance Catford Market, with complementary public realm treatments to generate visual interest and attract footfall.

Plassy Road Island



Site address: Catford Island Retail Park, Plassy Road, Catford, SE6 2AW

Site details: **Site size (ha):** 2.23, **Setting:** Central, **PTAL:** In 2015: 6a, In 2021: 6a, In 2031: 6a, **Ownership:** Private, **Current use:** Main town centre uses, Retail, Residential, Car park

How site was identified: London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Lewisham Call for Sites (2015 and 2018)

Planning designations and site constraints: Opportunity Area, Secondary frontage within Catford major centre, adjacent to Conservation Area, Area of Archaeological Priority

Planning Status: None

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

Indicative development capacity:

Net residential units:
602

Non-residential floorspace:
Town centre: 6,206
Employment: 6,206

Existing planning consents

Timber Yard – update with latest appeal decision

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, community and residential uses. Redevelopment and reconfiguration of the majority of buildings and spaces to facilitate the realignment of the A205 South Circular and associated public realm enhancements, including new public open space, improved pedestrian and cycle routes, and vehicular access.

Opportunities

The 'island' is formed by the A21/A205 gyratory system, which separates the site from the heart of the Major town centre. It is currently occupied by large format retail park buildings with surface level car parking, a timber yard, and shop units fronting Brownhill Road and Rushey Green (A21). Eros House is located at its northwest corner. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds and enhancing its function as the southeast gateway to the town centre.

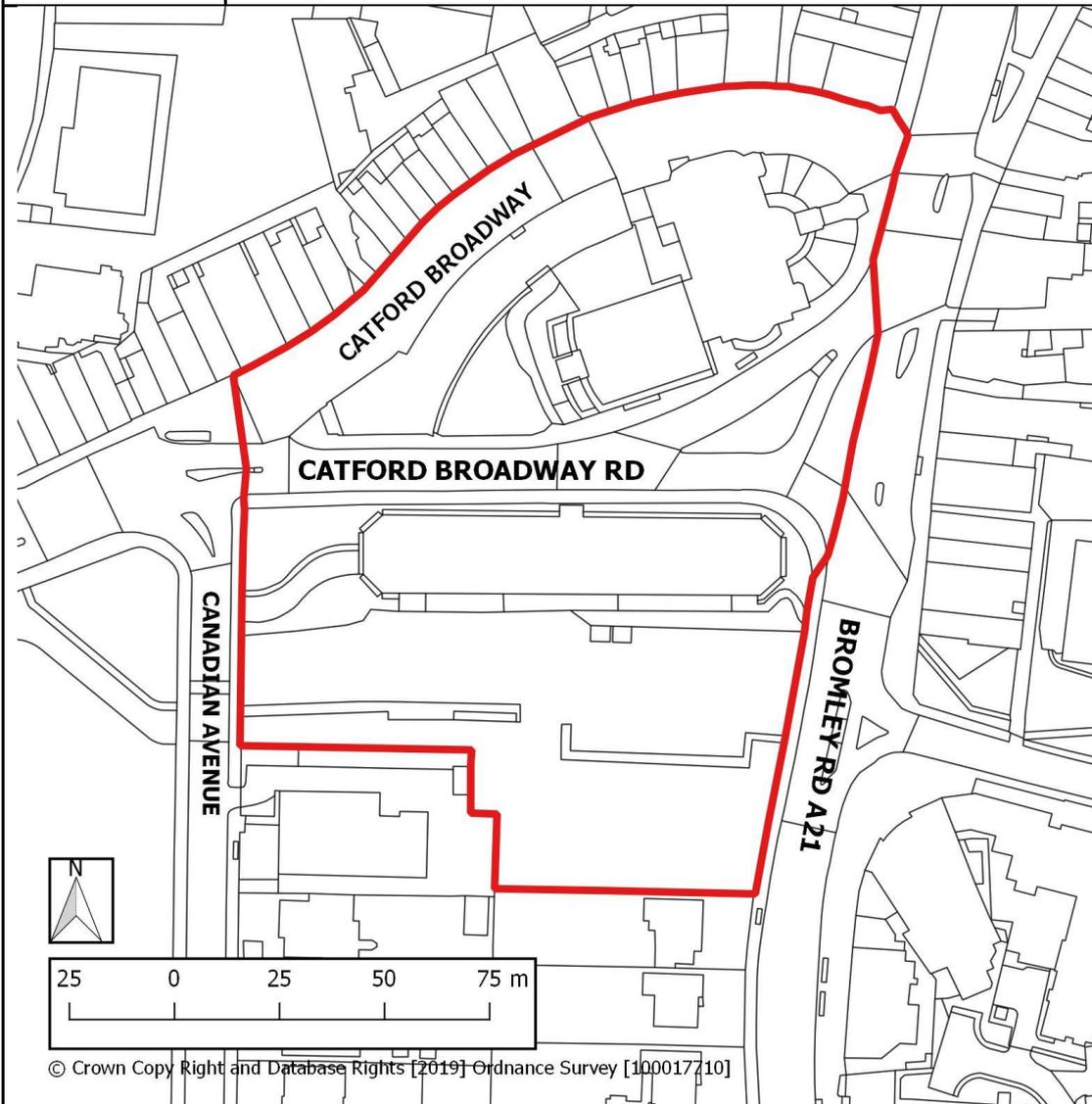
Development requirements

- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan, taking into account the A21 Corridor Improvement SPD.
- The siting of buildings must ensure the traffic and transport improvements along the South Circular at Sangley Road, Plassy Road and Brownhill Roads can be implemented in full.
- Provision of a significant amount of new housing together with main town centre and other complementary uses, commensurate with the role and function of Catford major town centre.
- The site must be fully integrated with the surrounding street network to improve access and permeability in the local area, and to better integrate the site with the Primary Shopping Area.
- Provision of north-south routes running through the site with enhanced east-west routes.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required on key routes.
- In order to optimise the site's capacity, and to ensure a more complementary fit with the prevailing urban grain, 'out of centre' style low-density large format units or warehouses will be resisted.
- Delivery of new and improved public realm, including new public spaces, in accordance with a site-wide public realm strategy. This must integrate provision of new public open space appropriate to the scale of development.

Development guidelines

- Development create a positive relationship with the planned changes to and realignment of the South Circular, with active ground floor frontages (rather than blank facades) complemented by appropriate buffers and set back distances.
- Retail and commercial elements should reflect the site's immediate town centre context, providing a mix of unit sizes and workspaces to support a wide range of uses and businesses.
- The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook pedestrian routes within and adjacent to the site.
- The scale, bulk and mass of buildings should respond to the residential areas to the site's east, having regard to existing townscape features.
- Green space across the site should contribute towards a network of green infrastructure across the town centre.
- Options for the site currently occupied by Eros House should be explored to better integrate it into a comprehensive scheme for the wider site allocation.

Laurence House and Civic Centre



Site address:	Laurence House, 1 Catford Road, Catford, London, SE6 4RU			
Site details:	Site size (ha): 2.20, Setting: Central, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Public, Current use: Civic Offices, Library, Car park			
How site was identified:	London SHLAA (2017) and Catford Town Centre AAP (Withdrawn)			
Planning designations and site constraints:	Opportunity Area, Broadway Theatre Grade II listed, Adjacent to Conservation Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zone 2			
Planning Status:	None			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 262		Non-residential floorspace: Town centre: 6,017 Employment: 12,935	

Site allocation

Comprehensive mixed-use development with compatible main town centre uses, including civic and cultural uses, and residential uses. Realignment of the A205 (South Circular) to facilitate town centre regeneration, including public realm and access improvements.

Opportunities

The site comprises the civic and cultural heart of Catford major town centre, with the Civic Suite and Lawrence House buildings along with the Grade II Listed Broadway Theatre. Re-alignment of the A205 South Circular, delivered in partnership with Transport for London, will address existing issues of severance and pedestrian and vehicular circulation within the local area, and facilitate transformational regeneration of the town centre. The realignment of the A205 will deliver major public realm and access improvements, better linking the site to the rest of the town centre and wider neighbourhood area. Redevelopment also provides opportunities to deliver enhanced or new civic space.

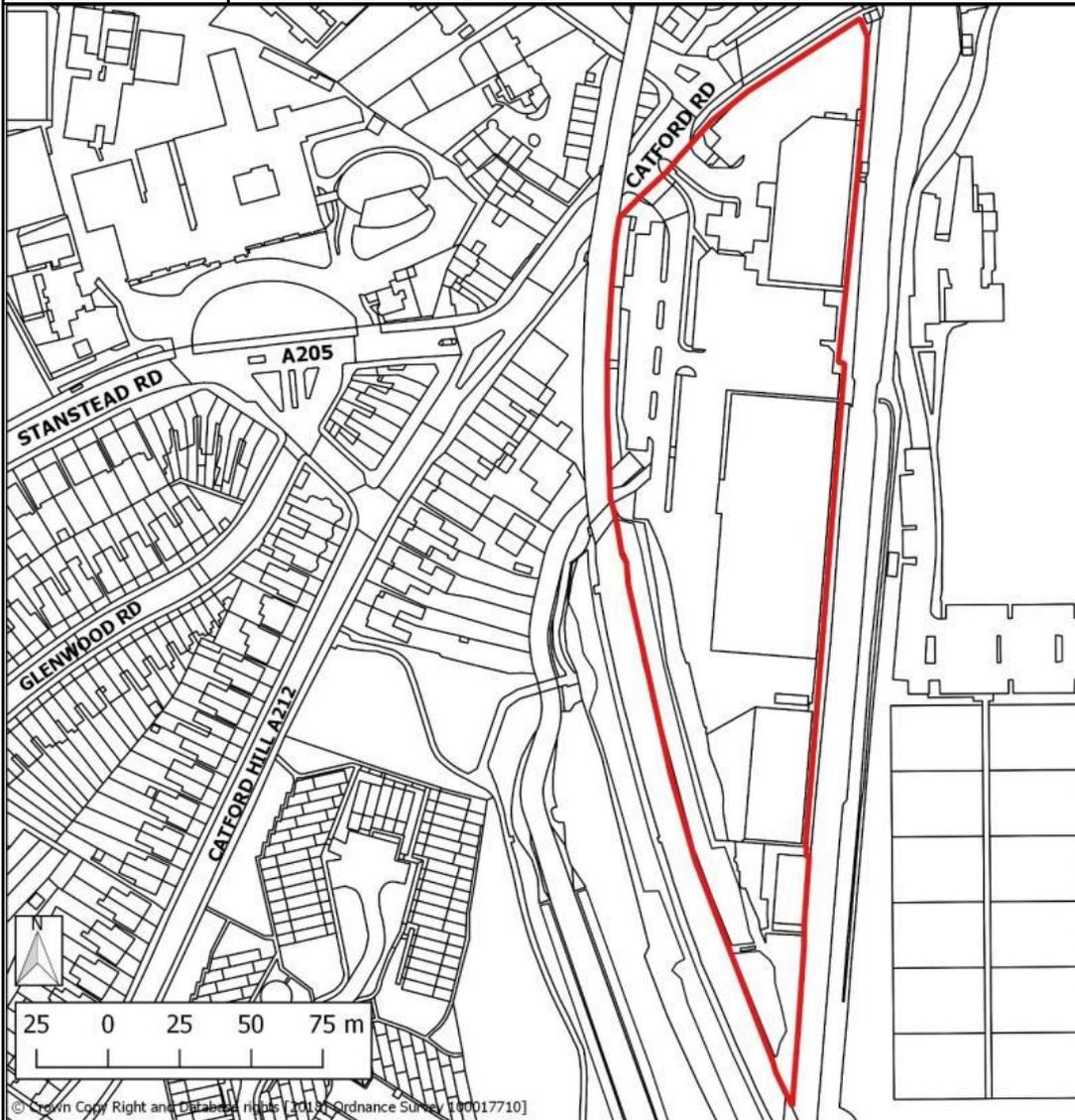
Development requirements

- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan, taking into account the A21 Corridor Improvement SPD.
- Provision of a mix of main town centre uses, incorporating civic and cultural uses.
- Work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
- Contribute to the creation of an improved town centre environment through public realm enhancements along Catford Road and Catford Broadway. Priority should be given to pedestrian and cycle movements in order to improve connectivity between the site and the town centre to the north.
- Preserve or enhance the Broadway Theatre.

Development guidelines

- The bulk, scale, massing and height of buildings should respond positively and sensitively to the site location. Careful consideration should be given to heritage assets within and adjacent to this site, including the Grade II listed Broadway Theatre and Culverey Green Conservation Area.
- The siting and design of new development should consider existing framed views of the town centre from Bromley Road.
- Work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
- The layout of the site should promote green links, along with safe pedestrian and cycling routes between Canadian Avenue and Bromley Road, separate from the A205.

Wickes and Halfords, Catford Road



Site address: 1-7 Catford Hill, Catford, London, SE6 4NU

Site details: **Site size (ha):** 2.06, **Setting:** Central, **PTAL:** In 2015: 4-6b, In 2021: 4-6b, In 2031: 4-6b, **Ownership:** Private, **Current use:** Main town centre uses, Retail, Car park

How site was identified: London SHLAA (2017) and Catford Town Centre AAP (Withdrawn)

Planning designations and site constraints: Opportunity Area, adjacent to Conservation Area, Area of Archaeological Priority, adjacent to Site of Importance for Nature Conservation, adjacent to Metropolitan Open Land, adjacent to public open space, adjacent to urban green space, adjacent to Waterway Link, Critical Drainage Area, Flood Zones 2 and 3

Planning Status: None

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

Indicative development capacity:

Net residential units:
512

Non-residential floorspace:
Town centre: 2,982
Employment: 8,946

Site allocation

Comprehensive residential led mixed-use redevelopment with compatible main town centre and commercial uses. Reconfiguration of buildings and spaces to facilitate public realm enhancements including new public open space, river restoration, improved pedestrian and cycle routes and vehicular access.

Opportunities

This site is located at the western edge of Catford major town centre, between the Catford and Catford Bridge railway lines and to the south of the A205 South Circular. It is currently occupied by large format retail units with associated surface car parking and light industrial uses. The River Ravensbourne cuts diagonally through the site to the north in a covered channel. The town centre boundary will be extended to include the site. A more optimal use of land can be made through site intensification as well as enhancing the site's function as the southwest gateway to the town centre. Redevelopment will also enable public realm and environmental improvements to be delivered, with key opportunities to reinstate the River Ravensbourne.

Development requirements

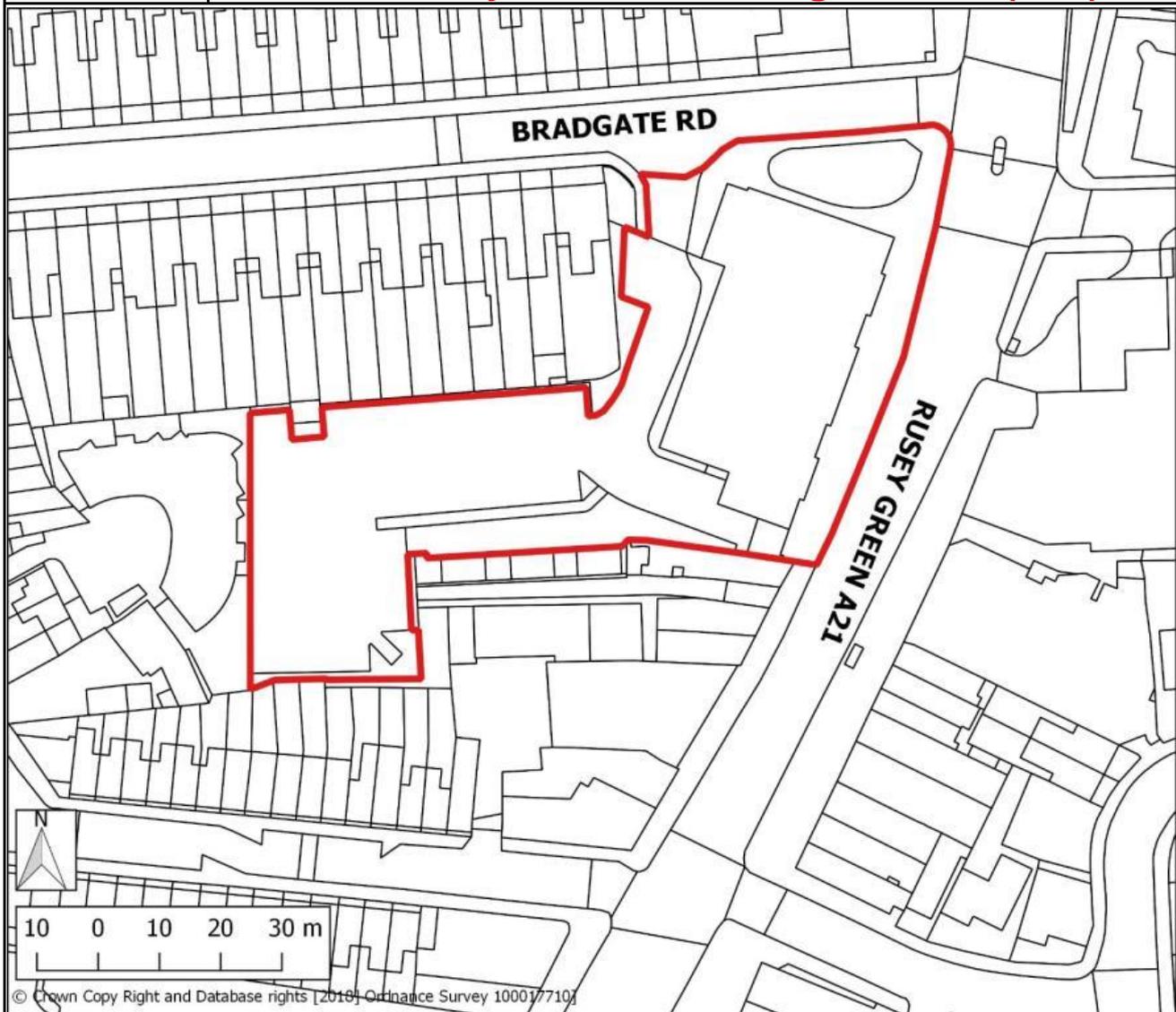
- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, and be consistent with the Catford Town Centre Masterplan.
- Site layout and design should improve access to and permeability across the wider town centre area, with enhanced pedestrian and cycle connections to Catford and Catford Bridge stations and Waterlink Way.
- A rationalised and/or re-positioned access onto Catford Road together with internal road layout, to create a safe, coherent and more legible vehicular access both to and through the site.
- Active frontages with appropriate town centre uses on the ground floors of buildings, with residential uses above. Residential uses will not be acceptable on ground floor or basement levels due to flood risk.
- Development must deliver public realm enhancements and improve the site's interface with Catford and Catford Bridge stations as well as the A205 South Circular.
- Provision of new public open or green space around the River Ravensbourne, linking to Stansted Road.
- Retention of the Old Pumping Station located at the southern end of the site.

Development guidelines

- The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook pedestrian routes within and adjacent to the site.
- Innovative design solutions will be needed to overcome the level differences between the site and its surrounds, particularly to create an attractive boundary to the South Circular and to take advantage of the visual amenity provided by the Jubilee Ground.

- To minimise overshadowing on existing homes to the west, the taller elements of development should be located towards the eastern part of the site, whilst ensuring there is no adverse impact on the Metropolitan Open Land nearby.
- Waterlink Way runs along the site's western and northern boundaries, providing a direct connection to the South Circular and wider town centre area, and via subway to Catford and Catford Bridge railway stations. Development should provide a contiguous link for pedestrian and cycle movement.
- Development should maximise opportunities to enhance the ecological quality and amenity provided by the River Ravensbourne, including by revealing the river through decluverting, repairing gaps in Waterlink Way and improving public access to it.
- Proposals should investigate and maximise opportunities to facilitate links through the railway arches.
- Commercial uses will be supported underneath the railway arches, at the western edge of the site, with priority given to uses that are likely to attract footfall to the town centre and are highly compatible with residential uses.

Land at Rushey Green and Bradgate Road (Aldi)



Site address: Rushey Green, Catford, London, SE6 4JD

Site details: **Site size (ha):** 0.50, **Setting:** Central, **PTAL:** In 2015: 6a, In 2021: 6a, In 2031: 6a, **Ownership:** Private, **Current use:** Main town centre uses, Retail, Car park

How site was identified: London SHLAA (2017)

Planning designations and site constraints: Opportunity Area, Secondary frontage within Catford major centre, Area of Archaeological Priority

Planning Status: None

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

Indicative development capacity: **Net residential units:** 92

Non-residential floorspace: Town centre: 4,672
Employment: 584

Site allocation

Comprehensive mixed-use redevelopment incorporating main town centre and residential uses.

Opportunities

The site is located within Catford major town centre, at its northernmost point along Rushey Green. It is currently occupied by a single storey, retail building and surface level car parking. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements. There is an inactive frontage along Rushey Green which could be enhanced to complement the site's gateway position into the centre.

Development requirements

- To ensure comprehensive development of the site, proposals must be delivered in accordance with a site-wide master plan and delivery strategy, having regard to the A21 Corridor Improvement SPD.
- Provision of a main town centre, residential and other complementary uses, commensurate with the role and function of Catford major town centre.
- A well designed, active frontage with public realm enhancements along Rushey Green to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor.
- Active frontages with appropriate town centre uses on the ground floor of the building, along Rushey Green and Bradgate Road.

Development guidelines

- Development should clearly define the edge of the A21 corridor with a well-integrated building line.
- The existing frontage along Rushey Green should be re-designed as an active frontage that interfaces more positively with the adjoining public realm, marking the site as a transition point into Catford town centre.
- A positive frontage along Bradgate Road should be retained and enhanced wherever possible.
- Rosenthal House, opposite on the eastern side of Rushey Green, establishes a wayfinding precedent at this end of the town centre, which this site may work in conjunction with, particularly to enhance townscape and legibility.
- Whilst the residential character and scale of Bradgate Road should be acknowledged in massing to north, the width of the A21 offers an opportunity for more moderately scaled development, subject to amenity considerations.
- Development will also need to take into account the amenity of properties at Patrol Place to the south.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.