

# Draft Lewisham Local Plan to 2040

Habitats Regulations Assessment  
Regulation 18 Stage "Preferred Approaches" Version

Lewisham Borough Council

Project number: 60617114

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## Quality information

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## Table of Contents

<b>1. Introduction</b> .....	<b>5</b>
Background to the Project.....	5
Legislation.....	5
Report Layout.....	6
<b>2. Methodology</b> .....	<b>7</b>
Introduction.....	7
A Proportionate Assessment.....	7
The Process of HRA.....	8
The Scope.....	10
The 'in Combination' Scope.....	11
<b>3. Pathways of Impact</b> .....	<b>13</b>
Recreational Pressure.....	13
Water Quality and Resources.....	15
Atmospheric Pollution (Atmospheric Nitrogen Deposition).....	16
<b>4. Test of Likely Significance</b> .....	<b>18</b>
Introduction.....	18
Summary of Test of Likely Significance 'Alone'.....	18
Summary of Test of Likely Significance 'In Combination'.....	18
Recreational Pressure.....	18
Water Quality and Resources.....	19
Atmospheric Pollution (Atmospheric Nitrogen Deposition).....	20
<b>5. Conclusions and Recommendations</b> .....	<b>22</b>
<b>Appendix A European Site Background Information</b> .....	<b>23</b>
Epping Forest SAC.....	23
Lee Valley SPA/Ramsar.....	24
Wimbledon Common SAC.....	25
Conservation Objectives.....	25
Richmond Park SAC.....	26
Thames Estuary and Marshes SPA/Ramsar.....	27
<b>Appendix B Policy Screening: Likely Significant Effects</b> .....	<b>30</b>
<b>Appendix C Site Allocations</b> .....	<b>173</b>

## Figures

Figure 1 – Designated Sites

## Tables

Table 1: Physical Scope of the HRA.....	10
Table 2: 10-year targets for net housing completions (2019/20 – 2028/29).....	11
Table 3: Main sources and effects of air pollutants on habitats and species.....	16

# 1. Introduction

## Background to the Project

- 1.1 AECOM has been appointed by the London Borough of Lewisham to assist in producing a report to inform the Council's Habitats Regulations Assessment (HRA) of the potential effects of Lewisham Local Plan on the Natura 2000 Network and Ramsar sites. The objectives of the assessment are to:
- Identify any aspects of the Local Plan that would cause an adverse effect on the integrity of Natura 2000 sites, otherwise known as European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs), protected SPAs (pSPAs) and, as a matter of Government policy, Ramsar sites), either alone or in combination with other plans and projects; and
  - To advise on appropriate policy mechanisms for delivering mitigation where such effects were identified.
- 1.2 The HRA of the Lewisham Local Plan is required to determine if there are any realistic linking pathways present between a European site and the Local Plan and where Likely Significant Effects cannot be screened out, an analysis to inform Appropriate Assessment to be undertaken to determine if adverse effects on the integrity of the European sites will occur as a result of the Local Plan alone or in combination.

## Legislation

- 1.3 The need for HRA is set out within the Conservation of Habitats & Species Regulations 2017 (**Box 1**). European sites (also called Natura 2000 sites) can be defined as actual or proposed/candidate Special Areas of Conservation (SAC) or Special Protection Areas (SPA). It is also Government policy for sites designated under the Convention on Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to Natura 2000 sites.

### Box 1: The legislative basis for Appropriate Assessment

#### Conservation of Habitats and Species Regulations 2017 (as amended)

The Regulations state that:

*"A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... must make an appropriate assessment of the implications for the plan or project in view of that site's conservation objectives... The competent authority may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site."*

- 1.4 The Habitats Regulations applies the precautionary principle to Natura 2000 sites (SAC and SPA). As a matter of UK Government policy, Ramsar sites are given equivalent status. For the purposes of this assessment candidate SACs (cSACs), proposed SPAs (pSPAs) and proposed Ramsar (pRamsar) sites are all treated as fully designated sites. In this report we use the term "European designated sites" to refer collectively to the sites listed in this paragraph.
- 1.5 Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. This contrasts with the SEA Directive which does not prescribe how plan or programme proponents should respond to the findings of an environmental assessment; merely that the assessment findings (as documented in the 'environmental report') should be 'taken into account' during preparation of the plan or programme. In the case of the Habitats Directive, plans and projects may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.

- 1.6 In 2018, the ‘People Over Wind’ European Court of Justice (ECJ) ruling<sup>1</sup> determined that ‘mitigation’ (i.e. measures that are specifically introduced to avoid or reduce the harmful effects of a plan or project on European sites) should not be taken into account when forming a view on likely significant effects. Mitigation should instead only be considered at the appropriate assessment stage. Appropriate assessment is not a technical term: it simply means ‘an assessment that is appropriate’ for the plan or project in question. As such, the law purposely does not prescribe what it should consist of or how it should be presented; these are decisions to be made on a case by case basis by the competent authority.
- 1.7 Over the years the phrase ‘Habitats Regulations Assessment’ has come into wide currency to describe the overall process set out in the Conservation of Habitats and Species Regulations from screening through to Imperative Reasons of Overriding Public Interest (IROPI). This has arisen in order to distinguish the process from the individual stage described in the law as an ‘Appropriate Assessment’. Throughout this report we use the term Habitats Regulations Assessment for the overall process.

## Report Layout

- 1.8 **Chapter 2** of this report explains the process by which the HRA has been carried out. **Chapter 3** explores the relevant pathways of impact. **Chapter 4** summarises the Test of Likely Significant Effects of the policies and site allocations of the Plan considered ‘alone’ and ‘in-combination’ (The Test of Likely Significant Effects itself is undertaken in **Appendix B**). **Chapter 5** contains the conclusion.

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<sup>1</sup> Case C-323/17

## 2. Methodology

### Introduction

- 2.1 This section sets out the approach and methodology for undertaking the Habitats Regulations Assessment (HRA). HRA itself operates independently from the Planning Policy system, being a legal requirement of a discrete Statutory Instrument. Therefore, there is no direct relationship to the National Planning Policy Framework (NPPF) and the 'Tests of Soundness'.

### A Proportionate Assessment

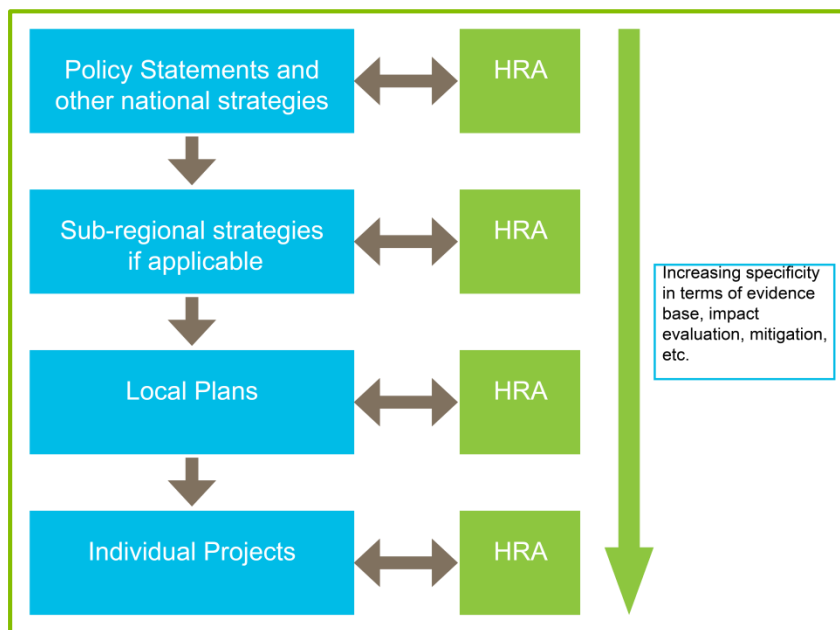
- 2.2 Project-related HRA often requires bespoke survey work and novel data generation in order to accurately determine the significance of effects. In other words, to look beyond the risk of an effect to a justified prediction of the actual likely effect and to the development of avoidance or mitigation measures.
- 2.3 However, the draft MHCLG guidance<sup>2</sup> (described in greater detail later in this chapter) makes it clear that when implementing HRA of land-use plans, the Appropriate Assessment (AA) should be undertaken at a level of detail that is appropriate and proportional to the level of detail provided within the plan itself.
- 2.4 *"The comprehensiveness of the [Appropriate] assessment work undertaken should be proportionate to the geographical scope of the option and the nature and extent of any effects identified. An AA need not be done in any more detail, or using more resources, than is useful for its purpose. It would be inappropriate and impracticable to assess the effects [of a strategic land use plan] in the degree of detail that would normally be required for the Environmental Impact Assessment (EIA) of a project."*
- 2.5 More recently, the Court of Appeal<sup>3</sup> ruled that providing the Council (competent authority) was duly satisfied that proposed mitigation could be "*achieved in practice*" then this would suffice to meet the requirements of the Habitat Regulations. This ruling has since been applied to a planning permission (rather than a Plan document)<sup>4</sup>. In this case the High Court ruled that for "*a multistage process, so long as there is sufficient information at any particular stage to enable the authority to be satisfied that the proposed mitigation can be achieved in practice it is not necessary for all matters concerning mitigation to be fully resolved before a decision maker is able to conclude that a development will satisfy the requirements of reg 61 of the Habitats Regulations*".
- 2.6 In other words, there is a tacit acceptance that AA can be tiered and that all impacts are not necessarily appropriate for consideration to the same degree of detail at all tiers as illustrated in **Box 2**.

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<sup>2</sup> MHCLG (2006) Planning for the Protection of European Sites, Consultation Paper

<sup>3</sup> No Adastral New Town Ltd (NANT) v Suffolk Coastal District Council Court of Appeal, 17<sup>th</sup> February 2015

<sup>4</sup> High Court case of R (Devon Wildlife Trust) v Teignbridge District Council, 28 July 2015

**Box 2: Tiering in HRA of Land Use Plans**

- 2.7 The most robust and defensible approach to the absence of fine grain detail at this level is to make use of the precautionary principle. In other words, the plan is never given the benefit of the doubt (within the limits of reasonableness); it must be assumed that a policy/measure is likely to have an impact leading to a significant adverse effect upon an internationally designated site unless it can be clearly established otherwise.

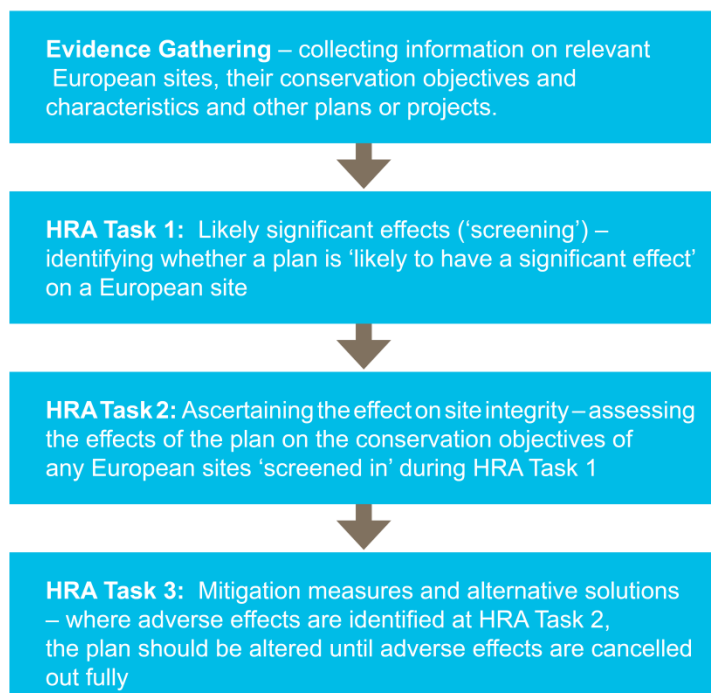
## The Process of HRA

- 2.8 The HRA is being carried out in the continuing absence of formal central Government guidance. The former DCLG (now MHCLG) released a consultation paper on AA of Plans in 2006<sup>5</sup>. As yet, no further formal guidance has emerged from MHCLG on the assessment of plans. However, Natural England has produced its own informal internal guidance and central government have released general guidance on appropriate assessment<sup>6</sup>
- 2.9 **Box 3** outlines the stages of HRA according to the draft MHCLG guidance (which, as government guidance applicable to English authorities is considered to take precedence over other sources of guidance). The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the plan until no likely significant effects remain.

<sup>5</sup> MHCLG (2006) Planning for the Protection of European Sites, Consultation Paper

<sup>6</sup> <https://www.gov.uk/guidance/appropriate-assessment>



**Box 3: Four-Stage Approach to Habitats Regulations Assessment**

2.10 The following process has been adopted for carrying out the subsequent stages of the HRA.

**Task One: Test of Likely Significant Effect**

2.11 The first stage of any Habitats Regulations Assessment is a test of Likely Significant Effect - essentially a high-level assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

2.12 *"Is the Plan, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"*

2.13 In evaluating significance, AECOM have relied on professional judgment and experience of working with the other local authorities on similar issues. The level of detail concerning developments that will be permitted under land use plans is rarely sufficient to make a detailed quantification of effects. Therefore, a precautionary approach has been taken (in the absence of more precise data) assuming as the default position that if a likely significant effect (LSE) cannot be confidently ruled out, then the assessment must be taken the next level of assessment Task Two: Appropriate Assessment. This is in line with the April 2018 court ruling relating to 'People Over Wind' where mitigation and avoidance measures are to be included at the next stage of assessment.

**Task Two: Appropriate Assessment**

2.14 European Site(s) which have been 'screened in' during the previous Task have a detailed assessment undertaken on the effect of the policies on the European site(s) site integrity. Avoidance and mitigation measures to avoid adverse significant effects are taken into account or recommended where necessary.

2.15 As established by case law, 'appropriate assessment' is not a technical term; it simply means whatever further assessment is necessary to confirm whether there would be adverse effects on the integrity of any European sites that have not been dismissed at screening. Since it is not a technical term it has no firmly established methodology except that it essentially involves repeating the analysis for the likely significant effects stage, but to a greater level of detail on a smaller number of policies and sites, this time with a view to determining if there would be adverse effects on integrity.

2.16 One of the key considerations during Appropriate Assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the Appropriate Assessment takes any policies or allocations that could not be dismissed following the high-level Screening analysis and analyse the potential

for an effect in more detail, with a view to concluding whether there would actually be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)). Note that this report only covers the Likely Significant Effect stage of HRA.

## The Scope

2.17 There is no guidance that dictates the physical scope of an HRA of a plan. Therefore, in considering the physical scope of the assessment we were guided primarily by the identified impact pathways rather than by arbitrary “zones”, i.e. a source-pathway-receptor approach. Current guidance suggests that the following European sites be included in the scope of assessment:

- All sites within the Local Plan area boundary; and
- Other sites shown to be linked to development within the Local Plan boundary through a known “pathway” (discussed below).

2.18 Briefly defined, pathways are routes by which a change in activity within the plan area can lead to an effect upon a European site. In terms of the second category of European site listed above, MHCLG guidance states that the AA should be “*proportionate to the geographical scope of the [plan policy]*” and that “*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*” (MHCLG, 2006, p.6).

2.19 Locations of European designated sites are illustrated in **Figure 1**, and full details of all European designated sites discussed in this document can be found in **Appendix A**, specifying their qualifying features, conservation objectives and threats to integrity. Table 1 below lists all those European designated sites included in this HRA.

**Note** that the inclusion of a European sites or pathway below does not indicate that an effect is expected but rather that these are pathways that will be investigated.

**Table 1: Physical Scope of the HRA**

European Designated Site	Location	Reason for Inclusion (pressures/ threats <sup>7</sup> associated with the European site that could link to the Plan)	Other site vulnerabilities
Epping Forest SAC	9.4 km North	<ul style="list-style-type: none"> <li>- Air pollution: impact of atmospheric nitrogen</li> <li>- Public access / disturbance</li> <li>- Water pollution</li> </ul>	<ul style="list-style-type: none"> <li>- Undergrazing</li> <li>- Changes in species distribution</li> <li>- Inappropriate water levels</li> <li>- Invasive species</li> <li>- Disease</li> </ul>
Lee Valley SPA and Ramsar	9.0 km North	<ul style="list-style-type: none"> <li>- Water pollution</li> <li>- Public access / disturbance</li> <li>- Air pollution: risk of atmospheric nitrogen deposition</li> </ul>	<ul style="list-style-type: none"> <li>- Hydrological changes</li> <li>- Inappropriate scrub control</li> <li>- Fisheries: fish stocking</li> <li>- Invasive species</li> <li>- Inappropriate cutting / mowing</li> </ul>
Wimbledon Common SAC	10.2 km West	<ul style="list-style-type: none"> <li>• Public access / disturbance</li> <li>• Air pollution: impact of atmospheric nitrogen deposition</li> </ul>	<ul style="list-style-type: none"> <li>- Habitat fragmentation</li> <li>- Invasive species</li> </ul>
Richmond Park SAC	12.5 km West	There are no recorded vulnerabilities	

<sup>7</sup> As identified in the Site Improvement Plans or RAMS for European sites.

Thames Estuary and Marshes SPA and Ramsar <sup>8</sup>	26.4 km East (38.7 km downstream)	-	Water pollution	-	Coastal squeeze
		-	Public access / disturbance	-	Invasive species
		-	Air pollution: risk of atmospheric nitrogen deposition	-	Change in species distributions
				-	Fisheries: commercial marine and estuarine
				-	Vehicles: illicit

## The ‘in Combination’ Scope

- 2.20 It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European designated site(s) in question.
- 2.21 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans which in themselves have minor impacts are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. The overall approach is to exclude the risk of there being unassessed likely significant effects in accordance with the precautionary principle. This was first established in the seminal Waddenzee<sup>9</sup> case.
- 2.22 For the purposes of this HRA, we have determined that the key other documents with a potential for in-combination effects is the Draft London Plan 2019. This plan sets out the broad spatial development targets for the Greater London over the next 20 – 25 years, which covers 32 boroughs.
- 2.23 The Draft London Plan (currently completing its Examination) originally set out the need for approximately 66,000 new homes per year across Greater London. It stated that *‘there is capacity across London for approximately 40,000 new homes a year on large sites... [and] also shows that there is capacity for development on small sites for 24,500 new homes a year’*. The plan outlines the 10-year housing targets for each Planning Authority as contained in the London Plan going through Examination is presented in Table 2 below.
- 2.24 As shown in the table, residential growth in the Lewisham Borough (at the top of the table) is only targeted to account for 3.26% of the growth in Greater London over the next 10-year period. Nevertheless, the potential for Lewisham’s contribution – however small – to an in-combination effect arising from increased development throughout Greater London, must be considered.

**Table 2: 10-year targets for net housing completions (2019/20 – 2028/29)**

Planning Authority	Residential Growth (dwellings)
Lewisham	21,170
Barking & Dagenham	22,640
Barnet	31,340
Bexley	12,450
Brent	29,150
Bromley	14,240
Camden	10,860
City of London	1,460
Croydon	29,490
Ealing	28,070

<sup>8</sup> Thames Estuary and Marshes SPA and Ramsar has been included within the physical scope as although it is outside of the 15 km search area it is downstream of the borough and so will be assessed for water pollution through increased effluent in-combination with the other boroughs in London which discharge to the Thames.

<sup>9</sup> Waddenzee case (Case C-127/02, [2004] ECR-I 7405)

Enfield	18,760
Greenwich	32,040
Hackney	13,300
Hammersmith & Fulham	16,480
Haringey	19,580
Harrow	13,920
Havering	18,750
Hillingdon	15,530
Hounslow	21,820
Islington	7,750
Kensington & Chelsea	4,880
Kingstone	13,640
Lambeth	15,890
London Legacy Development Corporation	21,610
Merton	13,280
Newham	38,500
Old Oak Park Royal Development Corporation	13,670
Redbridge	19,790
Richmond	8,110
Southwark	25,540
Sutton	9,390
Tower Hamlets	35,110
Waltham Forest	17,940
Wandsworth	23,100
Westminster	10,100
<b>Total</b>	<b>649,350</b>

- 2.25 Following the Examination in Public of the Draft New London Plan, the Inspectors recommended that the total housing target for London be reduced from 649,350 to 'just under 523,000'.
- 2.26 It should be noted that, while the broad potential impacts of the London Plan will be considered, this document does not carry out a full HRA of this Plan. Instead it draws upon existing HRAs that have been carried out on the Plan.

## 3. Pathways of Impact

3.1 The following pathways of impact are considered relevant to the HRA of the Plan:

- Recreational pressure
- Water Quality and Water Resources
- Air pollution (Atmospheric Nitrogen Deposition)

### Recreational Pressure

3.2 Recreational use of a European site has the potential to:

- Cause disturbance to sensitive species, particularly ground-nesting birds and (where relevant) wintering wildfowl.
- Cause damage through erosion and fragmentation;
- Cause eutrophication as a result of dog fouling; and
- Prevent appropriate management or exacerbate existing management difficulties;

3.3 Different types of European sites are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects from recreation can be complex.

3.4 It should be emphasised that recreational use is not inevitably a problem. Many European sites also contain nature reserves managed for conservation and public appreciation of nature.

3.5 HRAs of Local Plans tend to focus on recreational sources of disturbance as a result of new residents<sup>10</sup>.

### Activities causing disturbance

3.6 Disturbing activities are on a continuum. The most disturbing activities are likely to be those that involve irregular, infrequent, unpredictable loud noise events, movement or vibration of long duration. The presence of people and dogs generate a substantial disturbance effects because of the areas accessed and the impact of a potential predator on bird behaviour. Birds are least likely to be disturbed by activities that involve regular, frequent, predictable, quiet patterns of sound or movement or minimal vibration. The further any activity is from the birds, the less likely it is to result in disturbance.

3.7 The factors that influence a species response to a disturbance are numerous, but the three key factors are species sensitivity, proximity of disturbance sources and timing/duration of the potentially disturbing activity.

3.8 The distance at which a species takes flight when approached by a disturbing stimulus is known as the 'tolerance distance' (also called the 'escape flight distance') and differs between species to the same stimulus and within a species to different stimuli.

3.9 The potential for apparent disturbance may be less in winter than in summer, in that there are often a smaller number of recreational users. In addition, the consequences of disturbance at a population level may be reduced because birds are not breeding. However, activity outside of the summer months can still cause important disturbance, especially as birds are particularly vulnerable at this time of year due to food shortages. Disturbance which results in abandonment of suitable feeding areas can have severe consequences for those birds involved and their ability to find alternative feeding areas. Several empirical studies have, through correlative analysis, demonstrated that out-of-season (October-March) recreational activity can result in quantifiable disturbance:

<sup>10</sup> The RTP1 report 'Planning for an Ageing Population' (2004) which states that 'From being a marginalised group in society, the elderly are now a force to be reckoned with and increasingly seen as a market to be wooed by the leisure and tourist industries. There are more of them and generally they have more time and more money.' It also states that 'Participation in most physical activities shows a significant decline after the age of 50. The exceptions to this are walking, golf, bowls and sailing, where participation rates hold up well into the 70s'.

- Tuite et al<sup>11</sup> found that during periods of high recreational activity, bird numbers at Llangorse Lake decreased by 30% as the morning progressed, matching the increase in recreational activity towards midday. During periods of low recreational activity, however, no change in numbers was observed as the morning progressed. In addition, all species were found to spend less time in their 'preferred zones' (the areas of the lake used most in the absence of recreational activity) as recreational intensity increased;
- Underhill et al<sup>12</sup> counted waterfowl and all disturbance events on 54 water bodies within the South West London Water Bodies Special Protection Area and clearly correlated disturbance with a decrease in bird numbers at weekends in smaller sites and with the movement of birds within larger sites from disturbed to less disturbed areas.

- 3.1 Human activity can affect birds either directly (e.g. through causing them to flee) or indirectly (e.g. through damaging their habitat). The most obvious direct effect is that of immediate mortality such as death by shooting, but human activity can also lead to behavioural changes (e.g. alterations in feeding behaviour, avoidance of certain areas *etc.*) and physiological changes (e.g. an increase in heart rate) that, although less noticeable, may ultimately result in major population-level effects by altering the balance between immigration/birth and emigration/death<sup>13</sup>. The impact of disturbance on birds changes during the seasons in relation to a number of very specific factors, for example the winter below freezing temperature, the birds fat resource levels and the need to remain watchful for predators rather than feeding. These considerations lead to birds apparently showing different behavioural responses at different times of the year.
- 3.2 The degree of impact that varying levels of noise will have on different species of bird is poorly understood except that a number of studies have found that an increase in traffic levels on roads does lead to a reduction in the bird abundance within adjacent hedgerows - Reijnen et al (1995) examined the distribution of 43 passerine species (i.e. 'songbirds'), of which 60% had a lower density closer to the roadside than further away. By controlling vehicle usage, they also found that the density generally was lower along busier roads than quieter roads<sup>14</sup>.

## Mechanical/abrasive damage and nutrient enrichment

- 3.3 Most types of aquatic or terrestrial European site can be affected by trampling, which in turn causes soil compaction and erosion:
- Wilson & Seney (1994)<sup>15</sup> examined the degree of track erosion caused by hikers, motorcycles, horses and cyclists from 108 plots along tracks in the Gallatin National Forest, Montana. Although the results proved difficult to interpret, it was concluded that horses and hikers disturbed more sediment on wet tracks, and therefore caused more erosion, than motorcycles and bicycles.
  - Cole et al (1995a, b)<sup>16</sup> conducted experimental off-track trampling in 18 closed forest, dwarf scrub and meadow & grassland communities (each tramped between 0 – 500 times) over five mountain regions in the US. Vegetation cover was assessed two weeks and one year after trampling, and an inverse relationship with trampling intensity was discovered, although this relationship was weaker after one year than two weeks indicating some recovery of the vegetation. Differences in plant morphological characteristics were found to explain more variation in response between different vegetation types than soil and topographic factors. Low-growing, mat-forming grasses regained their cover best after two weeks and were considered most resistant to trampling, while tall forbs (non-woody vascular plants other than grasses, sedges, rushes and ferns) were

<sup>11</sup> Tuite, C. H., Owen, M. & Paynter, D. 1983. Interaction between wildfowl and recreation at Llangorse Lake and Talybont Reservoir, South Wales. *Wildfowl* 34: 48-63

<sup>12</sup> Underhill, M.C. et al. 1993. Use of Waterbodies in South West London by Waterfowl. An Investigation of the Factors Affecting Distribution, Abundance and Community Structure. Report to Thames Water Utilities Ltd. and English Nature. Wetlands Advisory Service, Slimbridge

<sup>13</sup> Riley, J. 2003. Review of Recreational Disturbance Research on Selected Wildlife in Scotland. Scottish Natural Heritage.

<sup>14</sup> Reijnen, R. et al. 1995. The effects of car traffic on breeding bird populations in woodland. III. Reduction of density in relation to the proximity of main roads. *Journal of Applied Ecology* 32: 187-202

<sup>15</sup> Wilson, J.P. & J.P. Seney. 1994. Erosional impact of hikers, horses, motorcycles and off road bicycles on mountain trails in Montana. *Mountain Research and Development* 14:77-88

<sup>16</sup> Cole, D.N. 1995a. Experimental trampling of vegetation. I. Relationship between trampling intensity and vegetation response. *Journal of Applied Ecology* 32: 203-214

Cole, D.N. 1995b. Experimental trampling of vegetation. II. Predictors of resistance and resilience. *Journal of Applied Ecology* 32: 215-224

considered least resistant. Cover of hemicryptophytes and geophytes (plants with buds below the soil surface) was heavily reduced after two weeks but had recovered well after one year and as such these were considered most resilient to trampling. Chamaephytes (plants with buds above the soil surface) were least resilient to trampling. It was concluded that these would be the least tolerant of a regular cycle of disturbance.

- Cole (1995c)<sup>17</sup> conducted a follow-up study (in 4 vegetation types) in which shoe type (trainers or walking boots) and trampler weight were varied. Although immediate damage was greater with walking boots, there was no significant difference after one year. Heavier trampers caused a greater reduction in vegetation height than lighter trampers, but there was no difference in effect on cover.
- Cole & Spildie (1998)<sup>18</sup> experimentally compared the effects of off-track trampling by hiker and horse (at two intensities – 25 and 150 passes) in two woodland vegetation types (one with an erect forb understorey and one with a low shrub understorey). Horse traffic was found to cause the largest reduction in vegetation cover. The forb-dominated vegetation suffered greatest disturbance but recovered rapidly. Higher trampling intensities caused more disturbance.

- 3.4 Walkers with dogs contribute to pressure on sites through nutrient enrichment via dog fouling and also cause greater disturbance to fauna as dogs are less likely to keep to marked footpaths and also tend to move in a more erratic manner. Sites being managed by nature conservation bodies and local authorities frequently resort to hardening eroded paths to restrict erosion but at the same time they are losing the habitats formerly used by sand lizards and burrowing invertebrates. Motorcycle scrambling and off-road vehicle use can cause more serious erosion, as well as disturbance to sensitive species. Boats can also cause some mechanical damage to intertidal habitats through grounding as well as anchor and anchor line damage.

## Water Quality and Resources

- 3.5 Increased amounts of housing or business development can lead to reduced water quality of rivers and estuarine environments. Sewage and industrial effluent discharges can contribute to increased nutrients on European sites leading to unfavourable conditions. In addition, diffuse pollution, partly from urban run-off has been identified during an Environment Agency Review of Consents process and a joint Environment Agency and Natural England evidence review, as being a major factor in causing unfavourable condition of European sites.
- 3.6 The quality of the water that feeds European sites is an important determinant of the nature of their habitats and the species they support. Poor water quality can have a range of environmental impacts:
- At high levels, toxic chemicals and metals can result in immediate death of aquatic life, and can have detrimental effects even at lower levels, including increased vulnerability to disease and changes in wildlife behaviour. Eutrophication, the enrichment of plant nutrients in water, increases plant growth and consequently results in oxygen depletion. Algal blooms, which commonly result from eutrophication, increase turbidity and decrease light penetration. The decomposition of organic wastes that often accompanies eutrophication deoxygenates water further, augmenting the oxygen depleting effects of eutrophication. In the marine environment, nitrogen is the limiting plant nutrient and so eutrophication is associated with discharges containing available nitrogen;
  - Some pesticides, industrial chemicals, and components of sewage effluent are suspected to interfere with the functioning of the endocrine system, possibly having negative effects on the reproduction and development of aquatic life; and
  - Increased discharge of treated sewage effluent can result both in high levels of macroalgal growth, which can smother the mudflats of value to SPA birds and in greater scour (as a result of greater flow volumes).
- 3.7 At sewage treatment works, additional residential development increases the risk of effluent escape into aquatic environments in addition to consented discharges to the catchment. In many urban areas, sewage

<sup>17</sup> Cole, D.N. 1995c. Recreational trampling experiments: effects of trampler weight and shoe type. Research Note INT-RN-425. U.S. Forest Service, Intermountain Research Station, Utah.

<sup>18</sup> Cole, D.N., Spildie, D.R. 1998. Hiker, horse and llama trampling effects on native vegetation in Montana, USA. Journal of Environmental Management 53: 61-71

treatment and surface water drainage systems are combined, and therefore a predicted increase in flood and storm events could increase pollution risk.

## Atmospheric Pollution (Atmospheric Nitrogen Deposition)

3.8 The main pollutants of concern for European sites are oxides of nitrogen (NO<sub>x</sub>), ammonia (NH<sub>3</sub>) and sulphur dioxide (SO<sub>2</sub>). NO<sub>x</sub> can have a directly toxic effect upon vegetation. In addition, greater NO<sub>x</sub> or ammonia concentrations within the atmosphere will lead to greater rates of nitrogen deposition to soils. An increase in the deposition of nitrogen from the atmosphere to soils is generally regarded to lead to an increase in soil fertility, which can have a serious deleterious effect on the quality of semi-natural, nitrogen-limited terrestrial habitats.

**Table 3: Main sources and effects of air pollutants on habitats and species**

Pollutant	Source	Effects on habitats and species
Acid deposition	SO <sub>2</sub> , NO <sub>x</sub> and ammonia all contribute to acid deposition. Although future trends in S emissions and subsequent deposition to terrestrial and aquatic ecosystems will continue to decline, it is likely that increased nitrogen emissions may cancel out any gains produced by reduced sulphur levels.	Can affect habitats and species through both wet (acid rain) and dry deposition. Some sites will be more at risk than others depending on soil type, bed rock geology, weathering rate and buffering capacity.
Ammonia (NH <sub>3</sub> )	Ammonia is released following decomposition and volatilisation of animal wastes. It is a naturally occurring trace gas, but levels have increased considerably with expansion in numbers of agricultural livestock. Ammonia reacts with acid pollutants such as the products of SO <sub>2</sub> and NO <sub>x</sub> emissions to produce fine ammonium (NH <sub>4</sub> <sup>+</sup> ) containing aerosol which may be transferred much longer distances (can therefore be a significant trans-boundary issue.)	Adverse effects are as a result of nitrogen deposition leading to eutrophication. As emissions mostly occur at ground level in the rural environment and NH <sub>3</sub> is rapidly deposited, some of the most acute problems of NH <sub>3</sub> deposition are for small relict nature reserves located in intensive agricultural landscapes.
Nitrogen oxides NO <sub>x</sub>	Nitrogen oxides are mostly produced in combustion processes. About one quarter of the UK's emissions are from power stations.	Deposition of nitrogen compounds (nitrates (NO <sub>3</sub> ), nitrogen dioxide (NO <sub>2</sub> ) and nitric acid (HNO <sub>3</sub> )) can lead to both soil and freshwater acidification. In addition, NO <sub>x</sub> can cause eutrophication of soils and water. This alters the species composition of plant communities and can eliminate sensitive species.
Nitrogen deposition	(N) The pollutants that contribute to nitrogen deposition derive mainly from NO <sub>x</sub> and NH <sub>3</sub> emissions. These pollutants cause acidification (see also acid deposition) as well as eutrophication.	Species-rich plant communities with relatively high proportions of slow-growing perennial species and bryophytes are most at risk from N eutrophication, due to its promotion of competitive and invasive species which can respond readily to elevated levels of N. N deposition can also increase the risk of damage from abiotic factors, e.g. drought and frost.
Ozone (O <sub>3</sub> )	A secondary pollutant generated by photochemical reactions from NO <sub>x</sub> and volatile organic compounds (VOCs). These are mainly released by the combustion of fossil fuels. The increase in combustion of fossil fuels in the UK has led to a large increase in background ozone concentration, leading to an increased number of days when levels across the region are above 40ppb. Reducing ozone pollution is believed to require action at international	Concentrations of O <sub>3</sub> above 40 ppb can be toxic to humans and wildlife, and can affect buildings. Increased ozone concentrations may lead to a reduction in growth of agricultural crops, decreased forest production and altered species composition in semi-natural plant communities.



level to reduce levels of the precursors that form ozone.

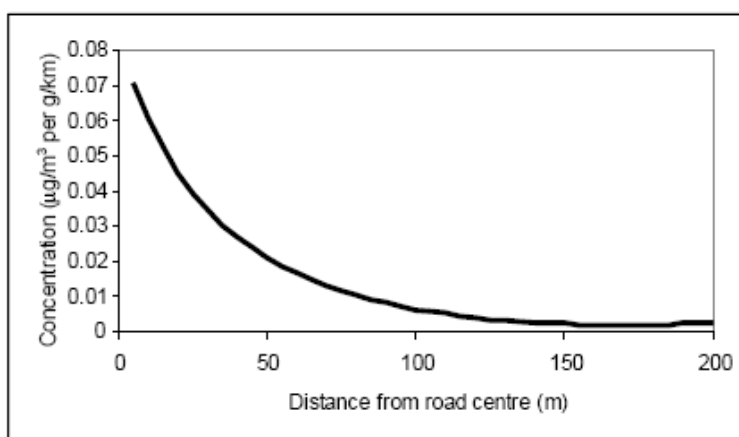
Sulphur Dioxide SO <sub>2</sub>	Main sources of SO <sub>2</sub> emissions are electricity generation, industry and domestic fuel combustion. May also arise from shipping and increased atmospheric concentrations in busy ports. Total SO <sub>2</sub> emissions have decreased substantially in the UK since the 1980s.	Wet and dry deposition of SO <sub>2</sub> acidifies soils and freshwater, and alters the species composition of plant and associated animal communities. The significance of impacts depends on levels of deposition and the buffering capacity of soils.
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3.9 Sulphur dioxide emissions are overwhelmingly influenced by the output of power stations and industrial processes that require the combustion of coal and oil. Ammonia emissions are dominated by agriculture, with some chemical processes also making notable contributions. As such, it is unlikely that material increases in SO<sub>2</sub> or NH<sub>3</sub> emissions will be associated with Local Plans. NO<sub>x</sub> emissions, however, are dominated by the output of vehicle exhausts. Within a 'typical' housing development, by far the largest contribution to NO<sub>x</sub> (92%) will be made by the associated road traffic. Other sources, although relevant, are of minor importance (8%) in comparison<sup>19</sup>. Emissions of NO<sub>x</sub> could therefore be reasonably expected to increase as a result of greater vehicle use as an indirect effect of the Local Plan.

3.10 According to the World Health Organisation, the critical NO<sub>x</sub> concentration (critical threshold) for the protection of vegetation is 30 µgm<sup>-3</sup>; the threshold for sulphur dioxide is 20 µgm<sup>-3</sup>. In addition, ecological studies have determined 'Critical Loads'<sup>20</sup> of atmospheric nitrogen deposition (that is, NO<sub>x</sub> combined with ammonia NH<sub>3</sub>) for key habitats within European sites.

## Local Air Pollution

3.11 According to the Department of Transport's Transport Analysis Guidance, "Beyond 200 m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant"<sup>21</sup>.



**Plate 1. Traffic contribution to concentrations of pollutants at different distances from a road (Source: DfT)**

3.12 This is therefore the distance that is used throughout the HRA process in order to determine whether a European site is likely to be significantly affected by development under a Plan.

<sup>19</sup> Proportions calculated based upon data presented in Dore CJ et al. 2005. UK Emissions of Air Pollutants 1970 – 2003. UK National Atmospheric Emissions Inventory. <http://www.airquality.co.uk/archive/index.php>

<sup>20</sup> The Critical Load is the rate of deposition beyond which research indicates that adverse effects can reasonably be expected to occur

<sup>21</sup> [www.webtag.org.uk/archive/feb04/pdf/feb04-333.pdf](http://www.webtag.org.uk/archive/feb04/pdf/feb04-333.pdf)

## 4. Test of Likely Significance

### Introduction

- 4.1 The initial scoping of European designated sites illustrated in Table 1 identifies that some sites are potentially vulnerable to:
- Recreational pressure
  - Water resources and pollution
  - Air pollution
- 4.2 The full test of Likely Significant Effects for the Lewisham Local Plan is presented in Appendix B. The assessment took into consideration the above potential vulnerabilities of the European sites included in Table 1.
- 4.3 The following sections focus on Epping Forest SAC, Lee Valley SPA/Ramsar, Richmond Park SAC, Wimbledon Common SAC and Thames Estuary and Marshes SPA/Ramsar.

### Summary of Test of Likely Significance ‘Alone’

- 4.4 No policies or site allocations within the Lewisham Local Plan are considered to have an effect on European sites ‘alone’.

### Summary of Initial Test of Likely Significance ‘In Combination’

- 4.5 Of the 110 Local Plan policies, two policies, were considered to have the potential to result in a likely significant effect in combination:
- **HO 1 – Meeting Lewisham’s Housing Needs** – supports the development of an undisclosed quantum of housing within the borough over the plan period.
  - **EC 2 – Protecting Employment Sites and Delivering New Workspace** – supports the forecasted need for 21,800 sqm of employment floorspace.
- 4.6 In addition to the two policies which could potentially cause likely significant effects the site allocations within **Appendix C** also have the potential to cause likely significant effects in combination with other plans and projects.
- 4.7 All remaining policies are development management policies that do not provide impact pathways that could potentially link to European sites.
- 4.8 The potential for the above policies and site allocations will be discussed further within the ‘in combination’ section below related to each impact pathways in relation to the following European sites before the likely significant effect test is concluded.

### Recreational Pressure

- 4.9 A recent visitor survey<sup>22</sup> of the Epping Forest SAC concluded that the core recreational area, the area within which 75% of all visitors of the site reside, is a 6.2 km radius from the boundary of the site. An updated visitor survey has recently been completed and has not yet been published, but it is understood that the results do not materially change the core catchment. Within this core recreational area new residential developments have been deemed to cause a likely significant effect. The London Borough of Lewisham is over 9 km from the SAC and moreover, is south of the River Thames, which is likely a considerable barrier to regular recreational visits to the SAC. As the Borough is outside of the core recreational catchment of 6.2

<sup>22</sup> Footprint Ecology, 2018. Epping Forest Visitor Survey 2017. Footprint Ecology, Dorset.

km this impact pathway can be scoped out from further discussion within this HRA in relation to Epping Forest SAC as the impact pathway is not considered to cause a likely significant effect upon this European site even in combination with other plans and projects.

- 4.10 Lee Valley SPA/Ramsar is potentially vulnerable to recreational pressure depending on the effectiveness of existing site management. The part of the site closest to the London Borough of Lewisham (9 km north west) has recently changed (2017) from a system of key holder and permitted access only to a publicly open wetland reserve funded by the Walthamstow Wetlands Project. Although the SPA/ Ramsar is vulnerable to recreational pressure the Borough of Lewisham is over 9 km from the southernmost point of the SPA/Ramsar and in addition is south of the River Thames which is likely a considerable barrier to regular recreational visits to the SPA/Ramsar. In the majority in-land European sites have a recreational zone of influence of between 5.6 km (Thames Basin Heaths SAC/SPA) and 7.5 km (Breckland SAC/SPA) with only coastal sites extending to 10 km or more. At such a distance and with the Thames creating a barrier to regular recreational visits, it is likely that very few residents of Lewisham would visit the Lee Valley SPA/Ramsar. Indeed, looking at Visitor Survey results for Epping Forest SAC, which is only 3 km directly east of Lee Valley SPA/Ramsar, no visitors to the SAC came from any of South East London boroughs. This geographical pattern of visitation is highly likely to follow suit for Lee Valley SPA/Ramsar as well, and therefore this impact pathway can be scoped out from further discussion within this HRA in relation to Lee Valley SPA/Ramsar as the impact pathways is not considered to cause a likely significant effect upon this European Site.
- 4.11 Wimbledon Common and Richmond Park SACs are over 10 km and 12 km west, respectively, of the London Borough of Lewisham. As discussed above the majority of visitors are likely to only travel up to 7.5 km for regular visits to an SAC. In addition to this, the SACs both primarily designated for stag beetle (*Lucanus cervus*) which are not vulnerable to recreational pressure and only rely on a plentiful supply of partially buried dead wood, and therefore, this impact pathway can be scoped out from further discussion within this HRA in relation to Wimbledon Common SAC and Richmond Park SAC as the impact pathways is not considered to cause a likely significant effect upon this European Site.
- 4.12 The Thames Estuary and Marshes SPA/Ramsar site is located 26.4 km east (or 38.7 km downstream) of the London Borough of Lewisham. This was given preliminary consideration with regards to recreational pressure but is considered to be too far from the borough for Lewisham to form part of its core regular recreational catchment<sup>23</sup>. Therefore, this impact pathway can be scoped out from further discussion within this HRA in relation to Thames Estuary and Marshes SPA/Ramsar as the impact pathway is not considered to cause a likely significant effect upon this European site.

## Water Quality and Resources

- 4.13 With regards to water quality (water pollution) Lewisham is treated by Crossness Sewerage Treatment Works (STW) in the borough of Bexley. In addition to Lewisham, the STW also serves Richmond Upon Thames, Wandsworth, Merton, Lambeth, Southwark, Greenwich and parts of Sutton and Bromley. The plant is located on the banks of the River Thames to the east of the London Borough of Lewisham. The outflow of treated water goes straight into the River Thames and thereafter flows south east to the Thames Estuary.
- 4.14 Both Epping Forest and Lee Valley are at least 9 km north west of the borough and Wimbledon Common and Richmond SAC are over 10 and 12 km west of the borough and all further from the outflow of treated sewerage and as the sewerage goes into the River Thames west of the European sites there is no link between development within the borough and either surface runoff or water pollution to these four European sites.
- 4.15 The Thames Estuary and Marshes SPA and Ramsar site is located 26.4 km east (or 38.7 km downstream) south east of the London Borough of Lewisham. This was given preliminary consideration with regards to wastewater impacts from London population growth, but Thames Water have invested extensively in infrastructure (such as expansions to Beckton, Mogden and Crossness Sewage Treatment Works, the Lee Tunnel and the Thames Tunnel) to ensure that water quality in the River Thames (and thus the SPA/Ramsar site downstream) improves notwithstanding the expected increase in the population of the catchment of STWs that discharge to the tidal river. In addition, the Site Improvement Plan (SIP) for the Greater Thames Complex<sup>24</sup> which includes the Thames Estuary and Marshes SPA does not list water pollution as a threat to

<sup>23</sup> The section of SPA/Ramsar site in Kent has been surveyed and a core catchment of 6km has been identified.

<sup>24</sup> <http://publications.naturalengland.org.uk/publication/6270737467834368> [Accessed 04/11/2019]

or pressure on the SPA. Therefore, the water quality impact pathway can be scoped out from further discussion within this HRA as the impact pathways is not considered to cause a likely significant effect upon any European sites.

- 4.16 London's water supply is mostly abstracted from the River Thames, west of London and stored in raw water reservoirs before being treated and put into supply; there is also a desalination plant on the north bank of the Thames at Beckton. Thames Water supplies the bulk of the water within London and through their Draft Water Resources Management Plan 2019, Thames Water sets out the ways in which they will continue to ensure the supply of water will meet demands, through increased abstraction, new pipelines, reservoirs or through transfers from other water resource zones. The increase in population of Lewisham in combination with the rest of the London supply area will increase the pressure on water supply and the plans made by Thames Water to ensure supply continues to keep up with increasing demand therefore have the potential to adversely affect European sites with a hydrological connection or within the proximity of the Thames Water Supply Option. However, the Habitats Regulations Assessment for the Thames Water Revised Draft Water Resources Management Plan 2019<sup>25</sup> concluded "*With the inclusion of the mitigation measures, Thames Water's revised draft WRMP19 has been assessed to have no adverse effects on the integrity of any European site, either alone or in-combination with other plans or projects.*" Therefore, water resources can be screened out of this HRA as the impact pathways are not considered to cause a likely significant effect upon any European sites.

## Atmospheric Pollution (Atmospheric Nitrogen Deposition)

- 4.17 The only parts of the Lee Valley SPA/Ramsar within London are the Walthamstow Reservoirs. These are sealed reservoirs that are internationally designated for their populations of wintering gadwall and shoveler ducks. The Air Pollution Information System (APIS) website provides details of critical loads of atmospheric pollution which, if exceeded, could lead to habitat damage. However, no critical loads are provided for the habitat - open standing water - on which the bird species forming the reason for the international designation rely. The APIS website states that '*No Critical Load has been assigned to the EUNIS classes for meso/eutrophic systems. These systems are often phosphorus limited; therefore, decisions should be taken at a site-specific level.*' In this case, no likely significant effects are anticipated since the Lee Valley SPA/Ramsar, like most freshwater environments, is phosphate limited, rather than nitrogen limited, meaning that it is phosphate availability that controls the growth of macrophytes and algae. In addition to this the Office for National Statistics website<sup>26</sup> does not indicate that any residents of Lewisham commute to Walthamstow for work either driving a car or van or as a passenger in a car or van.
- 4.18 Epping Forest SAC is known to be adversely affected by relatively poor local air quality alongside roads that traverse the parts of the site that lie in Epping Forest District and this has been demonstrated to have negatively affected the epiphytic lichen communities of the woodland as well as other features. The nature of the road network around Epping Forest is such that journeys between a number of key settlements around the forest by car, van or bus effectively necessitate traversing the SAC. However, in contrast to authorities located closer to the SAC data indicates that no daily journeys to work arising in the London Borough of Lewisham necessitate traversing Epping Forest SAC. This is illustrated by examination of 2011 census data from the Office of National Statistics.
- 4.19 The A3 and A219 are within 200 m of Wimbledon Common SAC and a small section of the A3, the B353 and the A308 are within 200 m of Richmond Park SAC. However, Lewisham is over 10 km and 12 km from these SACs and the 2011 census data from the Office of National Statistics does not show any daily journeys to work to either the Richmond on Thames or Merton Boroughs in which the SACs reside. In addition, the primary designation for the SACs is stag beetle which is not vulnerable to a reduction on air quality, as it relies on a plentiful supply or partially buried dead wood.
- 4.20 There are also overarching measures to improve London's air quality being undertaken by the Mayor of London. The HRA of the London Plan<sup>27</sup> states that, "*the Mayor has been producing a number of other strategies including several that are intended to improve air quality and reduce NO<sub>x</sub> and other emissions*

<sup>25</sup> <https://corporate.thameswater.co.uk/-/media/Site-Content/Your-water-future-2018/Appendices/dWRMP19-Appendix-C---HRA---Stage-1-screening-151217.pdf> [Accessed 17/13/2019]

<sup>26</sup> <https://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462387> [Accessed 17/12/19]

<sup>27</sup> Draft London Plan Habitats Regulations Assessment Update. July 2018. AECOM for Greater London Authority.

*over the London Plan period and beyond*". These include the London Environment Strategy and the Mayor's Transport Strategy. Among the actions in the Mayor's Transport Strategy over the duration of the London Plan period up to 2030, include but are not limited to; zero emission capable taxis, town centre Zero Emission Zones, electric single-deck buses and bus charging infrastructure, supporting low emission freight, deliver of 2000 electric vehicle charging points, further investment in charging and refuelling infrastructure, and an Extended Ultra Low Emission Zone.

- 4.21 As a result of these initiatives, the Mayor's Transport Strategy Supporting Evidence Outcomes Summary Report<sup>28</sup> concludes that '*... with the actions identified in this strategy, a sustainable mode share of 80 per cent can be achieved, meaning that eight in ten journeys made in London will be made on foot, by bicycle or by public transport and just two in ten by car, taxi, private hire vehicle or motorcycle*' and that '*Traffic reduction and improvements in vehicle technology will deliver large scale reductions of 94 percent in NOx*'. In light of the evidence considered above, it is concluded that the Lewisham Local Plan will not result in likely significant effects via negative changes in air quality on the Lee Valley SPA/Ramsar or Epping Forest SAC, Wimbledon Common SAC or Richmond Park SAC.

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<sup>28</sup> <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports?intcmp=3120> [accessed 27/10/2017]

## 5. Conclusions

- 5.1 This assessment undertook both screening of the policies and allocations within the London Borough of Lewisham Local Plan
- 5.2 The European designated sites, considered within the screening for impact pathways with a potential likely significant effect were:
- Epping Forest SAC;
  - Lee Valley SPA and Ramsar;
  - Wimbledon Common SAC;
  - Richmond Park SAC; and,
  - Thames Estuary and Marshes SPA and Ramsar.
- 5.3 Impact pathway considered were:
- Recreational Pressure;
  - Water Quality and Resources; and,
  - Air Quality.
- 5.4 There are were policies within the Lewisham Local Plan that alluded to the provision of housing or new employment space, development and expansion of the Bakerloo Line. An increase in net new dwellings within the Borough and an increase in employment space has the potential to increase the recreational pressure upon European sites which are vulnerable to this impact pathway, where the accommodation is built in its catchment area and also increase the issues on European sites with regards to air quality. An increase in net new dwellings also has the potential to put pressure on water resources and increase the release of effluent into the River Thames which could affect downstream European sites.
- 5.5 The London Borough of Lewisham is not within the core recreational catchment of any of the closest European sites. All sites are over 9 km from the borough boundary and therefore likely further from the nearest development. For boroughs outside of the recreational catchments it is thought that the number of visits from residents is *de minimis* and therefore would not lead to an adverse effect and so recreational pressure was screened out for all European Sites.
- 5.6 A reduction in air quality was also screened out as not causing an adverse effect as census data from the Office of National Statistics shows that no daily commutes from Lewisham go to any of the boroughs within which the SAC's and SPA/Ramsar are situated. In addition, although there are major commuting routes within 200 m of the SAC's and SPA/Ramsar the primary reason for designation is either not within 200 m of the road (Epping Forest SAC) or not vulnerable to a reduction in air quality (Wimbledon Common SAC, Richmond Park SAC, Lee Valley SPA/Ramsar) and therefore would not lead to a significant adverse effect, ensuing that air quality could be screened out for all European Sites.
- 5.7 Similarly, water resources and water quality were also screened out for all European sites. In terms of water quality, all sites are over 9 km distant from the borough boundary and upstream of the borough. The only site downstream of the borough is the Thames Estuary and Marshes which was approximately 38 km downstream. Thames Water have invested extensively in infrastructure (such as expansions to Beckton, Mogden and Crossness Sewage Treatment Works, the Lee Tunnel and the Thames Tunnel) to ensure that water quality in the River Thames (and thus the SPA/Ramsar site downstream) improves notwithstanding the expected increase in the population of the catchment of STW that discharge to the tidal river. With regard to resources Thames Waters Draft WRMP 2019, which sets out ways in which they will meet demand with increased pressure on water resources from an increasing population across the whole of London and the Thames catchment, concluded that the measures that will be employed to keep up with this demand will not adversely affect any European sites.
- 5.8 Therefore, it can be concluded that the Lewisham Local Plan will not result in a likely significant effect on any European sites either alone or in combination.**

# Appendix A European Site Background Information

## Epping Forest SAC

### Introduction

Epping forest is a 2,400 ha area of Ancient woodland between Epping in Essex to the north and Forest Gate in Greater London to the south, straddling the border between London and Essex. It is a former Royal Forest. Epping Forest represents Atlantic acidophilous beech forest in the north-eastern part of the habitat's UK range. The long history of pollarding, and resultant large number of veteran trees, ensures that the site is also rich in fungi and dead-wood invertebrates. The site also has areas of heathland.

### Conservation Objectives<sup>29</sup>

With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

### Qualifying Features<sup>30</sup>

Annex I habitats that are a primary reason for selection of this site:

- Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrublayer (*Quercion robur-petraeae* or *Ilici-Fagenion*)

Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site

- Northern Atlantic wet heaths with *Erica tetralix*
- European dry heaths.

Annex II species that are a primary reason for selection of this site

- Stag beetle *Lucanus cervus*

### Environmental Vulnerabilities<sup>31</sup>

- Air pollution: impact of atmospheric nitrogen deposition
- Undergrazing
- Public access / disturbance
- Changes in species distribution
- Inappropriate water levels
- Water pollution
- Invasive species
- Disease

<sup>29</sup> <http://publications.naturalengland.org.uk/publication/5908284745711616> [Accessed 30/10/2019]

<sup>30</sup> <https://sac.jncc.gov.uk/site/UK0012720> [Accessed 30/10/2019]

<sup>31</sup> <http://publications.naturalengland.org.uk/publication/6663446854631424> [Accessed 30/10/2019]

# Lee Valley SPA/Ramsar

## Introduction

The Lee Valley SPA comprises a series of embanked water supply reservoirs, sewage treatment lagoons and former gravel pits that display a range of man-made and semi-natural wetland and valley bottom habitats.

## Conservation Objectives<sup>32</sup>

With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

## Qualifying Features<sup>3334</sup>

The SPA qualifies under article 4.1 of the Directive (79/409/EEC) as it is used regularly by 1% or more of the Great Britain population of a species listed on Annex 1 in any season:

- Bittern *Botaurus stellaris* – 6 individuals (wintering) – 5 year peak mean 1992/93 – 1996/97 which is 6% of the GB over wintering population.

The SPA qualifies under article 4.2 of the Directive (79/409/EEC) as it is used regularly by 1% or more of the biogeographical populations of the following regularly occurring migratory species (other than those listed on Annex 1), in any season:

- Shoveller *Anas clypeata* – 406 individuals (wintering) – 5 year peak mean 1993/94 – 1997/98 which is 1% of the NW/Central Europe overwintering population.
- Gadwall *Anas strepera* – 456 individuals (wintering) - 5 year peak mean 1993/94 – 1997/98 which is 1.5% of the NW Europe over wintering population.

Non Qualifying species of interest: In addition, the site supports nationally important numbers of Cormorant *Phalacrocorax carbo*, great crested grebe *Podiceps cristatus*, tufted duck *Aythya fuligula*, Porchard *Aythya ferina* and grey heron *Ardea cinerea*.

The Ramsar qualifies for the following criteria:

### Criterion 2

The site supports nationally scarce plan species whorled water-milfoil *Myriophyllum verticillatum* and the rare or vulnerable invertebrate *Micronecta minutissima* (a water-boatman)

### Criterion 6

Qualifying species populations (as identified at designation):

Species with peak counts in spring/autumn:

<sup>32</sup> <http://publications.naturalengland.org.uk/publication/5670650798669824> [Accessed 30/10/2019]

<sup>33</sup> <http://archive.jncc.gov.uk/pdf/SPA/UK9012111.pdf> [Access 30/10/2019]

<sup>34</sup> <http://archive.jncc.gov.uk/pdf/RIS/UK11034.pdf> [Access 30/10/2019]



- Northern shoveller – 287 individuals representing an average of 1.9% of the GB population (5 year peak mean 1998/99 – 2002/03)

Species with peak counts in winter:

- Gadwall – 445 individuals representing an average of 2.6% of the GB population (5 year peak mean 1998/99 – 2002/03)

## Environmental Vulnerabilities<sup>35</sup>

- Water pollution
- Hydrological changes
- Public access/ disturbance
- Inappropriate scrub control
- Fisheries: fish stocking
- Invasive species
- Inappropriate cutting/ mowing
- Air pollution: risk of atmospheric nitrogen deposition

## Wimbledon Common SAC

### Introduction

Wimbledon Common has a large number of old trees and much fallen decaying timber. It is at the heart of the south London centre of distribution for Stag beetle and the site is recognised as being important for this species. Management of the site is focussed on maintaining appropriate habitat conditions and there are no indications that the species is under threat on a local scale but there are concerns about the conservation of stag beetle in a wider context. Wimbledon Common also supports examples of Northern Atlantic wet heaths and European dry heaths but these are not primary reasons for selection of the site as SAC

### Conservation Objectives<sup>36</sup>

With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

### Qualifying Features<sup>37</sup>

Annex I habitats present as qualifying features, but not a primary reason for selection of this site:

- Northern Atlantic wet heaths with *Erica tetralix*

<sup>35</sup> <http://publications.naturalengland.org.uk/publication/5864999960444928> [Accessed 30/10/19]

<sup>36</sup> <http://publications.naturalengland.org.uk/publication/5706571287887872> [Accessed 09/12/19]

<sup>37</sup> <https://sac.incc.gov.uk/site/UK0030301> [Accessed 09/12/19]

- European dry heaths

Annex II species that are a primary reason for selection of this site

- Stag beetle *Lucanus cervus*

## Environmental Vulnerabilities<sup>38</sup>

- Public access / disturbance
- Habitat fragmentation
- Invasive species
- Air pollution: impact of atmospheric nitrogen deposition

## Richmond Park SAC

### Introduction

Richmond Park SAC is a parkland site covering 847ha. It has been managed as a royal deer park since the 17th century and continues to be managed as one of London's Royal Parks. It is significant for its dry acid grassland and neutral unimproved grassland mosaic, extensive wooded areas and an impressive population of veteran trees. These habitats support a rich invertebrate assemblage; in the case of the woodland and veteran trees this relates to saproxylic invertebrates, particularly Stag Beetles, for which the SAC is designated.

### Conservation Objectives<sup>39</sup>

With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of the habitats of qualifying species
- The structure and function of the habitats of qualifying species
- The supporting processes on which the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

### Qualifying Features<sup>40</sup>

Annex II species that are a primary reason for selection of this site

- Stag beetle *Lucanus cervus*

### Environmental Vulnerabilities<sup>41</sup>

No current issues affecting the Natura 2000 features have been identified on this site. Richmond Park Management Plan should continue to be periodically reviewed to ensure the continuing availability of decaying wood habitat.

<sup>38</sup> <http://publications.naturalengland.org.uk/publication/5638512552443904> [Accessed 09/12/19]

<sup>39</sup> <http://publications.naturalengland.org.uk/publication/5279688851193856> [Accessed 09/12/19]

<sup>40</sup> <https://sac.jncc.gov.uk/site/UK0030246> [Accessed 09/12/19]

<sup>41</sup> <http://publications.naturalengland.org.uk/publication/6625232836100096> [Accessed 09/12/2019]

# Thames Estuary and Marshes SPA/Ramsar

## Introduction

The Thames Estuary and Marshes SPA is located on the south side of the Thames Estuary in southern England. The marshes extend for about 15 km along the south side of the estuary and also include intertidal areas on the north side of the estuary. To the south of the river, much of the area is brackish grazing marsh, although some of this has been converted to arable use. At Cliffe, there are flooded clay and chalk pits, some of which have been infilled with dredgings. Outside the sea wall, there is a small extent of saltmarsh and broad intertidal mud-flats. The estuary and adjacent grazing marsh areas support an important assemblage of wintering waterbirds including grebes, geese, ducks and waders. The site is also important in spring and autumn migration periods.

## Conservation Objectives<sup>42</sup>

With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

## Qualifying Features<sup>4344</sup>

With regards to the SPA:

This site qualifies under Article 4.1 of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

### Over winter:

- Avocet *Recurvirostra avosetta*, 276 individuals representing at least 21.7% of the wintering population in Great Britain (5 year peak mean 1991/92 – 1995/96)
- Hen harrier *Circus cyaneus*, 7 individuals representing at least 0.9% of the wintering population in Great Britain (5 year mean 1993/94 – 1997/98)

This site also qualifies under Article 4.2 of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

### On passage:

- Ringed plover *Charadrius hiaticula*, 559 individuals representing at least 1.1% of the Europe/North Africa – wintering population (5 year peak mean 1991/92 – 1995/96)

### Over winter:

- Ringed plover *Charadrius hiaticula*, 541 individuals representing at least 1.1% of the wintering Europe/North Africa – wintering population (5 year peak mean 1991/92 – 1995/96)

### Assemblage qualification: A wetland of international importance

<sup>42</sup> <http://publications.naturalengland.org.uk/publication/4698344811134976> [Accessed 08/11/19]

<sup>43</sup> <http://archive.jncc.gov.uk/default.aspx?page=2042> [Accessed 08/11/19]

<sup>44</sup> <http://archive.jncc.gov.uk/pdf/RIS/UK11069.pdf> [Accessed 08/11/19]

The area qualifies under Article 4.2 of the Directives (79/409/EEC) by regularly supporting at least 20,000 waterfowl.

Over winter the area regularly supports 33,433 individual waterfowl (5 year peak mean 1991/92 – 1995/96) including:

- Redshank *Tringa totanus*, Black-tailed Godwit *Limosa limosa islandica*, Dunlin *Calidris alpina alpina*, Lapwing *Vanellus vanellus*, Grey Plover *Pluvialis squatarola*, Shoveler *Anas clypeata*, Pintail *Anas acuta*, Gadwall *Anas strepera*, Shelduck *Tadorna tadorna*, White-fronted Goose *Anser albifrons albifrons*, Little Grebe *Tachybaptus ruficollis*, Ringed Plover *Charadrius hiaticula*, Avocet *Recurvirostra avosetta*, Whimbrel *Numenius phaeopus*.

The Ramsar qualifies for the following criteria:

### Criterion 2

The site supports one endangered plant species and at least 14 nationally scarce plants of wetland habitats. The site also supports more than 20 British Red Data Book invertebrates.

### Criterion 5

Assemblages of international importance:

#### Species with peak counts in winter:

- 45,118 waterfowl (5 year peak mean 1998/99 – 2002/03)

### Criterion 6

Species/populations occurring at levels of international importance

Qualifying species/populations (as identified at designation):

#### Species with peak counts in spring/autumn:

- Ringed plover, *Charadrius hiaticula*. 595 individuals, representing an average of 1.8% of the GB population (5 year peak mean 1998/99 – 2002/03)
- Black-tailed godwit, *Limosa limosa islandica*. 1640 individuals, representing an average of 4.6% of the population (5 year peak mean 1998/99 – 2002/03)

#### Species with peak counts in winter:

- Grey plover, *Pluvialis squatarola*. 1643 individuals, representing an average of 3.1% of the GB population (5 year peak mean 1998/99 – 2002/03)
- Red knot, *Calidris canutus islandica*. 7279 individuals, representing an average of 1.6% if the GB population (5 year peak mean 1998/99 – 2002/03)
- Dunlin, *Calidris alpina alpina*. 15171 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/99 – 2002/03)
- Common redshank *Tringa totanus totanus*. 1178 individuals, representing an average of 1% of the GB population (5 year peak mean 1998/99 – 2002/03)

## Environmental Vulnerabilities<sup>45</sup>

The site improvement plan for this SPA also covers several other SPAs. The Greater Thames Complex consists of the Thames Estuary and Marshes SPA, the Medway Estuary SPA, the Swale SPA and Benfleet & Southend Marshes SPA.

- Coastal squeeze

<sup>45</sup> <http://publications.naturalengland.org.uk/publication/6270737467834368> [Accessed 08/11/19]

- Public access/ disturbance
- Invasive species
- Change in species distributions
- Fisheries: Commercial marine and estuarine
- Invasive species
- Vehicles: illicit
- Air pollution: risk of atmospheric nitrogen deposition

## Appendix B Policy Screening: Likely Significant Effects

Policy	Description	Likely Significant Effects
<b>Policy OL 1 – Delivering an Open Lewisham (Spatial Strategy)</b>	<p>A. The council will work positively and alongside local communities and community groups, public and private sector stakeholders, development industry partners and the wider public to realise the Vision for Lewisham, and to deliver the strategic objective for ‘An Open Lewisham as part of an Open London’ by:</p> <ul style="list-style-type: none"> <li>a) Ensuring that the growth and regeneration potential of Lewisham’s London Plan Opportunity Areas are fully realised, specifically at New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside, including by preparing and implementing local area frameworks, such as the New Cross Area Framework and the Catford Town Centre Master Plan;</li> <li>b) Directing new investment to the Borough’s strategic Area for Regeneration, and other local areas for regeneration, and coordinating the delivery of this investment to help tackle deprivation and ensure equality of opportunity;</li> <li>c) Promoting a vibrant and diverse multi-centred Borough by directing new residential, commercial, community, leisure and cultural development to Lewisham’s town and local centres in order to support their vitality and long-term resilience, and through this process: <ul style="list-style-type: none"> <li>i. Enable Lewisham town centre to cement its position as a centre of sub-regional significance and achieve metropolitan centre status;</li> <li>ii. Facilitate the comprehensive regeneration of Catford major town centre to reinforce its role as the principal civic and cultural hub within the Borough; and</li> <li>iii. Ensure the district town centres at Blackheath, Deptford, Downham, Forest Hill, Lee Green, New Cross and Sydenham retain their distinctive features whilst evolving in their function as key hubs of community, cultural and commercial activity;</li> </ul> </li> <li>d) Facilitating new development along the north-south A21 corridor (Lewisham High Street, Rushey Green and Bromley Road) and other strategic corridors (such as the east-west New Cross Road / A2 corridor) as well as around principal transport routes, nodes and interchanges, to support growth and integrated place making. This includes improvements</li> </ul>	<p>No HRA Implications.</p> <p>This policy sets out a plan for the regeneration of Lewisham Borough.</p> <p>Although the policy does talk about directing new residential, commercial, community, leisure, and cultural development to Lewisham’s town and local centres. It does not allocate sites or a quantum of housing within this specific policy.</p>

Policy	Description	Likely Significant Effects
	<p>to better link Lewisham’s town centres and neighbourhoods with each other and those in adjoining Boroughs, using the Healthy Streets approach;</p> <p>e) Working with partners to deliver new and improved community and strategic transport infrastructure, including the Bakerloo Line extension, as a catalyst for investment and to unlock the development potential of the Borough. This is particularly in the London Plan Opportunity Areas and Lewisham’s southern areas, where interventions and transformational change can positively address inequalities and local deprivation. Over the long-term, the delivery of infrastructure will support the designation of a new Opportunity Area at Bell Green and Lower Sydenham in the London Plan.</p> <p>f) Proactively seeking to make the best use of land and space, and prioritising the redevelopment of brownfield land for new housing and workspace, along with optimising the development of strategic sites and other smaller sites across the Borough, including through their sensitive intensification;</p> <p>g) Requiring all new development to be delivered through the design-led process and informed by an understanding of local area character (including the historic, cultural, natural and built environment), to enhance local distinctiveness, and to help secure liveable, healthy and safe communities that are inclusive to all;</p> <p>h) Protecting, enhancing and connecting Lewisham’s network of green infrastructure (including trees, parks and open spaces, water spaces and biodiversity), as well as improving the population’s access to it, as an integral component of Good Growth along with ensuring that all new development responds to the climate emergency, with measures for climate change adaptation and mitigation.</p>	
<p><b>Policy QD 1 – Delivering high quality design in Lewisham</b></p>	<p>A. All new development must contribute to delivering high quality, inclusive, safe, healthy and sustainable neighbourhoods in Lewisham by following a design-led approach. This requires the consideration of design options at the early stage of the development process informed by an understanding of the local context, including through effective engagement with the local community. These design options should then be used to determine the most appropriate form of development that responds to the local context, along with the optimal use of land to support the delivery of the spatial strategy for the Borough, also taking into account existing and planned infrastructure capacity.</p>	<p>No HRA Implications.</p> <p>This policy regards design principals which developers much aspire to during the development process.</p>

Policy	Description	Likely Significant Effects
	<p><b>Distinctive Places</b></p> <p>B. Lewisham is a diverse Borough comprising many neighbourhoods with distinctive identities and characteristics. All development proposals must demonstrate an understanding of the site context and positively respond to local distinctiveness by delivering buildings, spaces and places that enhance local character as well as promote inclusive communities.</p> <p>C. Development proposals will be supported where they reinforce and enhance the special and distinctive visual, historical, environmental, social and functional qualities of buildings, spaces and places that positively contribute towards local identity, character and sense of community.</p> <p>D. To successfully respond to local distinctiveness development proposals should be designed to address:</p> <ul style="list-style-type: none"> <li>a) Natural features including trees, landscape, topography, open spaces and waterways;</li> <li>b) The prevailing or emerging form of development (including urban grain, building typology, morphology and the hierarchy of streets, routes and other spaces);</li> <li>c) The proportion of development (including height, scale, mass and bulk) both in the immediate vicinity of the site and the surrounding area;</li> <li>d) Building lines along with the orientation of and spacing between buildings;</li> <li>e) Strategic and local views, vistas and landmarks;</li> <li>f) Townscape features;</li> <li>g) The significance of heritage assets and their setting; and</li> <li>h) Architectural styles, detailing and materials that contribute to local character.</li> </ul> <p><b>Places for People</b></p> <p>E. Development should put people at the centre of the design-led process, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to all. Proposals should demonstrate an understanding of how people engage with and experience their surroundings, and positively respond to this by delivering liveable and healthy neighbourhoods.</p> <p>F. Development proposals will be supported where they help to facilitate good physical and mental health and positively contribute to the wellbeing of the population.</p> <p>G. To support health and wellbeing of the population, and to create inclusive environments that help to foster community cohesion, new development must be designed to ensure:</p>	



Policy	Description	Likely Significant Effects
	<p>a) Buildings and spaces are inclusive, intuitive to use, safe and secure;</p> <p>b) Delivery of a high quality and effectively managed public realm that both encourages and enables convenient movement by active travel modes, including by responding to people’s movement patterns and desire lines in an area;</p> <p>c) Positive and active frontages that generate visual interest and interface well with the public realm, particularly at the street-level;</p> <p>d) Provision of well-integrated, dedicated space and equipment for relaxation, social interaction and physical activity, including space for play and informal recreation; and</p> <p>e) A high standard of amenity is provided, including by preventing or mitigating impacts of noise and poor air quality.</p> <p><b>Well-Functioning and Resilient Places</b></p> <p>H. The form and layout of development should be designed to secure a coherent and appropriate functional relationship with all land uses and spaces within the site and its surrounds, also taking into account the needs of the end-users of the development. Proposals should have particular regard to:</p> <p>a) The integration of the development within the site and the wider locality, particularly to secure a positive relationship with neighbouring properties and land uses;</p> <p>b) The need to ensure that sites and neighbourhoods are legible and well-connected, and for development to facilitate active modes of travel and the use of public transport; and</p> <p>c) The efficient servicing and effective management of buildings and the public realm.</p> <p>I. In order to contribute to well-functioning neighbourhoods and places, new development must be appropriately supported by infrastructure (including transport, community and green infrastructure). Proposals will be expected to consider, and be linked to, the provision of future planned levels of infrastructure along with the timing of delivery of this infrastructure. Where there is insufficient capacity of existing infrastructure to support a development proposal, applicants will be required to work with infrastructure providers to ensure sufficient capacity will exist at the appropriate time, including through the phasing of development.</p> <p>J. Development must be designed to assist in mitigating climate change and making neighbourhoods and properties more resilient to its impacts. Proposals should be designed and constructed to achieve high sustainability standards, including by seeking to maximise</p>	

Policy	Description	Likely Significant Effects
	<p>opportunities for urban greening, having regard to the Local Plan Sections 10 (Green infrastructure) and 11 (Sustainable design and infrastructure).</p> <p><b>Delivering High Quality Development</b></p> <p>K. Development proposals must submit a Design and Access Statement to demonstrate how they have followed the design-led process to deliver high quality development in accordance with (A-J) above.</p> <p>L. Development proposals will be expected to have regard to and positively address:</p> <ul style="list-style-type: none"> <li>a) Supplementary Planning Documents and Guidance published by the council and the Mayor of London respectively, along with other good practice guidance;</li> <li>b) Feedback from the council including through its Pre-application Advice Service and where appropriate, Lewisham’s independent Design Review Panel.</li> </ul> <p>M. Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site, as well as to consider design options that positively respond to this context. Development proposals that can demonstrate early, proactive, inclusive and effective engagement with the local community and other key stakeholders will be considered more favourably than those that cannot.</p>	
<p><b>QD2 Inclusive and Safe Design</b></p>	<p>A. It is imperative that people of all backgrounds, ages and abilities are able to move with ease throughout Borough, and within buildings and spaces, and to feel safe in their surroundings wherever they are. All new development will be required to contribute to delivering inclusive, accessible, safe and secure environments in Lewisham.</p> <p>B. Development proposals must positively respond to the diversity and varied needs of Lewisham’s population:</p> <ul style="list-style-type: none"> <li>a) Ensuring buildings and spaces are designed to be entered, used and exited safely, easily and with dignity for all;</li> <li>b) Ensuring buildings and spaces are designed to be inclusive to all and do not unnecessarily restrict or prevent access and use, including by occupants of different tenure types;</li> <li>c) Incorporating measures that allow for easy adaptation of buildings and spaces to help meet the different and changing needs of users over the lifetime of the development;</li> </ul>	<p>No HRA Implications</p> <p>This policy regards the design principals for accessible and safe homes.</p>

Policy	Description	Likely Significant Effects
	<p>d) Delivering a high quality public realm, in line with QD 3 (Public realm and connecting places); and</p> <p>e) Having regard to ‘Secured by Design’ principles.</p> <p>C. Gated forms of development, particularly for new housing development are not considered to support inclusive and safe design principals and will be strongly resisted. It is imperative that people of all backgrounds, ages and abilities are able to move with ease throughout Borough, and within buildings and spaces, and to feel safe in their surroundings wherever they are. All new development will be required to contribute to delivering inclusive, accessible, safe and secure environments in Lewisham.</p> <p><b>Accessible and Inclusive Housing</b></p> <p>D. To ensure that housing is designed to meet the different requirements of Lewisham’s resident population development proposals will be expected to ensure that:</p> <p>E. At least 10 per cent of dwellings meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’; and</p> <p>F. All other dwellings meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.</p> <p>G. Where housing development includes provision of communal private amenity space or facilities this should be made available for access by all residents occupying the development, regardless of tenure.</p> <p><b>Adapting historic buildings and other heritage assets</b></p> <p>H. Where adaptations to an historic building or other heritage asset is proposed to make the building or space more inclusive and safe, proposals will be supported where they preserve or enhance the significance of the asset and its setting.</p>	
<p><b>QD 3 Public Realm and Connecting Places</b></p>	<p>A. Public realm must be designed and maintained to a high quality standard. It should help to ensure inclusive, safe, accessible, attractive and well-connected places and spaces that make a positive contribution to the neighbourhoods in which they are located. Development proposals</p>	<p>No HRA Implications.</p> <p>This policy regards design principles for developers within the public realm of a development.</p>

Policy	Description	Likely Significant Effects
	<p>are encouraged to explore opportunities to create new public realm, or enhance existing public realm, where appropriate.</p> <p>B. Public realm should be delivered through the design-led process, having regard to the principles in Policy QD1 (High quality design). In responding to these principles, development proposals must demonstrate an understanding of how the public realm functions both in its immediate and wider local context, and how this contributes to local distinctiveness and creating a sense of place. Consideration should be given to the ways in which people use the public realm and how its design will influence their experiences within it.</p> <p>C. The movement and connective function of the public realm must be addressed to ensure that development provides for coherent relationships and good connections within and between sites and neighbourhoods, and maximises opportunities for creating new connections. Public realm should be commensurate with the role and function of places and the highway network, and reflect the priority given to movement by walking, cycling and the use of public transport, in line Policy TR3 (Healthy streets as part of healthy neighbourhoods).</p> <p>D. The movement and connective function of the public realm must be addressed, including legibility and permeability within the site as well as its immediate and wider surroundings. This requires particular attention to the movement patterns and desire lines of pedestrians and cyclists, as well as the accessibility needs of other users. Consideration should be given to the location of street crossings and other safe access routes such as dedicated cycle lanes, underpasses and, where appropriate, railway arches.</p> <p>E. Development proposals will be expected to enhance the movement and connective function of the public realm by maximising opportunities to:</p> <ul style="list-style-type: none"> <li>a) Improve connections to existing or planned strategic transport and community infrastructure, including open space;</li> <li>b) Enhance and where appropriate help to reinstate connections that make a positive contribution to the locality, including those that are of local importance and historic significance; and</li> <li>c) Avoid or remove barriers that unnecessarily impede or restrict movement and accessibility, and adversely impact on public safety.</li> </ul> <p>F. Development proposals must demonstrate how the public realm will be well integrated with and positively relate to the spaces, buildings and land uses within the site and its surrounds.</p>	

Policy	Description	Likely Significant Effects
	<p>Development should be designed to establish or reinforce a clearly defined public realm that helps to support the function of different uses within an area and protects local amenity.</p> <p>G. Development proposals should deliver a vibrant public realm that promotes opportunities for relaxation, social interaction and physical activity. Proposals should seek to create welcoming environments that attract people into public spaces and encourage their enjoyment within them during different times of the day and night, and throughout the year. This includes consideration of how the local microclimatic impacts on people's health and comfort. Where appropriate, proposals should make provision for:</p> <ol style="list-style-type: none"> <li>a) Public conveniences, including toilets and changing facilities, particularly for families with children and those with specialist needs;</li> <li>b) Free drinking water fountains;</li> <li>c) Sensitively integrated lighting;</li> <li>d) Shading and shelter to protect and provide comfort from direct sunlight, rain and wind;</li> <li>e) Public art;</li> <li>f) Benches and other types of seating;</li> <li>g) Formal and</li> <li>h) informal play space, addressing the needs of people of different ages and abilities;</li> <li>i) Adaptable space to support events and activities (such as markets, civic and cultural events) and infrastructure to support these, such as connections to power and water.</li> </ol> <p>H. Public realm should be sustainability designed and constructed, including by maximising opportunities for urban greening and mitigating the impacts of climate change, having regard to Local Plan Sections 10 (Green infrastructure) and 11 (Sustainable design and infrastructure). Priority should be given to the use of high quality and durable materials, with permeable or semi-permeable surfaces integrated wherever possible.</p> <p><b>Public Art</b></p> <p>I. Development proposals, particularly for major development, should investigate opportunities to integrate public art to enhance the legibility of the public realm, enhance the distinctiveness of buildings and spaces, and to help to foster a sense of place. The use of local artists for public art commissions is strongly encouraged.</p> <p>J. Public art, including installations, proposed to be integrated as part of a development, or within the public realm, should be appropriately located in a prominent position and be sensitively sited and/or fixed to a building in a manner that:</p>	

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. Positively responds to the site context and local character, including historic character and the significance of heritage assets;</li> <li>b. Enhances the legibility of the public realm; and</li> <li>c. Does not adversely impact on amenity.</li> </ul> <p>K. Where public art is proposed to be provided, the location, siting and general design of the art, along with long-term management and maintenance arrangements, must be agreed by the council prior to its installation.</p> <p><b>Effectively managing the public realm</b></p> <ul style="list-style-type: none"> <li>L. Development proposals will be expected to ensure that appropriate management and maintenance arrangements are in place for the public realm. Where provision is made for privately owned public space this should be operated in the same manner as public space, ensuring equality of access for all. Management Plans will be required for Major development and other proposals with significant elements of public realm. Planning contributions and/or legal agreements may be used to secure the appropriate management of the public realm.</li> </ul>	
<p><b>Policy QD 4 – Building Heights</b></p>	<ul style="list-style-type: none"> <li>A. The building height of development must positively respond to the distinctive character of Lewisham’s neighbourhoods. Building heights should be appropriate in scale, taking account of the character of a site’s immediate and wider context and the requirement to deliver high quality design in line with Policy QD1 (High quality design).</li> <li>B. Proposals for taller buildings that project above the height of adjoining properties and/or the prevailing height of buildings and structures in the immediate and surrounding area will only be supported where they:                             <ul style="list-style-type: none"> <li>a) Are of an exceptional design and architectural quality;</li> <li>b) Are sensitive to the site’s context, ensuring that development does not excessively project above the streetscape and townscape or adversely impact on the visual amenity of it;</li> <li>c) Protect strategic and local views, vistas and landmarks, including strategic background views, having regard to Policy QD5 (View management);</li> <li>d) Preserve or enhance the significance of heritage assets and their setting; and</li> <li>e) Will not result in adverse impacts on local character and the amenity of neighbouring properties, whether individually or cumulatively.</li> </ul> </li> </ul>	<p>No HRA Implications</p> <p>This policy regards design principals of building heights and protection of significant views throughout the borough.</p>

Policy	Description	Likely Significant Effects
	<p>C. Where the prevailing height of buildings and structures adjoining a site, as well as its immediate and surrounding area, is expected to evolve in accordance with the spatial strategy for the Borough and/or consented development(s), proposals for taller buildings will be considered having regard to the emerging context and criteria QD4.B(e)-QD4.B(f) above.</p> <p><b>Tall Buildings</b></p> <p>D. Within Lewisham tall buildings are defined as buildings that cause a significant change to the skyline and which:</p> <ul style="list-style-type: none"> <li>a) Are 30 metres or more in height, except in the designated Thames Policy Area where they are buildings 25 metres or more in height; or</li> <li>b) Are significantly taller than the prevailing height of buildings in the immediate and surrounding area.</li> </ul> <p>E. Tall buildings will only be considered acceptable in-principle in the locations identified in <b>Figure X</b> as being appropriate for tall buildings.</p> <p>F. Where appropriately located in line with (D) above, proposals for tall buildings will be required to demonstrate that the development:</p> <ul style="list-style-type: none"> <li>a) Positively contributes to delivery of the spatial strategy for the Borough;</li> <li>b) Is of an exceptional design and architectural quality;</li> <li>c) Is designed with building heights that are sensitive to the site’s immediate and wider context, including the distinctiveness of Thames Policy Area, in line with Policy LNA4 (Thames Policy Area and Deptford Creekside);</li> <li>d) Will not result in any adverse visual, functional, environmental and cumulative impacts, having regard to and complying with the requirements of draft London Plan Policy D8 (Tall Buildings);</li> <li>e) Makes a positive contribution to the townscape and skyline;</li> <li>f) Protects strategic and local views, vistas and landmarks, including strategic background views, having regard to Policy QD5 (View management); and</li> <li>g) Provides a high quality public realm in line with Policy QD3 (Public realm and connecting places). Where appropriate, development will be required to make provision for free to enter, publicly-accessible areas that are incorporated into the building.</li> </ul>	

Policy	Description	Likely Significant Effects
	<p>G. Tall buildings must be delivered through a masterplan process in order to ensure that they are appropriately located both within a site and wider locality, designed to a high quality standard and effectively managed</p>	
<p><b>Policy QD 5 – View Management</b></p>	<p>A. There are a number of strategic views in the Borough, including London Strategic Views and Lewisham Local Views, which help to define the character of London and contribute to local distinctiveness. These strategic views, including their Protected Vistas, will be designated and positively managed in line with the London Plan and associated London View Management Framework.</p> <p>B. Local Landmarks within the Borough are strategically important to Lewisham’s distinctiveness. Designated Local Landmarks, along with the vistas towards these, will be positively managed.</p> <p>C. Development proposals must not harm and, wherever possible, seek to make a positive contribution to the characteristics and composition of Strategic Views and Local Views, including their protected vistas and landmarks. Development should also seek to preserve or where possible enhance a viewers’ ability to recognise and appreciate the landmark elements within these views.</p> <p>D. Development proposals affecting Strategic Views, Local Views and Local Landmarks will be assessed having regard to their contribution to enhancing local distinctiveness and:</p> <ol style="list-style-type: none"> <li>a) The need to ensure there is no detrimental impact on the foreground, middle ground and background of the designated view; and</li> <li>b) Compliance with the principles and policies for managing views, as set out in draft London Plan Policy HC4 (London View Management Framework).</li> </ol> <p>E. The design-led process should be used to explore opportunities to enhance public access to viewing locations within the Borough, and to create new local views and vistas, particularly where the comprehensive redevelopment of sites is proposed.</p>	<p>No HRA Implications</p> <p>This policy regards protecting strategic views throughout the borough as well as ensuring designated local landmarks are safeguarded to keep Lewisham’s distinctiveness.</p>
<p><b>Policy QD 6 – Optimising site capacity</b></p>	<p>A. Development proposals must demonstrate that the design-led approach has been used to optimise the site’s capacity. This will require that the optimum density of a site is achieved. To establish the optimum density consideration must be given to the appropriate development capacity of a site through the appraisal of design options, having regard to:</p> <ol style="list-style-type: none"> <li>a) The type and nature of uses proposed;</li> <li>b) The site context, with reference to the site’s immediate and surrounding area, taking into account:</li> </ol>	<p>No HRA Implications</p> <p>This policy regards design management principals of housing density to ensure optimum density for the site, level of local transport and capacity of other infrastructure.</p>



Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>i. Location setting;</li> <li>ii. Local distinctiveness and urban character, including the prevailing and/or emerging form and proportion of development, with reference to Policy QD1.D (High Quality Design);</li> <li>c) Public Transport Accessibility Levels, taking into account current levels and future levels expected to be achieved by the delivery of planned public transport infrastructure; and</li> <li>d) Capacity of infrastructure (including physical, environmental and social infrastructure) to support the density proposed, having regard to the individual and cumulative impacts of development.</li> </ul>	
<p><b>Policy QD 7 – Amenity and Agent of Change</b></p>	<ul style="list-style-type: none"> <li>A. Development proposals must demonstrate how they will protect and wherever possible enhance the amenity of existing and future occupiers and uses, as well as the amenity of neighbouring properties and uses.</li> <li>B. Development proposals will be required to positively address amenity through the design-led process in order to:                             <ul style="list-style-type: none"> <li>a) Make appropriate provision of privacy both for users of the development and those in neighbouring properties, ensuring development does not result in unreasonable levels of overlooking;</li> <li>b) Ensure adequate provision for and seek to optimise outlook for users of the development;</li> <li>c) Ensure adequate levels of ventilation, daylight, sunlight and open aspects including provision of private amenity space where appropriate; and</li> <li>d) Minimise and appropriately mitigate disturbances associated with the construction and operation of the development including noise, vibration, odour, fumes, dust, artificial light and site waste.</li> </ul> </li> <li>C. When considering the amenity impacts of new development the Agent of Change principle will be applied in accordance with the draft London Plan.</li> </ul>	<p>No HRA Implications</p> <p>This policy regards the design management of developments in terms of protecting and improving current and future users of the development and local area.</p>
<p><b>Policy QD 8 – Noise and Vibration</b></p>	<ul style="list-style-type: none"> <li>A. Development proposals should be designed to avoid or minimise the harmful impacts of noise and vibration at all stages of the development, having regard to the Agent of Change principle.</li> <li>B. New noise and vibration generating development must be appropriately located away from noise sensitive uses and suitably demonstrate that measures will be implemented to mitigate any adverse impacts.</li> </ul>	<p>No HRA Implications</p> <p>This is a design management policy with regards to ensuring that noise and vibration is minimised and located at an appropriate distance from sensitive areas.</p>

Policy	Description	Likely Significant Effects
	<p>C. New noise sensitive development should be located away from existing or planned sources of noise pollution. Where this is not reasonably practical proposals must demonstrate that:</p> <ul style="list-style-type: none"> <li>a) Internal and external noise levels can be satisfactorily controlled and managed; and</li> <li>b) There will be no adverse impact on the continued operation and amenity of adjoining and neighbouring uses, having regard to Policy QD7 (Amenity and agent of change).</li> </ul> <p>D. A Noise Assessment and/or Vibration Assessment will be required to be submitted with proposals where they are noise sensitive developments or involve a noise or vibration generating use.</p>	<p>This is a positive policy for European sites as the policy states “<i>Measures will be implemented to mitigate any adverse effects</i>” should these occur.</p>
<p><b>Policy QD 9 – External Lighting</b></p>	<p>A. Development proposals incorporating external lighting will be supported where they protect and wherever possible enhance local character, amenity and natural habitats.</p> <p>B. Development proposals must be designed to avoid adverse impacts of light pollution at all stages of the development or make provision for appropriate mitigation measures. Proposals will be required to demonstrate that external lighting is:</p> <ul style="list-style-type: none"> <li>a) Appropriate for its purpose in its setting;</li> <li>b) Designed and operated to minimise and control the level of illumination, glare, angle and spillage of light, particularly to protect sensitive receptors such as residential properties and natural habitats; and</li> <li>c) Energy efficient.</li> </ul> <p>C. Where a development proposal includes an element of public realm, it should contribute to creating a safe and attractive environment through the provision of sensitively integrated external lighting, where appropriate, having regard to (A) and (B) above.</p>	<p>No HRA Implications</p> <p>This is a design management policy with regards to avoiding adverse effects of light pollution from developments with artificial lighting.</p>
<p><b>Policy QD 10 – Alterations and Extensions/ Basements</b></p>	<p>A. Development proposals for building alterations and extensions must deliver high quality designs and positively respond to local character, taking into account the Alterations and Extensions Supplementary Planning Document (2019).</p> <p>B. All development proposals for building alterations and extensions must positively respond to the site’s context, character and distinctiveness. The design-led process should be used to ensure that development is sensitively integrated into the site and its wider setting. Proposals will only be supported where they:</p>	<p>No HRA Implications</p> <p>This is a design management policy which specifies criteria for suitably designed extensions and alterations to existing residential stock.</p>

Policy	Description	Likely Significant Effects
	<p>a. Respect and complement the form, proportion, setting, period, architectural characteristics and detailing of the original building;</p> <p>b. Use high quality, durable and matching or complementary materials;</p> <p>c. Maintain and wherever possible enhance, and do not adversely impact on, the architectural integrity of a group of buildings as a whole, or cause an incongruous element in terms of the important features of an area's character; and</p> <p>d. Do not adversely impact on, or result in the loss of, the amenity of neighbouring properties, including back gardens, in line with other Local Plan policies.</p> <p>C. Innovative and contemporary designs for building alterations and extensions will be supported where they positively respond to the local context, having particular regard to (B) above, and are of an exceptional design quality. Where proposals seek to integrate a modern design aesthetic and materials, careful consideration will be required to ensure that the distinctive character and features of the original building are respected and not harmed.</p> <p>D. New units or rooms created by a residential alteration or extension must ensure adequate amenity and space for building occupiers.</p> <p><b>Side, rear and roof extensions</b></p> <p>E. Side extensions should normally be set back and down from the main building line to allow for a clear break between existing buildings and the new development, and to maintain architectural subordination to the original building.</p> <p>F. Rear extensions will be resisted where any part of the extension projects higher than the height of the ridge of the main roof, or where the extension is not set back into the roof slope.</p> <p>G. Where roof extensions are proposed, priority should be given to placement at the rear of the building. Roof extensions at the front of a building, particularly on the street frontage of a residential street or predominantly residential area, must be justified in design terms, and supported by an options appraisal to demonstrate that a rear extension is not feasible.</p>	

Policy	Description	Likely Significant Effects
	<p>H. Residential extensions to properties with existing private gardens should retain an accessible and usable private garden that is appropriate in relation to the size of the property, and normally retain at least 50 per cent of the garden area.</p> <p>I. Where the roofline or party walls of buildings or terraces are exposed to longer views from public spaces, proposals for roof extensions should seek to maintain these views and the viewing corridor. Proposals will be resisted where they would result in an obtrusive or adverse impact on such views.</p> <p><b>Detailing</b></p> <p>J. Roof lights on the front roof slope of buildings should be considered in relation to the design of the dwelling and harmonise with the street scene.</p> <p>K. Additional or enlarged windows, doors and other openings should be in keeping with the original design and pattern, and in the case of a roof extension, should reflect the existing alignment of the windows. Replacement windows should closely match the pattern of the original windows. The repair of original windows is strongly encouraged.</p> <p>L. Details of plant, pipework, fire escapes, lifts and other mechanical equipment (including ducts and flues) should be included within the designs submitted with the initial planning application. All such design features, infrastructure and equipment should be enclosed within the envelope of the building or, where this is demonstrably not practical, sited where they will have the least visual impact.</p> <p><b>Basement development</b></p> <p>M. Proposals for basement development must be accompanied by a Basement Impact Assessment and will only be permitted where it can be suitably demonstrated that the development:</p> <ol style="list-style-type: none"> <li>a. Is sensitively integrated into the site, proportionate to host building (including the original building in the case of a basement extension) and avoids harm to local and historical character;</li> <li>b. Will not adversely impact on the structural stability of the host building, neighbouring properties, infrastructure and the public realm, taking into account local geology;</li> </ol>	

Policy	Description	Likely Significant Effects
	<p>c. Will not result an increase to flood risk, having regard particular regard to Policy SD7 (Reducing flood risk);</p> <p>d. Will not adversely impact on the natural environment; and</p> <p>e. Will not adversely impact on the amenity of neighbouring properties on occupation and use, and will minimise impacts on amenity during the construction phase.</p> <p>N. Where a residential basement development extends beneath the garden area, proposals must demonstrate that:</p> <p>a. There will be no loss of or harm to trees of value, including amenity and townscape value, in line with Policy GR4 (Urban greening and trees); and</p> <p>b. The development will maintain adequate soil depth satisfactory for landscaping, taking into account impacts on and requirements of neighbouring properties.</p> <p>O. Development proposals for basements including habitable rooms for residential use, or other sensitive uses, must ensure safe access and egress for all likely users of the development. Proposals will be refused where they do not suitably demonstrate that all likely users of the development will be safe from all sources of flooding.</p> <p><b>Light wells</b></p> <p>P. Development proposals for light wells will only be supported where they respect the architectural and historical character of the host building and its wider setting, and do not adversely impact on the amenity of neighbouring properties. Light wells should be sensitively integrated into the site and designed to avoid the loss of amenity space, including garden land. Proposals that would result in an excessive or harmful loss of amenity space will be resisted.</p>	
<p><b>Policy QD 11 – Beneficial Use of Backland and Infill Sites</b></p>	<p>A. Development on infill and backland sites, garden land (including back gardens) and amenity areas will only be acceptable where:</p> <p>a. The use is appropriate to the site and compatible with land uses in site’s immediate vicinity and surrounding area;</p> <p>b. The development has a clear urban design rationale.</p>	<p>No HRA Implications</p> <ul style="list-style-type: none"> <li>▪ This is a design management policy which regards criteria for the suitable design of backland and infill development. It does not allocate a quantum of development.</li> </ul>

Policy	Description	Likely Significant Effects
	<p>B. Where development on infill and backland sites, garden land and amenity areas is acceptable in-principle, having regard to (A) above, proposals must:</p> <ul style="list-style-type: none"> <li>a. Be designed to a high quality standard and positively respond to the site context and local character, including historical character;</li> <li>b. Be sensitively integrated into the site, including by responding to the sizes and proportions of adjoining and neighbouring buildings, as well as the spaces between buildings;</li> <li>c. Retain trees and integrate high quality landscaping, in line with Policy GR3 (Urban Greening and Trees);</li> <li>d. Ensure appropriate arrangements for safe access and servicing, including by retaining and enhancing existing pedestrian access and through routes wherever possible; and</li> <li>e. Do not result in harmful overshadowing or overlooking, or otherwise adversely impact on the amenity of neighbouring properties, including their rear gardens, or the occupiers of the development, having regard to other Local Plan policies.</li> </ul> <p>C. Proposals for housing development must meet the amenity and space requirements set out in the Local Plan, also taking into account relevant guidance, including the London Mayor’s Housing Supplementary Planning Guidance.</p> <p><b>Infill sites</b></p> <p>D. Development proposals within street frontages and on street corners will only be supported where they:</p> <ul style="list-style-type: none"> <li>a. Make a positive contribution to local character, including historical character; particularly by responding to the distinctive qualities of the street and street frontage;</li> <li>b. Maximise opportunities to repair harmful breaks or the appearance of buildings which detract from the character of the street frontage;</li> <li>c. Are sensitively integrated into the street frontage, including by respecting the proportions and spaces of and between existing buildings; and</li> <li>d. Retain appropriate garden space for adjacent residential properties.</li> </ul> <p><b>Backland sites</b></p> <p>E. Development proposals on backland sites will only be supported where they:</p>	

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. Provide accessible, safe and convenient access for all intended users of the development;</li> <li>b. Do not introduce gates or other design features that restrict or prevent public access to or through the site.</li> </ul> <p>Garden land (including back gardens)</p> <ul style="list-style-type: none"> <li>F. Garden land makes an important contribution to the character and amenity of Lewisham’s neighbourhoods, and often has biodiversity value. The use of garden land for new development should therefore be avoided.</li> <li>G. Proposals that would result in the loss of garden land, including private back gardens, will be strongly resisted. This includes the development of back gardens for separate dwellings in perimeter forms of housing. The loss of garden land will normally only be considered acceptable in exceptional circumstances where:                             <ul style="list-style-type: none"> <li>a. The proposal is for comprehensive redevelopment of a number of whole land plots; and</li> <li>b. The requirements of (A) above are satisfied.</li> </ul> </li> </ul> <p><b>Amenity areas</b></p> <ul style="list-style-type: none"> <li>H. Development proposals on amenity areas of landscaped open space attached to existing residential buildings will only be supported where they:                             <ul style="list-style-type: none"> <li>a. Repair, reinstate or re-provide active street frontages;</li> <li>b. Retain existing private garden space; and</li> <li>c. Support inclusive and safe design, particularly by enhancing natural surveillance.</li> </ul> </li> </ul>	
<p><b>Policy QD 12 – Shopfronts</b></p>	<ul style="list-style-type: none"> <li>A. Shopfronts (including their signs, canopies and security installations) must be designed to high quality standard. They should positively respond to and enhance the character of Lewisham’s neighbourhoods and contribute to the creation of lively and safe environments.</li> <li>B. Development proposals for new shopfronts or alterations to existing shopfronts will be required to:</li> </ul>	<p>No HRA Implication</p> <p>This policy regards design management of any shop front within development proposals to ensure enhancement of Lewisham’s neighbourhoods.</p>

Policy	Description	Likely Significant Effects
	<p>a) Retain, refurbish or reinstate shopfronts, or associated elements of architectural interest, particularly where these positively contribute to the distinctive visual or historic character of a building, townscape or area;</p> <p>b) Be of a proportion, scale and quality that positively responds to the character of the host building and, where relevant, adjoining properties;</p> <p>c) Use high quality materials and colours that are sensitive to local character;</p> <p>d) Retain or provide glazed shop windows; and</p> <p>e) Ensure inclusive and safe design.</p> <p>C. Development proposals for shopfront signage will only be supported where they contribute to a high quality townscape and do not adversely impact on local character, amenity and public safety. Within Conservation Areas and residential areas, internally illuminated box fascia signs and projecting signs will not be permitted unless they successfully relate to the design and detailing of buildings and positively contribute to the distinctive character of a group of buildings or street.</p> <p>D. Development proposals for open shopfronts without a stall riser and glazed screen will be resisted.</p> <p>E. Development proposals for shopfront canopies that are fixed in the 'down' position will be resisted. Retractable canopies may be acceptable where they are appropriately designed to provide sufficient clearance and positively respond to local character.</p> <p>F. Shopfront security features, including roller grilles and shutters, must not be visually intrusive, create blank frontages or detract from the character of the townscape. Where such installations are considered necessary development proposals should seek to use internally located, open mesh security shutters and boxes.</p> <p>G. Where proposals require a new shopfront as part of a mixed-use scheme, including re-provision of an existing unit, development will be expected to make provision for shopfront fit out.</p> <p>H. Development proposals should retain, and wherever possible enhance, street level doors and entrances that provide access to upper floor residential uses</p>	



Policy	Description	Likely Significant Effects
<p><b>Policy QD 13 – Outdoor Advertisements, Digital Displays and Hoardings</b></p>	<p>A. Outdoor advertisements, digital displays and hoardings should contribute to attractive and safe environments. Development proposals for these types of installations will be supported where they are designed to a high-quality standard, appropriately sited, and adequately maintained throughout their operation to ensure:</p> <ul style="list-style-type: none"> <li>a) There is no adverse impact on local character, appearance or visual amenity on the site or surrounding area;</li> <li>b) Heritage assets and their setting are conserved and enhanced;</li> <li>c) They do not result in the unsightly proliferation or dominance of signage and displays in the vicinity of the site;</li> <li>d) There is no harm to public amenity, including by way of excessive illumination and visual intrusion of light pollution into adjoining or neighbouring properties and public spaces;</li> <li>e) There is no adverse impact on public or highway safety; and</li> <li>f) There is no harmful impact on trees, especially those with Tree Protection Orders (TPOs).</li> </ul>	<p>No HRA Implications</p> <p>This policy is a design management policy regarding advertisement boards.</p>
<p><b>Policy HE 1 –Lewisham’s Historic Environment</b></p>	<p>A. The council will seek to preserve or enhance the value and significance of Lewisham’s historic environment and its setting by:</p> <ul style="list-style-type: none"> <li>a) Collaborating with stakeholders to identify, assess, monitor and review heritage assets and understand their importance to both the Borough and the nation;</li> <li>b) Celebrating Lewisham’s historic environment and ensuring that it is central to reinforcing sense of place and place making;</li> <li>c) Ensuring the significance of the Borough’s heritage assets is fully understood, positively valued and that their contribution to sustainable communities is recognised, including by preparing a Heritage Strategy;</li> <li>d) Requiring that heritage meaningfully informs the design of development proposals, and supporting development that conserves and enhances the significance of heritage assets and their setting;</li> <li>e) Promoting heritage-led regeneration and urban renewal where this ensures that new development retains, reveals or reinstates significant aspects of the Borough’s historic environment;</li> <li>f) Requiring development proposals to demonstrate that all reasonable measures have been investigated to avoid harm to heritage assets; and</li> <li>g) Using planning powers available to appropriately manage new development in sensitive places and to remedy harmful unauthorised works.</li> </ul> <p>B. All proposals in the historic environment should include consideration of whether the site, building or structure is - or could be - identified as a heritage asset. The council will assess the significance of the asset and the impact of the proposals on its special interest. Any harm should</p>	<p>No HRA Implications</p> <p>This is a policy regarding preserving and enhancing the historic environment.</p>

Policy	Description	Likely Significant Effects
	<p>be clearly and convincingly justified and will be weighed against the public benefit of the proposal.</p> <p>C. Proposals for works that could impact on a heritage asset are required to be accompanied by a Heritage Statement. This should be compiled with reference to relevant and available sources of historic environment information and:</p> <ul style="list-style-type: none"> <li>a) Explain the significance of the asset and its setting;</li> <li>b) Set out how the asset has informed the design of the proposal; and</li> <li>c) Assess the impact of the proposal on the asset.</li> </ul>	
<p><b>Policy HE 2 – Designated Heritage Assets</b></p>	<p><b>Maritime Greenwich World Heritage Site Buffer Zone</b></p> <p>A. Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its ‘Outstanding Universal Value’, as well as its setting and the views to and from it. All proposals will be considered having regard to the Maritime Greenwich World Heritage Site Management Plan and the official UNESCO Statement of Outstanding Universal Value.</p> <p><b>Conservation Areas</b></p> <p>B. Within Conservation Areas proposals for new development (including alterations and extensions to existing buildings) will be supported where they:</p> <ul style="list-style-type: none"> <li>a) Preserve or enhance the special character and appearance of the Conservation Area having particular regard to: <ul style="list-style-type: none"> <li>i. Townscape, buildings, rooflines and the relationships between buildings;</li> <li>ii. Plot coverage and open spaces, including gardens;</li> <li>iii. Scale, form, elevational hierarchy, fenestration pattern, ornamentation and materials;</li> <li>iv. Trees, topography, boundaries and other landscape features; and</li> <li>v. Views, from the public and private realm, including streetscape views and views across rear gardens and public open spaces;</li> </ul> </li> <li>b) Do not result in an adverse cumulative impact on the special characteristics of a Conservation Area, even if the development in isolation would cause less than substantial harm.</li> </ul> <p>C. Proposals involving the retention, refurbishment and reinstatement of features that are important to the significance of a Conservation Area will be supported.</p>	<p>No HRA Implications</p> <p>This policy is a protective policy for the designated heritage assets within the borough such as conservation areas listed buildings and scheduled monuments.</p>

Policy	Description	Likely Significant Effects
	<p>D. Proposals for the redevelopment of sites, buildings and structures that detract from the special characteristics of a Conservation Area will be supported where they will complement and positively impact on the character and significance of the area.</p> <p>E. The demolition of buildings or structures that make a positive contribution to the character or appearance of a conservation area will be resisted.</p> <p>F. Development on sites adjacent to a Conservation Area must not have a negative impact on the setting or significance of the Conservation Area.</p> <p><b>Listed Buildings</b></p> <p>G. Development proposals that would result in substantial harm to (or total loss of the significance of) a Listed Building and its setting will be strongly resisted, in line with the NPPF</p> <p>H. Proposals involving Listed Buildings (including alterations, extensions, refurbishment and repairs) will only be supported where:</p> <ol style="list-style-type: none"> <li>a) They relate sensitively to the building and preserve or enhance its significance;</li> <li>b) The setting of Listed Buildings is preserved or enhanced to better reveal the significance of the asset; and</li> <li>c) Important views, both of and from, the Listed Building are protected; and,</li> <li>d) Less than substantial harm to the Listed Building is avoided, or where this is not possible, then any harm is clearly and convincingly justified, and demonstrated to be outweighed by public benefit, in accordance with the NPPF.</li> </ol> <p>I. Development proposals within the curtilage of a Listed Building should be sensitively designed and provide an appropriate site-specific response to:</p> <ol style="list-style-type: none"> <li>a) Preserve the integrity of the relationship between the Listed Building and its site and setting;</li> <li>b) Ensure there is no adverse impact on the future viability of the Listed Building.</li> </ol> <p><b>Scheduled Ancient Monuments</b></p> <p>J. Proposals for development or work that is expected to affect a Scheduled Ancient Monument will be assessed in consultation with Historic England and applications for planning permission should be submitted in parallel with applications for Scheduled Monument Consent.</p>	

Policy	Description	Likely Significant Effects
	<p>K. Archaeological investigation will be expected to be undertaken prior to the submission of an application. The results of this investigation should demonstrably inform the proposed development or works. Where consent is granted, conditions may be used to secure further detailed investigations and appropriate mitigation works, along with a programme of recording, interpretation and dissemination of evidence found during the investigations. Development will be expected to preserve significant archaeological remains in situ.</p> <p>L. Proposals that result in harm to the significance of a monument or its setting will be required to provide clear and convincing justification and demonstrate that the harm is outweighed by public benefit, in accordance with the NPPF.</p> <p><b>Registered Parks and Gardens and London Squares</b></p> <p>M. Development proposals will be expected to safeguard the features which form part of the special character or appearance of a Registered Park, Garden or Square. They should also ensure development does not detract from the layout, design, character, appearance and setting of the asset, or harm key views into and out of the space.</p>	
<p><b>Policy HE 3 – Non-designated Heritage Assets.</b></p>	<p><b>Locally listed buildings and other non-designated assets</b></p> <p>A. Development proposals will be supported where they preserve or enhance the significance of a locally listed building or other non-designated heritage asset, and the asset's setting. In particular, proposals for the sensitive retention, refurbishment and appropriate re-use of non-designated assets will be considered favourably.</p> <p>B. Proposals that unjustifiably harm the significance of a non-designated heritage asset and its setting will be strongly resisted.</p> <p>C. Non-designated heritage assets may be identified during the development management process, in line with Policy HE1 (Conserving and enhancing Lewisham's historic environment).</p> <p><b>Areas of Special Local Character</b></p> <p>D. Within Areas of Special Local Character development proposals will be expected to:</p> <ol style="list-style-type: none"> <li>a) Preserve the characteristics that contribute to the area's significance, including the spatial, architectural, townscape, landscape or archaeological distinctiveness;</li> </ol>	<p>No HRA Implications</p> <p>This policy is a design management policy with regards to protecting archaeology and areas of special local character within the borough</p>

Policy	Description	Likely Significant Effects
	<p>b) Secure the retention of unlisted buildings where these contribute positively to the local distinctiveness of the area; and</p> <p>c) Ensure development in its setting preserves the area's significance.</p> <p><b>Archaeology</b></p> <p>E. Proposals affecting archaeological interests will be assessed having regard to the impact on the significance of the archaeological asset and its setting. Development proposals should refer to the Greater London Historic Environment Record to assess the likelihood of archaeological deposits being present on a site. Known areas with high likelihood of archaeological deposits are identified as Archaeological Priority Areas (APAs).</p> <p>F. In order to ensure assets are appropriately identified and managed the council will:</p> <p>a) Require the necessary level of assessment, investigation and recording, in consultation with the Greater London Archaeological Advisory Service (GLAAS) for development proposals that affect, or have the potential to affect Lewisham's archaeological heritage; and</p> <p>b) Expect applicants to have sought pre-application advice from GLAAS before designing a programme of archaeological investigation.</p> <p>G. Proposals on sites that lie within or adjacent to an APA must be accompanied by an archaeological assessment. The assessment will be expected to identify and describe the significance of the archaeological interest of the site, including any contribution made by the archaeological setting of the site, and describe the impact of the proposed development on the archaeological resource. Where it is established that a further site-specific survey and/or intervention is necessary, proposals will be expected to submit a Written Scheme of Investigation which ensures adequate arrangements for:</p> <p>a) Investigation, recording, and archiving of assets of archaeological importance, whether of national or local importance;</p> <p>b) Seeking opportunities to integrate archaeological evidence into the development, including through design and interpretation material; and</p> <p>c) Public engagement, including dissemination of the findings to further understanding of the historic environment.</p> <p>H. Subterranean development outside the Borough's Archaeological Priority Areas must consider the potential for discovery of archaeological evidence. The site should be checked against the</p>	

Policy	Description	Likely Significant Effects
	<p>GLHER for archaeological potential, and this information should be submitted in a Planning Statement. Requirements for further investigation will be secured by condition where necessary.</p> <p>I. Priority should be given to the preservation and management of an archaeological asset and its setting in situ, commensurate with the significance of the asset. If this is not possible, sites should be excavated, deposits removed a report produced, significant finds archived and the results disseminated, as required by condition.</p> <p>J. Where remains unexpectedly come to light, the council will seek to ensure their preservation or recording in consultation with the applicant and/or developer.</p>	
<p><b>Policy HE 4 – Enabling Development</b></p>	<p>A. Proposals for enabling development that secure the future of a heritage asset, but would otherwise conflict with planning policies, will only be supported where it can be suitably demonstrated that:</p> <ul style="list-style-type: none"> <li>a) Will not materially harm the heritage values of the asset or its setting;</li> <li>b) Avoids detrimental fragmentation of management of the asset;</li> <li>c) Will secure the long-term future of the asset and, where applicable, its continued use for a sympathetic purpose;</li> <li>d) Is necessary to resolve problems arising from the inherent needs of the asset, rather than the circumstances of the present owner, of the purchase price paid;</li> <li>e) Is not otherwise viable owing to insufficient subsidy is not available from any other source; and,</li> <li>f) Is the minimum necessary to secure the future of the asset, and that its form minimises harm to other public interests.</li> </ul> <p>B. In addition to meeting the criteria of (A) above, proposals will only be acceptable where it is demonstrated that the public benefit of securing the future of the significance of the asset through such enabling development decisively outweighs the disbenefits of departing from planning policies.</p>	<p>No HRA Implication</p> <p>This policy regards enabling development of heritage assets.</p>
<p><b>Policy HO 1 – Meeting Lewisham’s Housing Needs</b></p>	<p>A. The council will work positively and proactively with stakeholders and development industry partners to facilitate a significant increase in the delivery of new homes to help meet Lewisham’s housing needs. Development Proposals must make the best use of land and optimise the capacity of housing sites in order to ensure:</p> <ul style="list-style-type: none"> <li>a. The draft London Plan minimum ten-year target of 16,670 net housing completions over the period 2020 to 2030 (or 1,667 net completions per year) is met and exceeded: and,</li> </ul>	<p>Potential HRA Implications requiring further consideration of LSE in the body of the report text.</p> <p>An increase in net new dwellings has the <u>potential</u> to cause a likely significant effect on any European sites should the dwellings be within the Zone of Influence.</p> <p>Potential Impact pathways include:</p>

Policy	Description	Likely Significant Effects
	<p>b. That delivery against Lewisham's Local Housing Need figure of 2,964 net housing completions per year is maximised.</p> <p>B. The council will keep under review the Local Plan strategic housing target. Where changes to London Plan policies are made, including the strategic borough-level housing targets, the local plan review process will be used to ensure Lewisham's local policies remain in general conformity with the London Plan.</p> <p><b>Increasing Housing Supply</b></p> <p>C. A carefully managed uplift in the delivery of housing development across the Borough, with priority given to genuinely affordable housing, will be achieved by:</p> <p>a) Directing new residential development to Opportunity Areas, strategic growth corridors, town centres and other well-connected and sustainable locations, consistent with the spatial strategy for the Borough, in line with Policy OL1 (Delivering an Open Lewisham);</p> <p>b) Allocating strategic sites for new housing development, including mixed-use development, and supporting proposals where they comply with the site allocation requirements and resisting proposals that are at odds with these;</p> <p>c) Facilitating the sensitive intensification of residential areas and supporting the development for small sites for housing, in line with Policy HO2 (Optimising the use of small sites);</p> <p>d) Undertaking a programme of housing estate maintenance, renewal and regeneration that ensures high quality housing provision, results in no net loss of affordable housing and delivers an uplift in affordable housing wherever possible;</p> <p>e) Ensuring that all development proposals optimise the capacity of sites, particularly for residential uses;</p> <p>f) Making the best use of the existing housing stock, including by using available tools to bring vacant units back into use and to regulate the use of homes for short-stay visitor accommodation; and</p> <p>g) Strongly resisting development that would result in the net loss of housing unless:</p> <p>i. It is suitably replaced at existing or higher densities with at least the equivalent level of new housing floorspace; or</p> <p>ii. The proposal is for strategic infrastructure that demonstrably meets an identified need and is necessary to support delivery of the spatial strategy for the Borough.</p> <p><b>Inclusive and mixed communities</b></p> <p>D. All proposals for residential development must contribute to inclusive and mixed communities across Lewisham. Development will be required to deliver an appropriate mix of housing within</p>	<ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality and resources</li> <li>• Air quality</li> </ul>

Policy	Description	Likely Significant Effects
	<p>the site and locality having regard to individual site circumstances (including location, character, and nature and scale of development proposed) along with:</p> <ul style="list-style-type: none"> <li>a) The strategic target for 50% of all new homes delivered in the Borough to be genuinely affordable;</li> <li>b) The required mix of tenure types for affordable housing, in line with Policy HO 3 (Genuinely affordable housing);</li> <li>c) The need for provision of a mix of unit sizes to meet local need, including the target unit size mix for affordable housing set out in the council's Housing Strategy;</li> <li>d) The need for provision of family housing units (3+ bedrooms), with an element of such provision expected to be delivered on schemes of 10 or more dwellings; and</li> <li>e) The delivery of sustainable neighbourhoods that are appropriately supported by community and other strategic infrastructure.</li> </ul> <p>E. Development proposals will be resisted where they comprise solely of studios and/or 1 bedroom, 1 person units, or result in an overconcentration of 1 or 2 bedroom units on a site or locality, unless it can be demonstrated that the provision:</p> <ul style="list-style-type: none"> <li>a) Is located in an area that benefits from good public transport accessibility; and</li> <li>b) Forms part of a larger development that includes appropriate provision for a wider mix of unit sizes, including family size units; or</li> <li>c) Is sited in a locality that benefits from good provision of larger and family size units, and would therefore provide for a better balance in the mix of unit sizes in the area; or</li> <li>d) Is the only housing format deliverable owing to site size or other development constraints, and where a studio unit is proposed, it is of an exceptional design quality.</li> </ul> <p><b>Housing choice</b></p> <p>F. To help ensure that local residents have access to a wide range of suitable housing provision, the council will:</p> <ul style="list-style-type: none"> <li>a) Seek that development delivers a wide range of genuinely affordable and other housing products, including market housing, to meet the needs of households of different sizes and income levels;</li> <li>b) Support proposals that are targeted to meeting the needs of specific groups including: families with children, older people, people with disabilities, students and vulnerable people;</li> <li>c) Promote and support innovative housing formats, such as modular housing, particularly where these address acute or specialist local housing needs;</li> </ul>	



Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>d) Support appropriate proposals for self-build or custom build housing, and seek to identify land to help facilitate such development where a need is clearly established; and</li> <li>e) Encourage developers and agents to market new housing units for sale or rent to existing local residents and workers before advertising them more widely to others.</li> </ul>	
<p><b>Policy HO 2 – Optimising the Use of Small Housing Sites</b></p>	<ul style="list-style-type: none"> <li>A. The development of small sites will play an important role in increasing housing supply in Lewisham and supporting provision for a wide range of high quality and affordable homes. Opportunities should be taken to optimise the capacity of small sites for new housing development across the Borough, including through:                             <ul style="list-style-type: none"> <li>a. Redevelopment of vacant and underused brownfield sites, and ancillary buildings such as garages;</li> <li>b. Residential conversions, having regard to Policy HO2.E below;</li> <li>c. Residential alterations and extensions, having regard to Policy QD10 (Building alterations, extensions and basement development); and</li> <li>d. Infill, backland, and garden land development, having regard to Policy QD11 (Infill and backland sites, garden land and amenity areas).</li> </ul> </li> <li>B. To help facilitate the appropriate development of small sites for housing, including through the sensitive intensification of existing buildings and sites, the council will prepare a suite of supplementary planning documents. Development proposals will be expected to have regard to this planning guidance, where relevant, and demonstrate how it has been used to inform the development through the design-led process.</li> <li>C. Development proposals for housing on small sites will be supported where they help to facilitate the delivery of the spatial strategy for the Borough and:                             <ul style="list-style-type: none"> <li>a. Are appropriately located for residential use;</li> <li>b. Are designed to a high quality standard with accommodation that meets the relevant standards for private internal and outdoor space, having particular regard to Policy HO5 (High quality housing design);</li> <li>c. Positively respond to local character, including historical character;</li> <li>d. Protect and enhance biodiversity and green infrastructure, and further maximise opportunities for urban greening;</li> <li>e. Contribute towards the delivery of affordable housing, in line with Policy HO3.J (Genuinely affordable housing);</li> <li>f. Protect and do not adversely impact on local amenity;</li> <li>g. Do not result in the loss of community infrastructure, having regard to Policy CI1 (Safeguarding and securing community infrastructure); and</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
	<p>h. Do not prejudice the delivery of strategic site allocations.</p> <p>D. Neighbourhood forums are strongly encouraged to identify locations and allocate sites appropriate for housing development, including small sites, within neighbourhood plans.</p> <p>Housing conversions</p> <p>E. In order to maintain a supply of housing suitable for families, proposals for the conversion of a single family dwelling, or self-contained unit with 3+ bedrooms, into smaller self-contained residential units (including flats) will only be supported where:</p> <ul style="list-style-type: none"> <li>a. The gross internal floor space of the existing dwelling is 130 sq. metres or greater;</li> <li>b. A family sized unit (3+ bedrooms) is re-provided, unless it is demonstrated that the property is not suitable for family accommodation due to environmental or other site constraints;</li> <li>c. All housing units benefit from a layout and configuration that is practical for residential occupation, and the development complies with other relevant policy requirements for housing and high quality design;</li> <li>d. In the situation garden land is available, access to this private amenity space is maintained for the existing family unit, and wherever possible, made accessible to residents in other units; and</li> <li>e. It is demonstrated that existing and additional demands for parking and servicing created by the development can be appropriately accommodated, having regard to other Local Plan policies, including Policy TR4 (Parking) and SD12 (Design to support the circular economy); and</li> <li>f. The development would not result in an adverse impact on local character and townscape.</li> </ul> <p>F. Proposals for the conversion of properties into Houses in Multiple Occupation will be considered against Policy HO 8 (Houses with Shared Facilities - Houses in Multiple Occupation).</p>	
<p><b>Policy HO 3 – Genuinely Affordable Housing</b></p>	<p>A. The strategic target is for 50 per cent of all new homes delivered in Lewisham to be genuinely affordable. The council will seek the maximum amount of genuinely affordable</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects
	<p>housing to be delivered on new housing developments. Proposals that deliver high quality affordable housing through the Fast Track Route, as detailed in HO3.F below, to achieve a minimum 35% affordable housing will be considered favourably.</p> <p>B. The affordable housing requirement will apply to all forms of conventional housing in the C3 Use Class, unsecured student accommodation and, where appropriate, specialist and supported accommodation. Affordable housing requirements for Purpose Built Student Accommodation are set out in Policy HO8 (Purpose Built Student Accommodation).</p> <p>C. Proposals involving new housing development will only be supported where the site capacity has been optimised and delivery of affordable housing maximised. The affordable housing requirement will also apply in circumstances where development has already been permitted and:</p> <ul style="list-style-type: none"> <li>a. New residential units are proposed which would result in an uplift in the overall number of units on the site of the extant permission; and</li> <li>b. Development is proposed on an adjacent site, which, by virtue of its layout, design and use, is functionally related to the extant permission and would result in an uplift in the overall number of units across the sites.</li> </ul> <p>D. Applicants will be expected to make all reasonable efforts to secure grant funding to deliver an increase in affordable housing beyond the level that would otherwise be achievable. The council will work positively with development industry partners to help identify opportunities to secure grant funding to deliver more genuinely affordable housing in Lewisham. Development proposals will be considered favourably where they demonstrably deliver the maximum viable amount of affordable housing whilst meeting the minimum threshold level of affordable housing without public subsidy, as set out in HO3.F, and secure grant funding to deliver provision of genuinely affordable housing additional to this level.</p> <p>Large sites</p> <p>E. Proposals for new housing development, including mixed-use schemes, with site capacity to accommodate 10 or more dwelling units must deliver the maximum amount of genuinely affordable housing, taking into account:</p> <ul style="list-style-type: none"> <li>a. Their contribution to the Borough's strategic affordable housing target, based on habitable rooms, subject to viability;</li> </ul>	<p>This policy is a design management policy which regards the levels of affordable housing within any residential development proposed. It does not allocate a quantum of residential dwellings.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>b. The need for provision of a mix of secure housing tenures, with the affordable component sought to be provided on the basis of a tenure split of 70 per cent genuinely affordable (social rent or London Affordable Rent) and 30 per cent intermediate (London Living Rent or shared ownership);</li> <li>c. The preferred housing size mix for genuinely affordable housing, as set out in the council’s Housing Strategy, or other supporting evidence;</li> <li>d. Availability of public subsidy; and</li> <li>e. Other planning benefits that may be achieved, having particular regard to the delivery of the spatial strategy for the Borough.</li> </ul> <p>F. A threshold approach to viability will be applied to major development proposals, in accordance with draft London Plan policy H6 (Threshold approach to applications), taking into account the different routes to affordable housing delivery (i.e. Fast Track Route and Viability Tested Route). In Lewisham, the threshold level of affordable housing on gross residential development, which is not on public sector land, is set at:</p> <ul style="list-style-type: none"> <li>a. A minimum of 35 per cent; or</li> <li>b. 50 percent for Strategic Industrial Locations and Locally Significant Industrial Sites where development would result in a net loss of industrial capacity.</li> </ul> <p>G. Where the Viability Tested Route is used and a viability assessment is submitted to support the level of affordable housing provision made by a proposal, this must be based on a standard residual valuation approach, with the benchmark existing use value of the land taken as the existing/alternative use value, in line with National Planning Practice Guidance. In order to ensure transparency in the planning process, the viability assessment will be required to be undertaken in line with the Mayor’s Affordable Housing and Viability SPG.</p> <p>H. To maximise affordable housing delivery and address economic uncertainties that may arise over the lifetime of a development proposal the use of ‘review mechanisms’ will be required, where appropriate, and implemented in line with the Mayor’s Affordable Housing and Viability SPG.</p> <p>I. In order to promote inclusive and mixed communities all new affordable housing provision should be delivered on-site. Off-site provision for major development proposals will only be considered in exceptional circumstances, where it can be demonstrated that:</p>	

Policy	Description	Likely Significant Effects
	<p>a. It is not practical or feasible to provide affordable housing on-site due to site development constraints;</p> <p>b. A higher level of affordable housing can be secured through provision on an alternative site;</p> <p>c. Off-site provision is necessary to better meet priority housing need, such as for affordable family housing;</p> <p>d. The provision will better support inclusive and mixed communities.</p> <p>Small sites</p> <p>J. Proposals for new housing developments delivering less than 10 dwelling units will be required to make a financial contribution towards the delivery of affordable housing, having regard to the council's Planning Obligations Supplementary Planning Document, or other guidance as appropriate. Proposals should seek to deliver on-site provision wherever practical and feasible, before considering the use of planning contributions to support the delivery of affordable housing off-site.</p> <p>K. Development proposals on small sites will also be considered against Policy HO3.C above. Affordable housing requirements for large sites will apply where 10 or more dwelling units are proposed on small housing sites, whether these units are brought forward on one site or together on multiple, functionally related sites.</p> <p>Inclusive and mixed communities</p> <p>L. In order to secure inclusive and mixed communities the council may seek to alter the tenure and/or mix of affordable housing provision on a case-by-case basis. In establishing the most appropriate level of provision for a site, proposals will be considered having regard to the existing levels of housing tenure and mix in the area (including extant permissions), along with development viability.</p> <p>M. All new affordable housing development must be designed to a high quality standard, having regard to other Local Plan policies. Development should be sensitively integrated into the site and its surroundings, with affordable housing units being indistinguishable from market units in terms of quality of design and materials, space standards, access and amenity provision. Where mixed tenure schemes are proposed, these will be</p>	

Policy	Description	Likely Significant Effects
	<p>required to ensure all residents of the development have access to amenities and communal spaces, including play spaces.</p> <p>Vacant Building Credit</p> <p>N. The application of the Vacant Building Credit (VBC) is not appropriate in Lewisham. The use of VBC will only be considered in limited circumstances, where applicants suitably demonstrate there are exceptional reasons why it is appropriate and the following criteria are met:</p> <ul style="list-style-type: none"> <li>a. The building is not in use at the time the application is submitted;</li> <li>b. The building is not covered by an extant or recently expired permission;</li> <li>c. The site is not protected for an alternative land use; and</li> </ul> <p>The building has not been made vacant for the sole purpose of redevelopment, as demonstrated by evidence showing that the building has been vacant for a minimum continuous period of five years and has been actively marketed for at least two years therein, at realistic local area prices.</p>	
<p><b>Policy HO 4 – Housing Estate Maintenance, Renewal and Regeneration</b></p>	<p>A. The maintenance, renewal and regeneration of Lewisham’s housing estates will play an important role in helping to ensure that neighbourhoods benefit from high quality living environments, housing is maintained at a decent standard and new genuinely affordable housing is delivered locally.</p> <p>B. Where strategic housing estate renewal and regeneration is proposed this will be carried out in consultation with existing residents and the local community, in line with the London Mayor’s Good Practice Guide to Estate Regeneration, in order to ensure:</p> <ul style="list-style-type: none"> <li>a. There is no net loss of affordable housing, and an uplift in genuinely affordable housing is delivered wherever possible;</li> <li>b. A range of high quality, genuinely affordable housing options are made available in the Borough;</li> <li>c. Existing and new residential units achieve the Decent Homes standard;</li> <li>d. The development is designed to a high quality standard and provides for demonstrable physical improvements to the housing estate and local area environment, consistent with other Local Plan policies; and</li> <li>e. Strong and inclusive communities can be better fostered and supported, with spaces and facilities that enhance opportunities for social interaction and integration.</li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
<p><b>Policy HO 5 – High Quality Housing Design</b></p>	<ul style="list-style-type: none"> <li>a) High quality design is integral to ensuring housing that meets the diverse and changing needs of Lewisham residents over their lifetimes. All new housing development should provide adequately-sized rooms and spaces with comfortable and functional layouts along with well-integrated amenities. This includes proposals for new-build housing development, changes of use, alterations and extensions.</li> <li>b) Proposals for new housing development must meet, and wherever possible seek to exceed, the housing standards set out in the London Plan, including the minimum standards for:               <ul style="list-style-type: none"> <li>a. Private internal space, having regard to:                   <ul style="list-style-type: none"> <li>i. Internal floor area and built-in storage area;</li> <li>ii. Bedroom size;</li> <li>iii. Ceiling height</li> </ul> </li> <li>b. Private outside space, having regard to:                   <ul style="list-style-type: none"> <li>i. Outside space adequate for the intended number of occupants;</li> <li>ii. Minimum depth and width of balconies or other private outdoor spaces;</li> </ul> </li> <li>c. Communal amenity space; and</li> <li>d. Children’s play space, having regard to Policy CI 3 (Play and informal recreation).</li> </ul> </li> <li>c) Development proposals for new housing must address the qualitative design aspects set out in draft London Plan Policy D4 (Housing quality and standards) and corresponding Table 3.2, covering the detailed considerations for:               <ul style="list-style-type: none"> <li>a. Layout, orientation and form;</li> <li>b. Outside amenity space; and</li> <li>c. Usability and ongoing maintenance.</li> </ul> </li> <li>d) Housing development should be designed to be inclusive, accessible and safe to all, having regard to the requirements of Policy QD2 (Inclusive and safe design).</li> <li>e) Housing development should protect and enhance amenity of building occupants, as well as that of adjoining site users and uses, in line with Policy QD7 (Amenity).</li> </ul>	<p>No HRA Implications</p> <p>This policy is a design management policy which requires that quality design is upheld in the developments by the developers to ensure that the housing stock meets the needs of the residence over their lifetimes.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>f) Housing development must be designed to be ‘tenure blind’ to ensure that houses across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards, access and amenity provision.</li> <li>g) Housing development should maximise the provision of dual aspect dwellings. Proposals for single aspect dwellings will be resisted and should only be considered in exceptional circumstances, where it can be suitably demonstrated that it will provide for a more appropriate design solution than a dual aspect dwelling, having particular regard to:                             <ul style="list-style-type: none"> <li>a. Building layout and orientation;</li> <li>b. Outlook for occupiers;</li> <li>c. Microclimate management including for heating, cooling and ventilation; and</li> <li>d. Amenity including adequate privacy and protection against exposure to odour, noise, light and air pollution.</li> </ul> </li> <li>h)</li> </ul>	
<p><b>Policy HO 6 – Accommodation for Older People</b></p>	<p>A. The housing needs of older people will be met mainly through conventional residential accommodation that is designed in a way that allows for easy adaptation to the different needs of users over their lifetime, whether through new build development or the appropriate retrofitting of existing units. Specialist older person’s accommodation and care home accommodation should supplement conventional housing to meet the varying requirements of Lewisham’s older resident population.</p> <p>Specialist older person’s accommodation</p> <p>B. Development proposals for specialist older person’s accommodation will be supported where they address an unmet local housing need and:</p> <ul style="list-style-type: none"> <li>a. Positively respond to the objectives in Lewisham’s Housing Strategy;</li> <li>b. Make provision for a mix of tenure types including affordable housing, in line with Policy HO3 (Genuinely affordable housing);</li> <li>c. Are sited at well-connected locations that are easily accessible to public transport, shops, services, leisure and community facilities appropriate to the intended occupiers;</li> <li>d. Are designed to a high quality standard with fit purpose accommodation and facilities suited to occupiers, staff and visitors, giving consideration to:                             <ul style="list-style-type: none"> <li>i. The level of independence of occupiers and corresponding level of managed care provision or support;</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>



Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>ii. Provision of accessible housing, in line with Policy QD2 (Inclusive and safe design);</li> <li>iii. Private, communal and public amenity space; and</li> <li>iv. Access and servicing arrangements, including for all types of vehicles expected to access the development.</li> </ul> <p>C. All proposals for specialist older person’s accommodation must demonstrate that residents will be sufficiently supported by community infrastructure (such as health and leisure facilities) that is easily accessible from the site, taking into account the mobility requirements of the intended occupants, and can cope with new demand arising from the development.</p> <p>D. Development proposals resulting in the net loss of floorspace for specialist older person’s accommodation will be resisted unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>a. There is a long-term surplus of the specific type of accommodation in Lewisham (i.e. there is no unmet local need); or</li> <li>b. Adequate replacement provision will be provided, whether on-site or elsewhere within the Borough; and</li> <li>c. The existing accommodation is not suitable to support the intended occupants in its current condition and/or is incapable of being maintained at an acceptable modern standard.</li> </ul> <p>E. Where the loss of specialist older person’s accommodation is acceptable in line with (D) above, development proposals will be expected to secure the re-provision of an equivalent amount of floorspace for residential use, including affordable housing, where appropriate.</p> <p>Care home accommodation</p> <p>F. Development proposals for care home accommodation will be supported where they are appropriately located and designed to a high quality standard, having regard to the requirements of HO6.B(c-d) and HO6.C. In addition, proposals must ensure that 100 per cent of habitable rooms are wheelchair accessible.</p> <p>G. Development proposals resulting in the net loss of floorspace for care home accommodation will be assessed having regard to the requirements of HO6.D and HO6.E.</p>	

Policy	Description	Likely Significant Effects
	<p>H. In order to ensure inclusive and mixed communities, development proposals must not result in a harmful overconcentration of care home accommodation within the locality.</p>	
<p><b>Policy HO 7 Supported Accommodation</b></p>	<p>A. Development proposals for supported accommodation (including residential hostels and secured accommodation) will be supported where they:</p> <ul style="list-style-type: none"> <li>a. Meet an identified need for the type of accommodation proposed;</li> <li>b. Do not result in the net loss of existing permanent accommodation;</li> <li>c. Make provision for a mix of tenure types including affordable housing, where appropriate, in line with Policy HO3 (Genuinely affordable housing);</li> <li>d. Contribute to mixed and balanced communities without leading to a proliferation or harmful overconcentration of this type of accommodation in the locality; and</li> <li>e. Are appropriately located and designed giving consideration to:                             <ul style="list-style-type: none"> <li>i. Accessibility to public transport, services and community facilities;</li> <li>ii. Intensity of use that is appropriate to the size of the development;</li> <li>iii. Accommodation and facilities that are suited to site occupiers and users, including arrangements for managed care or supervision, security and community safety; and</li> <li>iv. Protection of the amenity of adjoining and neighbouring uses.</li> </ul> </li> </ul> <p>B. Development proposals resulting in the net loss of floorspace for supported accommodation will be resisted unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>a. The specific type of accommodation is no longer required for the particular group or other relevant groups in need of supported housing; or</li> <li>b. Adequate replacement provision will be provided; and</li> <li>c. The existing accommodation is not suitable for the support or care of the intended occupants in its current condition and format and/or is incapable of being maintained at an acceptable standard.</li> </ul> <p>C. Where the loss of accommodation is acceptable in line with (B) above, development proposals will be expected to secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.</p> <p>D.</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
<p><b>Policy HO 8 – Purpose Built Student Accommodation</b></p>	<p>A. Development proposals for Purpose Built Student Accommodation (PBSA) will only be supported where they:</p> <ul style="list-style-type: none"> <li>a. Help to meet an identified strategic need for this type of housing, giving priority to local need;</li> <li>b. Ensure that the accommodation is secured for use by students, as demonstrated by an agreement with one or more specific higher education institutions;</li> <li>c. Make provision for affordable student accommodation, in line with draft London Plan Policy H17 (Purpose built student accommodation); and</li> <li>d. Do not compromise the delivery of the Borough’s strategic requirements for conventional housing.</li> </ul> <p>B. Development proposals for PBSA must be appropriately located:</p> <ul style="list-style-type: none"> <li>a. At well-connected sites that have good levels of public transport accessibility and are easy to access by walking and cycling;</li> <li>b. Within or at the edge of town centres, or other locations that benefit from good provision of shops, services, leisure and community facilities appropriate to the student population; and</li> <li>c. To support mixed and balanced communities:                             <ul style="list-style-type: none"> <li>i. Without leading to a proliferation or harmful overconcentration of student accommodation in the locality; and</li> <li>ii. Giving priority to sites located in proximity to the education institution(s) the development is intended to serve, or other higher education institutions in the Borough.</li> </ul> </li> </ul> <p>C. Development proposals for PBSA should be well-designed, sensitively integrated into the locality and ensure a high standard of amenity for student occupiers. All proposals will be expected to ensure:</p> <ul style="list-style-type: none"> <li>a. A high quality living environment with a functional layout, good-sized rooms and well integrated communal areas and facilities;</li> <li>b. Provision for wheelchair accessible accommodation, spaces and facilities, in line with Policy QD2 (Inclusive and safe design);</li> <li>c. Amenity considerations are integral to the design-led process (including for outlook, daylight and sunlight, noise impacts and ventilation);</li> <li>d. Adequate on-site cycle parking facilities;</li> <li>e. The accommodation is suitable for year-round occupation; and</li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>f. Protection of the amenity of adjoining and neighbouring uses.</li> <li>D. All development proposals for PBSA must be accompanied by a site management and maintenance plan, to be secured by planning condition.</li> <li>E. The loss of existing Purpose Built Student Accommodation will be resisted unless it can be suitably demonstrated that:                             <ul style="list-style-type: none"> <li>a. There is no local demand for student accommodation to serve the existing or another higher education institution; or</li> <li>b. Adequate replacement accommodation can be provided in an appropriate location accessible to the higher education institution it serves.</li> </ul> </li> <li>F. Where the loss of accommodation is acceptable in line with (E) above, development proposals will be expected to secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.</li> </ul>	
<p><b>Policy HO 9 – Housing with Shared Facilities (Houses in Multiple Occupation)</b></p>	<ul style="list-style-type: none"> <li>A. Development proposals for new housing with shared facilities (i.e. Houses in Multiple Occupation) (HMOs) in the Sui Generis Use Class will only be supported where they contribute to a beneficial mix and balance of uses within an area and:                             <ul style="list-style-type: none"> <li>a. Do not result in the loss of existing larger housing suitable for family occupation;</li> <li>b. Do not result in an overconcentration of HMOs in the area;</li> <li>c. Do not give rise to adverse impacts on the amenity of the surrounding properties and neighbourhood, including cumulative impacts taking account of other HMOs in the area;</li> <li>d. Are appropriately located in areas of good transport accessibility; and</li> <li>e. Are well-designed and provide high quality accommodation that satisfies the relevant standards for HMOs along with other Local Plan policies, including for internal space standards and amenity space provision.</li> </ul> </li> <li>B. Development proposals for small HMOs in the C4 Use Class (i.e. 3 to 6 unrelated people) within any area covered by an Article 4 Direction will only be permitted where they contribute to a beneficial mix and balance of uses within an area and:                             <ul style="list-style-type: none"> <li>a. The gross original internal floorspace of the existing dwelling is 130 sq. metres or greater; and</li> <li>b. The requirements of (A)(b-e) above are satisfied.</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
	<p>C. Development proposals that result in the loss of an HMO, or the self-containment of any part of an HMO, will be resisted unless it can be suitably demonstrated that:</p> <ul style="list-style-type: none"> <li>a. The existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; and</li> <li>b. Adequate replacement provision can be secured within the Borough, having regard to the requirements of (A) above, with no net loss in HMO floorspace; or</li> <li>c. Any replacement use includes an element of residential provision that meets an acute local housing need, particularly genuinely affordable housing, with at least the equivalent amount of residential floorspace re-provided.</li> </ul> <p>Large-scale purpose built shared living accommodation</p> <p>D. Large-scale purpose-built shared living accommodation in the Sui Generis Use Class will generally be resisted as this type of use compromises opportunities to deliver conventional housing in the Borough. Development proposals will only be permitted where it is suitably demonstrated that:</p> <ul style="list-style-type: none"> <li>a. They meet an identified local need for the type of housing proposed;</li> <li>b. Private residential units within the development are demonstrably not accommodation in the C3 Use Class;</li> <li>c. There is adequate provision of communal facilities and services suited to the intended occupiers;</li> <li>d. They are appropriately located and designed to a high quality standard, having regard to the requirements of (A) above;</li> <li>e. The development will be suitably managed and maintained over its lifetime, as evidenced by a management plan;</li> <li>f. Minimum tenancy lengths are available to occupants; and</li> <li>g. A cash-in-lieu contribution is made towards affordable housing in the C3 Use Class.</li> </ul>	
<p><b>Policy HO 10 – Self-build and Custom-build Housing</b></p>	<p>A. The council will seek to identify sites to help meet identified need for, and facilitate development of, self-build and custom-build housing particularly where this will improve access to affordable housing for local residents.</p> <p>B. Development proposals for self-build or custom-build housing will be supported where a local need for this type of provision is clearly established and they:</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. Make the optimal use of land for residential development in contributing to the delivery of the Borough’s strategic housing target, with a density level that is appropriate to the site having regard to Policy QD 8 (Residential design and density);</li> <li>b. Make provision for affordable housing in line with Policy HO 3 (Genuinely affordable housing);</li> <li>c. Are appropriately located, designed to a high quality standard (including sustainable design principles), integrate adequate amenity space and make a positive contribution to the neighbourhood in which they are situated, consistent with other Local Plan policies.</li> </ul> <p>C. Proposals for self-build or custom-build housing should demonstrate how the design-led process has informed the development, and clearly identify whether there are any elements of that may be change or become adapted owing to the unique nature of the design and construction process.</p> <p>D.</p>	
<p><b>Policy HO 11 – Gypsy and Traveller Accommodation</b></p>	<ul style="list-style-type: none"> <li>A. The council will assess the accommodation needs of Lewisham’s gypsy and traveller community. Where there is a demonstrated local need for this type of provision, it will be addressed in a Gypsy and Traveller Site Local Plan and/or through a future review of the Local Plan and associated site allocation policies.</li> <li>B. All proposals for gypsy and traveller accommodation, including the development of new sites and pitches, must meet the following requirements: <ul style="list-style-type: none"> <li>a. Suitable provision of basic amenities including for water, sewerage/drainage, energy and waste management;</li> <li>b. Safe and reasonably convenient access to and from the main road network;</li> <li>c. Acceptable arrangements for all vehicles likely to use the site, including emergency service vehicles (giving consideration to access, parking, turning and service requirements);</li> <li>d. Reasonable access to local shops, services and community facilities having particular regard to education and health services;</li> <li>e. The provision is well integrated into the locality with a satisfactory layout and standard of facilities, including pitches, hardstanding, amenity blocks, open space and play areas; and</li> <li>f. Development must not result in unacceptable adverse impacts on the safety and amenity of site occupants and neighbouring properties.</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
<b>Policy EC 1 – A Thriving and Inclusive Local Economy</b>	<p>g.</p> <p>A. Everyone should have access to high quality education, training and job opportunities. The council will help to build a thriving and inclusive local economy by attracting and generating inward investment, including by:</p> <ul style="list-style-type: none"> <li>a. Promoting and strengthening Lewisham’s role in the London economy, including by supporting sectors of local importance, such as the cultural, creative and digital industries;</li> <li>b. Working with stakeholders to deliver strategic infrastructure (including transport, digital and communications infrastructure) that better enables residents and businesses to access economic opportunities across the Borough and further afield;</li> <li>c. Safeguarding and making provision for vibrant and attractive employment locations, including town centres, that accommodate a wide range of uses and workspaces which are well-suited to the needs of modern business;</li> <li>d. Ensuring new employment development is designed to a high quality standard and contributes to integrated place making;</li> <li>e. Securing lower-cost and affordable workspace, and coordinating with specialist providers to ensure this is appropriately managed; and</li> <li>f. Providing residents with good access to high quality education, skills and employment training opportunities.</li> </ul> <p>Cultural and creative industries</p> <p>B. The cultural and creative industries (including education and training facilities that support and are associated with these industries) contribute to the diversity and distinctiveness of Lewisham’s neighbourhoods and play an important role in the local economy. Development proposals should help facilitate the continued growth and development of these industries by:</p> <ul style="list-style-type: none"> <li>a. Protecting existing cultural venues and uses, including by having regard to policy QD7 (Amenity and agent of change);</li> <li>b. Making provision for new cultural venues, workspace and performance space in town centres and other appropriate locations, particularly in major development proposals and large-scale regeneration schemes;</li> <li>c. Designing public realm with spaces that can be adapted to support civic and cultural events, including outdoors, in line with Policy QD3 (Public realm and connecting places);</li> </ul>	<p>No HRA Implications</p> <p>Although this policy supports infrastructure and the promotion of cultural industries. The policy is more of a design management policy ensuring the development of these industries and the appropriate infrastructure is designed to a high-quality standard and provides residents of the borough to high quality education, skills and employment training opportunities</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>d. Considering the use of vacant properties and land for temporary pop-up or meanwhile uses for cultural and creative activities, having regard to Policy EC 22 (Meanwhile uses); and</li> <li>e. Facilitating the provision of high quality, fast and reliable digital infrastructure, in line with Policy TR7 (Digital and communications infrastructure and connectivity).</li> </ul> <p>C. The Lewisham North Creative Enterprise Zone (CEZ) is designated in the Local Plan. Development proposals will be expected to support and, where appropriate, contribute to enhancing the cultural and creative industries within the CEZ, in line with Policy LNA3 (Lewisham North Creative Enterprise Zone).</p>	
<p><b>Policy EC 2 – Protecting Employment Sites and Delivering New Workspace</b></p>	<ul style="list-style-type: none"> <li>A. Employment sites and floorspace in Lewisham’s employment land hierarchy (as set out in <b>Table X</b> below) will be safeguarded for commercial and industrial uses. Proposals for new development should be commensurate with the type and function of land and sites within this hierarchy.</li> <li>B. There is a forecast need for 21,800 square metres of net additional employment floorspace (Use Class B1) in the Borough up to 2038. This need will be met by: <ul style="list-style-type: none"> <li>a. Within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), retaining industrial capacity (ensuring no net loss of floorspace capacity and operational yard space capacity) along with intensifying employment development, including by facilitating the co-location of employment and other compatible uses through the plan-led process;</li> <li>b. Facilitating the delivery of new modern workspace through the comprehensive regeneration of Mixed-use Employment Locations (MEL);</li> <li>c. Maximising opportunities for new and enhanced employment provision, including through mixed-use development in town and edge-of-centre locations and non-designated employment sites;</li> <li>d. Resisting the redevelopment of employment land and sites where proposals consist solely or predominantly of storage and warehousing uses; and</li> <li>e. Refusing development proposals that would result in a net loss of viable employment land and floorspace, having regard to other Local Plan policies.</li> </ul> </li> </ul> <p>Strategic Industrial Locations</p>	<p>Potential HRA Implications requiring further consideration of likely significant effects in the body of the report</p> <p>An increase in employment space has the <i>potential</i> to cause likely significant effects with regards to air quality pathways through an increase in journeys to work past European sites.</p>



Policy	Description	Likely Significant Effects																
	<p>C. Development proposals on sites within Strategic Industrial Locations must not adversely impact on the functional integrity of the SIL or prejudice the continued operation of commercial and industrial uses on the site or within the employment area.</p> <p>D. Proposals for the co-location of employment and other compatible uses will only be supported at selected SIL sites, and where it can be suitably demonstrated that the requirements of draft London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution), and other relevant Local Plan policies, are satisfied. Further detailed requirements are set out in the corresponding site allocation policies for the following sites:</p> <ul style="list-style-type: none"> <li>a. Apollo Business Centre (Surrey Canal Road SIL)</li> <li>b. Trundleys Road (Surrey Canal Road SIL)</li> <li>c. Evelyn Court (Surrey Canal Road SIL)</li> <li>d.</li> </ul> <table border="1" data-bbox="607 708 1525 1382"> <thead> <tr> <th colspan="4" data-bbox="607 708 1525 751">Lewisham's Employment Land Hierarchy</th> </tr> <tr> <th data-bbox="607 751 804 796">Type</th> <th data-bbox="804 751 922 796">Ref</th> <th data-bbox="922 751 1189 796">Location</th> <th data-bbox="1189 751 1525 796">Function</th> </tr> </thead> <tbody> <tr> <td data-bbox="607 796 804 1195">Strategic Industrial Location</td> <td data-bbox="804 796 922 1195">SIL</td> <td data-bbox="922 796 1189 1195">Bromley Road  Surrey Canal Road (including Bermondsey Dive Under - new)</td> <td data-bbox="1189 796 1525 1195">London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of the regional economy. Protected for a wide range of commercial, industrial and related uses, in accordance with the London Plan.</td> </tr> <tr> <td data-bbox="607 1195 804 1382">Locally Significant Industrial Site</td> <td data-bbox="804 1195 922 1382">LSIS</td> <td data-bbox="922 1195 1189 1382">Blackheath Hill Childers Street West Clyde Vale Endwell Road</td> <td data-bbox="1189 1195 1525 1382">Lewisham's main local concentrations of commercial and industrial uses, which perform a niche role to support the</td> </tr> </tbody> </table>	Lewisham's Employment Land Hierarchy				Type	Ref	Location	Function	Strategic Industrial Location	SIL	Bromley Road  Surrey Canal Road (including Bermondsey Dive Under - new)	London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of the regional economy. Protected for a wide range of commercial, industrial and related uses, in accordance with the London Plan.	Locally Significant Industrial Site	LSIS	Blackheath Hill Childers Street West Clyde Vale Endwell Road	Lewisham's main local concentrations of commercial and industrial uses, which perform a niche role to support the	
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Locally Significant Industrial Site	LSIS	Blackheath Hill Childers Street West Clyde Vale Endwell Road	Lewisham's main local concentrations of commercial and industrial uses, which perform a niche role to support the															

Policy	Description			Likely Significant Effects	
			Evelyn Street Lower Creekside Malham Road - (with 118 Stansted Road) Manor Lane Molesworth Street Perry Vale Stanton Square Willow Way Worsley Bridge Road	functioning of the sub-regional and local economy. They provide workspace for micro, small and medium sized businesses, including in the cultural, creative and digital industries. Protected for commercial and industrial uses, with priority given to Class B1 commercial and light industrial uses.	
	Mixed-use Employment Location	MEL	Arklow Road Childers Street East Convoys Wharf Grinstead Road Oxestalls Road Plough Way Sun and Kent Wharf Surrey Canal Triangle	Larger redundant and/or underused industrial sites where plan-led, mixed-use redevelopment is permitted to support strategic regeneration objectives in Lewisham. New, modern workspace delivered through redevelopment is protected.	
	Non-designated employment site	Not Applicable	Dispersed throughout Borough	Smaller commercial and industrial sites scattered across Lewisham, mainly serving local economic catchments, which collectively form an important component of	

Policy	Description	Likely Significant Effects
	<p>the Borough's industrial land capacity.</p>	
<p><b>Policy EC 3 – Location and Design of New Workspace</b></p>	<p>A. Proposals for new employment development should be directed to sites in Lewisham's employment land hierarchy, as set out in Policy EC2 (Protecting employment sites and delivering new workspace). If suitable sites are not available within these areas, then proposals should be directed to appropriate town or edge-of-centre locations, and other highly accessible locations.</p> <p>B. New employment development will only be supported outside of designated employment areas and town centres where it is demonstrated that there are no suitable sites available for the proposed use. The appropriateness of a proposal will be assessed having regard to:</p> <ul style="list-style-type: none"> <li>a. Its contribution to the delivery of the spatial strategy for the Borough;</li> <li>b. Accessibility including by walking, cycling and public transport;</li> <li>c. Compatibility of the proposed use with the adjoining and neighbouring land uses; and</li> <li>d. Whether the employment floorspace provision is for temporary use.</li> </ul> <p>C. All new employment development must provide high quality, purpose built floorspace designed for commercial and industrial uses. Proposals will be expected to make a demonstrable improvement in the site's suitability for accommodating employment generating uses with particular consideration given to:</p> <ul style="list-style-type: none"> <li>a. Type of floorspace provided and the expected job density arising from this typology;</li> <li>b. Provision of an appropriate full internal fit out, including connection-ready high speed broadband;</li> <li>c. Provision of flexible space that can be adapted to the needs of different end users, including for micro, small and medium-sized businesses;</li> <li>d. Site layout and design, with appropriate access and adequate space for the operational and servicing requirements of businesses;</li> <li>e. Environmental improvements, including high quality public realm; and</li> <li>f. Integrated place making, with particular consideration given to the development's interface and compatibility with adjoining and neighbouring uses, and protection of local amenity.</li> </ul> <p>D. Development proposals for self-contained live-work units will be strongly resisted.</p>	<p>No HRA Implications</p> <p>This policy regards the design of any employment sites bought forward and sets out the criteria by which these sites will be supported. The policy does not allocate any sites or a quantum of employment space.</p>

Policy	Description	Likely Significant Effects
<b>Policy EC 4 – Providing Suitable Business Space and Affordable Workspace</b>	<p>A. Development proposals incorporating business space should ensure that provision is made for suitable types and sizes of units, at an appropriate range of rents, particularly to meet the needs of micro, small and medium sized businesses, including start-ups.</p> <p>B. Development proposals that incorporate an element of affordable workspace, at rents maintained below the market rate, for specific types of social, cultural or economic uses will be considered favourably.</p> <p>C. Where there is existing provision of low-cost or affordable workspace on-site, proposals should seek to retain or re-provide this in any future redevelopment, also taking into account the specific circumstances set out in (C) below and Policy LNA3 (Lewisham North Creative Enterprise Zone).</p> <p>D. Within the following locations, where there is existing provision of affordable workspace on-site, proposals will be required to retain or re-provide this workspace in any future redevelopment unless it can be demonstrated that the affordable workspace has been provided on a temporary basis pending the redevelopment of the site:</p> <ol style="list-style-type: none"> <li>a. Designated employment areas (i.e. SIL, LSIS and MEL);</li> <li>b. Major and District town centres;</li> <li>c. The Creative Enterprise Zone; and</li> <li>d. Railway arches.</li> </ol> <p>1.1. New major commercial development, including major mixed-use development incorporating commercial floorspace, will be required to provide at least 10% of new employment floorspace as affordable workspace. This should be provided on site wherever feasible. Further details will be set out in the council's Planning Obligations Supplementary Planning Document.</p> <p>E. Where new affordable workspace is provided this must be secured for a specified period agreed with the council, with suitable arrangements in place to ensure the workspace is appropriately managed over this time. Affordable workspace will be secured by way of legal agreements or planning obligations.</p> <p>F.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy regarding the level of affordable business units and the range of business units provided.</p>
<b>Policy EC 5 – Locally Significant Industrial</b>	<p>A. Locally Significant Industrial Sites will be protected for a range of Class B Uses (B1, B2 and B8) along with appropriate Sui Generis uses, with priority being given to Class B1</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects
<b>Sites (LSIS) – Formerly LEL</b>	<p>uses. Development proposals should ensure that there is no net loss of industrial capacity within these locations, and seek to deliver net gains wherever possible.</p> <p>B. Within LSIS locations, proposals for self-storage and larger format storage and warehousing facilities will only be supported in exceptional circumstances where:</p> <ol style="list-style-type: none"> <li>a. There is a demonstrable local need for this type of use;</li> <li>b. The use cannot be reasonably located in a Strategic Industrial Location; and</li> <li>c. The development will include provision of an element of floorspace for micro, small or medium-sized businesses.</li> </ol> <p>C. The co-location of employment and other compatible uses will only be supported at selected LSIS locations. This is in order to secure the long-term viability of LSIS sites and to help facilitate their renewal and regeneration. Proposals should not compromise the functional integrity of the LSIS as an employment location. Further development requirements are set out in site allocation policies for the following sites:</p> <ol style="list-style-type: none"> <li>a. Blackheath Hill</li> <li>b. Childers Street North</li> <li>c. Clyde Vale</li> <li>d. Lower Creekside</li> <li>e. Manor Lane (Part)</li> <li>f. Molesworth Street</li> <li>g. Perry Vale</li> <li>h. Stanton Square</li> <li>i. Willow Way</li> <li>j. Worsley Bridge Road</li> </ol> <p>D. Proposals for the co-location of uses on LSIS sites listed in (C) above which result in the net loss of industrial capacity will be strongly resisted and only permitted in exceptional circumstances, where the proposal:</p> <ol style="list-style-type: none"> <li>a. Suitably demonstrates that the loss is necessary for reasons of feasibility, and the amount of industrial capacity has been minimised as much as reasonably practical, including through evidence of a development options appraisal considered through the design-led process;</li> <li>b. Will not compromise the functional integrity of the LSIS or preclude the delivery of the spatial strategy for the borough;</li> <li>c. Delivers wider public benefit(s) to overcome the loss of industrial capacity; and</li> </ol>	<p>Although the policy supports new development the policy is more for the protection of existing sites with any new allocated sites within the site allocation policies therefore, this policy can be screened out.</p>

Policy	Description	Likely Significant Effects
	<p>d. Makes provision of at least 50 per cent affordable housing on the residential element of the development.</p> <p>E. For LSIS locations listed in (B) above, where an approved site-wide masterplan is not in place, proposals for non-employment uses will be assessed against the criteria in (F) and (G) below, which also apply to all proposals for all other LSIS locations (i.e. not listed in (B) above).</p> <p>F. Within LSIS proposals for non-employment uses (i.e. those outside of the B Use Class) will only be supported where they:</p> <ul style="list-style-type: none"> <li>a. Are not residential uses;</li> <li>b. Are complementary and ancillary to the principal function of the LSIS in accommodating commercial and industrial uses;</li> <li>c. Are necessary to support the long-term viability of the LSIS as an employment location, including through provision of services and facilities that meet the needs of modern business;</li> <li>d. Will not adversely impact on the functional integrity of the LSIS or prejudice the continued operation of commercial and industrial uses on the site or within the employment area;</li> <li>e. Do not result in an overconcentration of similar uses in the LSIS and its immediate surrounds; and</li> <li>f. Will not compromise the delivery of strategic requirements for employment floorspace, having regard to the proposal's individual and cumulative impact.</li> </ul> <p>G. Within LSIS, proposals for strategic infrastructure will be acceptable where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>a. The infrastructure is necessary to support the delivery of the spatial strategy for the Borough;</li> <li>b. The use is appropriate to the industrial location and will not adversely impact on the functional integrity of the LSIS or prejudice the continued operation of commercial and industrial uses on the site or within the employment area; and</li> <li>c. The loss of industrial capacity has been minimised as much as reasonably practical, and efforts have replace any such losses.</li> </ul>	

Policy	Description	Likely Significant Effects
<b>Policy EC 6 – Mixed-use Employment Locations (MEL)</b>	<p>A. The comprehensive redevelopment of Mixed-use Employment Locations will be supported in order to facilitate their renewal and regeneration and to secure provision of new modern workspace. All development within MELs must be delivered in accordance with relevant site allocation policies and a site-wide masterplan. Development proposals will be expected to provide demonstrable improvements in the overall physical and environmental quality of the MEL, and ensure that new development is well integrated with adjoining and neighbouring land uses.</p> <p>B. All new development will be expected to protect and enhance the employment generating function of MEL land. Development proposals will be required to maximise the amount of Class B1 employment floorspace through site redevelopment, along with providing a demonstrable and significant uplift in the number and quality of jobs. Proposals will be expected to make provision for new modern workspace and associated operational land (including yard space) and to ensure that this element is appropriately integrated within the MEL and its surrounding area.</p> <p>C. Where the comprehensive development of an MEL, or a site within the MEL, has been delivered through the masterplan process, all future proposals involving the redevelopment or change of use of land and floorspace must:</p> <ol style="list-style-type: none"> <li>a. Retain, and wherever possible seek to increase, the proportion of industrial capacity (including Class B floorspace) across the MEL, as originally approved in the masterplan; and</li> <li>b. Ensure there is no net loss of existing industrial capacity.</li> </ol>	<p>No HRA Implications</p> <p>Although the policy supports new development the policy is more for the protection of existing sites with any new allocated sites within the site allocation policies therefore, this policy can be screened out.</p>
<b>Policy EC 7 – Non-designated Employment Sites</b>	<p>A. Non-designated employment sites make an important contribution to Lewisham’s local economy by providing workspace for businesses and job opportunities. New development should not result in the net loss of viable industrial capacity on such sites.</p> <p>B. To ensure the continued viability of non-designated employment sites, proposals for employment-led, mixed-used development will be supported where a site is within a highly accessible location, or the site forms part of a cluster of commercial, industrial and/or other employment generating uses, and the development:</p> <ol style="list-style-type: none"> <li>a. Maximises the amount of industrial capacity provided, including employment floorspace;</li> </ol>	<p>No HRA Implications</p> <p>Although the policy supports new development the policy is more for the protection of existing sites with any new allocated sites within the site allocation policies therefore, this policy can be screened out.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>b. Provides demonstrable improvements in the site’s suitability for continued employment use, having particular regard to Policy EC3.C (Location and design of new workspace);</li> <li>c. Does not compromise the employment generating function of the site and any adjoining or nearby sites, particularly where they form part of a complementary cluster of uses;</li> <li>d. Ensures appropriate protection of amenity both for the users of the development and neighbouring properties; and</li> <li>e. Secures the provision of affordable housing for any residential element introduced, in line with Policy H3 (Genuinely affordable housing).</li> </ul> <p>C. On all other non-designated employment sites (i.e. those which fall outside the location requirements in (B) above) development should not result in the loss of viable industrial capacity, unless it can be demonstrated that the building or site is not suitable for continued business use having regard to:</p> <ul style="list-style-type: none"> <li>a. Feasible alternative commercial, industrial and/or employment generating uses;</li> <li>b. The condition of the existing building(s) and reasonable options for the refurbishment and/or reconfiguration of floorspace to enable continued occupation by employment generating uses;</li> <li>c. Site constraints including layout, access and compatibility with neighbouring uses;</li> <li>d. Long-term vacancy; and</li> <li>e. Evidence of recent and continuous marketing, covering a minimum period of 24 months and at an appropriate rental or sale value.</li> </ul> <p>D. On sites where the introduction of a residential element is acceptable in line with (C) above, proposals will be required to secure the provision of affordable housing, in line with Policy H3 (Genuinely affordable housing).</p> <p>E. Where proposals involve the loss of employment land and floorspace a financial contribution towards training or other employment related initiatives will be sought, in line with Policies EC9 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).</p>	



Policy	Description	Likely Significant Effects
<p><b>Policy EC 8 – Railway Arches</b></p>	<p>A. Development proposals involving railway arches will be supported where:</p> <ul style="list-style-type: none"> <li>a. The principal use is for an appropriate commercial or industrial use, or otherwise for an operational use associated with the railway;</li> <li>b. They do not obstruct or have an adverse impact on the public highway and railway network;</li> <li>c. They have fully investigated and maximised opportunities to improve accessibility in the local area, including connections through the arches, where appropriate;</li> <li>d. The design of development is appropriate to its setting, including positive frontages in town centre locations; and</li> <li>e. Existing lower-cost or affordable workspace is retained or re-provided, in line with Policy EC4 (Providing suitable business space and affordable workspace).</li> </ul> <p>B. Proposals involving the comprehensive redevelopment of sites that include, or are adjacent to, railway arches will be expected to address the use of the arches through the masterplan process.</p> <p>C.</p>	<p>No HRA Implication</p> <p>Although this policy supports development of sites involving railway arches. This policy does not allocate sites or a quantum of development, merely sets out the criteria of where a development would be supported.</p>
<p><b>Policy EC 9 – Workplace Training and Job Opportunities</b></p>	<p>A. To support objectives for delivering an inclusive local economy, new development is encouraged to actively source local business, recruit local workers and make available job and training opportunities to Lewisham residents.</p> <p>B. All proposals for major development will be required to provide job and training opportunities to Lewisham residents, including apprenticeships. This will be secured by way of conditions or planning contributions.</p> <p>C. Development proposals involving a net loss of employment floorspace in designated employment locations and non-designated employment sites will be resisted, unless such loss is part of a plan-led process of employment land consolidation. Where new development results in a net loss of employment floorspace, contributions will be sought towards local employment and training initiatives, to be secured through conditions or planning contributions.</p>	<p>No HRA Implications</p> <p>This policy is to encourage businesses to provide training opportunities and apprenticeships to residents of the borough.</p>

Policy	Description	Likely Significant Effects
<b>Policy EC 10 – Town Centres at the Heart of Our Communities</b>	<p>A. Town centres are at the heart of Lewisham’s communities and focal points for retail, commercial, cultural, leisure, and civic activities. Town centres will be positively managed in order to ensure they are attractive and lively places that are resilient to future challenges, particularly those presented by new technology and changes in consumer behaviour.</p> <p>B. The long-term vitality and viability of Lewisham’s town centres will be secured by:</p> <ol style="list-style-type: none"> <li>a. Focussing future growth and investment within and around them, particularly to strengthen connections to surrounding neighbourhoods;</li> <li>b. Maintaining and enhancing their distinctive features and characteristics where these make a positive contribution to the locality, including their built form, historic and cultural character;</li> <li>c. Ensuring they are safe and healthy places that are accessible to all, with high quality public realm that encourages street level activity along with opportunities for social interaction and relaxation;</li> <li>d. Delivering an appropriate mix and balance of uses in order to attract businesses and visitors, including provision of a wide range of workspaces and premises to accommodate a variety of shops, services and facilities; and</li> <li>e. Promoting town centres as vibrant places of daytime, evening and night-time activities.</li> <li>f.</li> </ol>	<p>No HRA Implications</p> <p>This policy regards design and development management of town centres to ensure they are attractive and lively places.</p>
<b>Policy EC 11 – Town Centre Network and Hierarchy</b>	<p>A. All new development must support and reinforce Lewisham’s town centre network and hierarchy. Proposals will be required to demonstrate how they will enhance town centre vitality and viability, commensurate with the role and function of the centre, in accordance <b>Table X</b> below.</p> <p>B. Development proposals for main town centre uses should be directed to centres within Lewisham’s town centre hierarchy. They should also support the appropriate distribution of these uses in order to meet the Borough’s future need for 5,300 net additional square metres of retail floorspace over the ten year period 2020-2030. The majority of new retail floorspace will be accommodated in Lewisham and Catford town centres.</p> <p>C. Development of Lewisham town centre and its surrounds will be proactively managed in order to secure its future reclassification as a Metropolitan centre. This includes</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects																		
	<p>supporting investment and facilitating delivery of strategic infrastructure necessary to ensure the centre can effectively serve a local and wider sub-regional catchment.</p>																			
	<p>D. The council will seek to resist proposals for new out-of-centre retail uses, including retail parks. It will investigate the role and function of existing out-of-centre retail sites in order to identify future opportunities to optimise site potential in supporting the spatial strategy and delivering sustainable communities in the Borough.</p>																			
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Policy	Description	Likely Significant Effects
<b>Policy EC 12 – Location of New Town Centre Development</b>	<ul style="list-style-type: none"> <li>A. A ‘town centres first’ approach should be applied when considering the location of new retail, commercial, leisure and cultural uses (i.e. main town centre uses).</li> <li>B. Within Major, District and Local Centres development proposals for new retail, commercial, leisure and cultural uses will be supported where they:               <ul style="list-style-type: none"> <li>a. Are compatible with the scale, role, function and character of the centre and its catchment;</li> <li>b. Sustain and enhance the vitality and viability of the centre; and</li> <li>c. Positively respond to the delivery of the spatial strategy for the Borough.</li> </ul> </li> <li>C. Only where it is demonstrated that suitable sites are not available within designated centres will the council consider proposals for new retail, commercial, leisure and cultural uses at edge-of-centre locations, or if no suitable edge-of-centre sites are available, at out-of-centre locations.</li> <li>D. Retail impact assessments will be required on proposals for main town centre uses of 500 square metres gross floorspace or more at edge-of-centre and out-of-centre locations. Assessments must demonstrate that:               <ul style="list-style-type: none"> <li>a. There is an identified need for the amount and type of floorspace proposed; and</li> <li>b. The proposal, either by itself or in combination with other existing, committed or planned development, will not adversely impact on the vitality and viability of Lewisham’s town centre network and hierarchy and its wider catchment.</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<b>Policy EC 13 – Optimising the Use of Town Centre Land and Floorspace</b>	<ul style="list-style-type: none"> <li>A. Development proposals should optimise the use of land and floorspace within town centres by:               <ul style="list-style-type: none"> <li>a. Delivering new mixed-use schemes on individual sites and through comprehensive redevelopment of multiple sites, where appropriate;</li> <li>b. Investigating opportunities for the reuse and reconfiguration of existing space, or the provision of new additional space above shops and commercial premises; and</li> <li>c. Avoiding designs that comprise of single-storey development.</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>B. Within town centres proposals for new mixed-use development, including development involving the expansion, reuse or reconfiguration of existing floorspace, will be considered having regard to:</p> <ul style="list-style-type: none"> <li>a. The role and function of the centre;</li> <li>b. Impact on town centre vitality and viability;</li> <li>c. Compatibility of the proposed use with adjoining and neighbouring uses, both in terms of land use and character; and</li> <li>d. Compliance with other policies.</li> </ul> <p>C. Subject to (A) and (B) above, where a proposal includes a residential use the development must:</p> <ul style="list-style-type: none"> <li>a. Not adversely impact on the function, appearance and character of the town centre, including its shopping and other frontages; and</li> <li>b. Provide adequate access arrangements for all of the building occupiers including separate secured access for the residential element.</li> </ul> <p>D. Development proposals involving existing retail and commercial units should ensure ancillary floorspace that is integral to business operations (such as space for storage and back-office functions) is not compromised or lost.</p>	
<p><b>Policy EC 14 – Major and District Centres</b></p>	<p>A. All new development within Major and District centres must support the vitality and viability of the town centres and make a positive contribution to their local character. Development proposals will be required to submit a statement to demonstrate how the use is appropriate to its location and will provide for a beneficial mix of uses within the town centre.</p> <p>Primary Shopping Areas</p> <p>B. Primary Shopping Areas are the locations within Lewisham’s Major and District centres where retail uses are concentrated. Proposals for new retail development are encouraged to locate in the Primary Shopping Areas in order to support and enhance these complementary clusters of uses.</p> <p>C. In Lewisham and Catford major town centres, development proposals should ensure that Class A1 (retail) uses in Primary Shopping Areas are maintained at a minimum of 50 per cent, as a proportion of all units. This will help to ensure that a sufficient level of shopping</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

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	<p>provision is available as part of the wider town centre offer. Proposals that result in the percentage of A1 uses falling below this threshold will only be supported where:</p> <ol style="list-style-type: none"> <li>a. It can be demonstrated that the premises have been vacant and actively marketed, for a minimum continuous period of one-year, and there is no reasonable prospect of the unit continuing in an A1 use;</li> <li>b. The use is an appropriate main town centre use;</li> <li>c. The use will significantly enhance, and not adversely impact on, the vitality and viability of the town centre, whether individually or cumulatively with other development;</li> <li>d. The use will attract visitors to and generate activity within the town centre;</li> <li>e. An active frontage is provided at the ground floor level; and</li> <li>f. There will be no harmful break in the continuity of the remaining retail units, so to ensure the predominant retail function and character of the Primary Shopping Area is maintained.</li> </ol> <p>D. In the District town centres of Blackheath, Deptford, Downham, Forest Hill, Lee Green and New Cross Gate development proposals for Class A1 (retail) uses should seek to locate in the Primary Shopping Area, and only where suitable sites are not available should proposals locate to sites elsewhere in the town centre. Within the Primary Shopping Area, proposals for main town centre uses which are not A1 uses will be supported where:</p> <ol style="list-style-type: none"> <li>a. It can be demonstrated that the use will not adversely impact on the vitality and viability of the town centre, including by the overconcentration of non-retail uses;</li> <li>b. The use will attract visitors to and generate activity within the town centre; and</li> <li>c. An active frontage is provided at the ground floor level.</li> </ol> <p>E. In Sydenham District Centre, development proposals will be considered against the requirements set out in (C) above.</p> <p>The wider town centre area</p> <p>F. Within the Major and District town centre boundaries, and outside of Primary Shopping Areas, development proposals for main town centre uses will be supported where:</p> <ol style="list-style-type: none"> <li>a. The use does not result in a harmful overconcentration of similar uses, having regard to Policy EC17 (Concentration of uses); and</li> </ol>	

Policy	Description	Likely Significant Effects
	<p>b. An active frontage is provided at the ground floor level, or if this is not possible, a window display or other appropriate positive frontage.</p> <p>G. Proposals for residential units on the ground floor level or below, both within the Primary Shopping Areas and the wider town centre area, are inappropriate and will be strongly resisted. This includes proposals for the conversion of units currently in a main town centre or complementary commercial, cultural or community use.</p>	
<p><b>Policy EC 15 – Local Centres</b></p>	<p>A. All new development within Local Centres must support the vitality and viability of the centres and make a positive contribution to their local character. Development proposals will be required to submit a statement to demonstrate how the use is appropriate to its location and will provide for a beneficial mix of uses within the centre.</p> <p>B. Class A1 (retail) uses, with smaller and moderately sized units, are encouraged to locate in Local Centres. Where such provision already exists, this should be protected in order to ensure a balanced mix of shops and complementary services, community and cultural facilities. Development proposals involving the loss of Class A1 retail uses will only be supported where:</p> <ul style="list-style-type: none"> <li>a. It is demonstrated through a marketing exercise, of a minimum continuous period of six-months, that there is no reasonable prospect of retaining the unit in retail use;</li> <li>b. The replacement use is an appropriate main town centre, community or employment generating use; and</li> <li>c. An active frontage is provided or where this is not suitable a window display or other positive frontage.</li> </ul> <p>C. Proposals for the change of a main town centre use to a residential use at the ground floor level or below will be strongly resisted, and only acceptable where:</p> <ul style="list-style-type: none"> <li>a. It is demonstrated through a marketing exercise, of a minimum continuous period of two-years, that the unit has been vacant during this time and there is no reasonable prospect of retaining it in an appropriate main town centre, community or employment generating use; and</li> <li>b. There would be no adverse impact on local area character, including the continuity of the shopping frontage.</li> </ul> <p>c.</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
<p><b>Policy EC 16 – Shopping Parades, Corner Shops and Other Service Points</b></p>	<p>A. Class A1 (retail) uses located at shopping parades, corner shops and other service points (i.e. outside Town Centres and Local Centres) provide important day-to-day provision for Lewisham’s neighbourhoods and should be protected wherever possible. Development proposals involving the loss of Class A1 retail uses at these locations will only be supported where:</p> <ul style="list-style-type: none"> <li>a. It is demonstrated through an active marketing exercise, of a minimum continuous period of six-months, that there is no reasonable prospect of retaining the unit in Class A1 retail use;</li> <li>b. Similar alternative provision is available within a comfortable walking distance, normally within 400-800 metres;</li> <li>c. The replacement use is an appropriate main town centre, community or employment generating use; and</li> <li>d. An active frontage is provided or where this is not suitable a window display or other positive frontage.</li> </ul> <p>B. Outside of Town Centres and Local Centres, proposals for the change of a main town centre use to a residential use at the ground floor level or below will be resisted, and only acceptable where:</p> <ul style="list-style-type: none"> <li>a. It is demonstrated through an active marketing exercise, of a minimum continuous period of one-year, that the unit has been vacant during this time and there is no reasonable prospect of retaining the unit in an appropriate main town centre, community or employment generating use; and</li> <li>b. There would be no adverse impact on local area character, including the continuity of the shopping parade or other frontage.</li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<p><b>Policy EC 17 – Concentration of Uses</b></p>	<p>A. All development should contribute to the delivery of mixed and balanced communities, including by supporting the vitality and viability of the Borough’s town centres. Proposals will be resisted where they result in a harmful overconcentration of night-time activities, hot food takeaways, betting shops and associated uses, and financial and professional services (including payday loan shops and other similar uses).</p> <p>B. The concentration of uses will be assessed having regard to the number of units within a 400 metre radius of a proposed development site. Applications must be accompanied by sufficient information to allow for an assessment of concentration and potential impacts arising from the use.</p> <p>Hot food takeaways</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>



Policy	Description	Likely Significant Effects												
	<p>C. Proposals for hot food takeaways (Use Class A5) will only be supported where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>a. They will not result in a harmful overconcentration of uses, having regard to (A) and (B) above;</li> <li>b. They are located at least 400 metres away from the boundary of a primary or secondary school; and</li> <li>c. The proportion of takeaways in the shopping frontage complies with the thresholds set out in <b>Table X</b> below.</li> </ul> <table border="1" data-bbox="539 523 1525 866"> <thead> <tr> <th>Location</th> <th>Threshold applied</th> </tr> </thead> <tbody> <tr> <td>Primary or secondary School</td> <td>400m away from school boundary</td> </tr> <tr> <td>Major / District Centre</td> <td>Proportion of A5 uses does not exceed 5% of units</td> </tr> <tr> <td>Local Centre</td> <td>Proportion of A5 uses does not exceed 10% of units</td> </tr> <tr> <td>Shopping Parade (20 units or more)</td> <td>Maximum of 2 units in A5 use</td> </tr> <tr> <td>Shopping Parade (19 units or less)</td> <td>Maximum of 1 unit in A5 use</td> </tr> </tbody> </table> <p>Food and drink services</p> <p>D. All development proposals for uses involving the service of food and drink must make adequate arrangements to protect the amenity of adjoining and neighbouring properties, in line with Policy QD9 (Amenity).</p> <p>E. Where proposals for uses involving the service of food and drink are acceptable in principle, a condition will be sought requiring the operator to achieve and operate in compliance with the Healthier Catering Commitment Standard.</p>	Location	Threshold applied	Primary or secondary School	400m away from school boundary	Major / District Centre	Proportion of A5 uses does not exceed 5% of units	Local Centre	Proportion of A5 uses does not exceed 10% of units	Shopping Parade (20 units or more)	Maximum of 2 units in A5 use	Shopping Parade (19 units or less)	Maximum of 1 unit in A5 use	
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<p><b>Policy EC 18 – Culture and the Night-time Economy</b></p>	<p>Cultural quarters</p> <p>A. Lewisham benefits from the presence of Cultural Quarters comprising local clusters of cultural, community and commercial activities. The following Cultural Quarters are designated in the Local Plan:</p>	<p>No HRA Implication</p>												

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. Deptford Creekside;</li> <li>b. New Cross; and</li> <li>c. Forest Hill.</li> </ul> <p>B. Proposals for cultural, community and commercial uses within Cultural Quarters will be encouraged and supported, having regard to other Local Plan policies. Development proposals should seek to retain or make appropriate re-provision to accommodate existing cultural, community and commercial uses where these make a positive contribution to the area. Development proposals that would adversely impact on the distinctive character and function of the Cultural Quarter will be strongly resisted.</p> <p>C. Temporary activities and meanwhile uses (such as festivals, markets, exhibitions, performances and other cultural events) will be supported within Cultural Quarters where these will not have an adverse impact on local amenity, public safety and the highway network or compromise the function of employment locations.</p> <p>Night-time economy</p> <p>D. Night-time economic activities should make a positive contribution to the communities within which they are located by:</p> <ul style="list-style-type: none"> <li>a. Supporting the local economy through provision of a wide range of employment generating uses and jobs along with opportunities to carry out business beyond normal daytime hours;</li> <li>b. Enhancing the vitality and viability of town centres;</li> <li>c. Reinforcing local character and identity, and creating more inclusive communities, through provision of a locally distinctive and expanded leisure, cultural and entertainment offer; and</li> <li>d. Protecting and improving local amenity.</li> </ul> <p>E. Proposals for night-time economic activities should be directed to appropriate town centre locations, giving priority to the following designated areas of night-time activity:</p> <ul style="list-style-type: none"> <li>a. Areas with more than local significance: <ul style="list-style-type: none"> <li>i. Major centres of Catford and Lewisham;</li> <li>ii. District centres of Blackheath, Deptford, and New Cross Gate;</li> <li>iii. Local centre of New Cross Road;</li> </ul> </li> <li>b. Areas with local significance:</li> </ul>	<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>i. District centres of Deptford and Forest Hill.</p> <p>F. Proposals for night-time economic activities located outside of town centres will only be supported where it can be shown that the use will complement and not undermine existing venues in town centre locations.</p> <p>G. All proposals for night-time economic activities must demonstrate that they:</p> <ul style="list-style-type: none"> <li>a. Will not result in an unacceptable impact on the amenity of properties in the immediate and surrounding area;</li> <li>b. Will support town centre vitality and viability by ensuring an appropriate balance of uses, and will not result in a harmful overconcentration of uses, in line with other Local Plan policies;</li> <li>c. Are located in places of good public transport accessibility with easy to reach Night Service transport options; and</li> <li>d. Can be safely accessed during all hours of operation.</li> </ul>	
<p><b>Policy EC 19 – Public Houses</b></p>	<p>A. Public houses are unique and integral features of Lewisham’s neighbourhoods and cultural identity, and perform important community, social and economic functions locally. There will be a presumption in favour of the retention of public houses in Lewisham. Development proposals involving the loss of a public house that has heritage, economic, social or cultural value to the community, including through change of use or redevelopment, will be refused unless there is robust and authoritative evidence to demonstrate that:</p> <ul style="list-style-type: none"> <li>a. Legitimate efforts have been made to preserve the facility as a public house, including through evidence of regular maintenance and upkeep, good management and through business diversification;</li> <li>b. The public house is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use, in the foreseeable future as evidenced through attempts at different business models and management, and an active marketing exercise of a minimum continuous period of three-years; and</li> <li>c. All feasible options for the re-provision of the public house have been fully investigated, and where these are not considered deliverable sufficient justification is provided.</li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>B. Development proposals affecting a public house, including its operational and ancillary amenity space, will be refused unless there is robust and authoritative evidence to demonstrate that the viability of the pub, and its current and future operation, will not be compromised and development will not detract from the character and appearance of the building, including any features of historic or cultural significance.</p> <p>C. Development proposals involving the replacement or re-provision of a public house must ensure the replacement facility is of comparable character and quality as the existing public house and has an appropriate amount and configuration of floorspace to enable the continued viability of the public house.</p> <p>D. Where the change of use of a public house is considered acceptable, development proposals will be expected to retain the building and other associated features where these makes a positive contribution to local character, including by their historic, streetscape and townscape value.</p>	
<p><b>Policy EC 20 – Markets</b></p>	<p>A. Development proposals should protect and seek to enhance existing markets. New markets or market spaces will be encouraged where they complement and support Lewisham’s town centre network and hierarchy, along with the cultural vibrancy of the Borough.</p> <p>B. Proposals for new markets or market space should be directed to appropriate town centre locations. Where such provision is proposed outside of centres, proposals will only be supported where it is demonstrated that there are no suitable town centre sites available, with preference given to edge-of-centre locations, and they:</p> <ul style="list-style-type: none"> <li>a. Do not adversely impact on the vitality and viability of the town centre network and hierarchy;</li> <li>b. Make beneficial use of vacant or underused sites;</li> <li>c. Are located in areas of good public transport accessibility and can be accessed safely by visitors;</li> <li>d. Can be appropriately accommodated on streets, where appropriate; and</li> <li>e. Are temporary in nature.</li> </ul> <p>C. Proposals for new development affecting existing markets within town centres will be considered having regard to:</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. The priority given to retaining markets as part of the town centre offer and ensuring appropriate re-provision of market space, where there is a demonstrable demand; and</li> <li>b. The impact on town centre vitality and viability with particular consideration given to:                             <ul style="list-style-type: none"> <li>i. Provision of a range of premises and floorspace to support small and start-up businesses;</li> <li>ii. Local character, including distinctive character of the market; and</li> <li>iii. Public realm and townscape.</li> </ul> </li> <li>D. All proposals for markets and market space must demonstrate that there will not be an unreasonable adverse impact on the amenity of adjoining and neighbouring properties, or have a detrimental effect on the functioning of the local road network.</li> </ul>	
<p><b>Policy EC 21 – Visitor Accommodation</b></p>	<ul style="list-style-type: none"> <li>A. Local provision of visitor accommodation can help to meet the growing demand across London. Development proposals for new visitor accommodation will be supported where they are appropriately located within or at the edge of town centres, or other well-connected locations where there are good levels of public transport accessibility.</li> <li>B. Development proposals for new visitor accommodation should ensure a range of high quality provision in the Borough catered to the varying needs of visitors. Proposals will be supported where they:                             <ul style="list-style-type: none"> <li>a. Do not result in the net loss of existing housing;</li> <li>b. Are proportionate to their location in terms of size, scale and function;</li> <li>c. Do not result in a harmful overconcentration of similar uses in the locality;</li> <li>d. Provide a level of car parking that is appropriate to the site’s public transport accessibility level, whilst seeking to minimise car parking wherever possible;</li> <li>e. Ensure adequate access, drop off / pick up and servicing arrangements appropriate to the size and location of the accommodation;</li> <li>f. Maximise pedestrian linkages and opportunities for walking, cycling and sustainable travel;</li> <li>g. Demonstrate high quality and accessible design standards, with an adequate standard of amenity for occupants and provision of accessible accommodation, in line with draft London Plan requirements;</li> <li>h. Make appropriate arrangements for long-term adaptability and sustainability; and</li> </ul> </li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>i. Demonstrate that an agreement is in place to secure an operator prior to the commencement of the development.</li> <li>C. Proposals for visitor accommodation should contribute to local area vitality by providing active ground floor frontages and incorporating ancillary uses and facilities that are accessible for public use, where appropriate.</li> <li>D. The council will seek to resist the use of visitor accommodation for permanent occupation. Proposals for serviced apartments will be expected to demonstrate appropriate management arrangements for their use as short-term accommodation (up to 90 days).</li> <li>E.</li> </ul>	
<p><b>Policy EC 22 – Meanwhile Uses</b></p>	<ul style="list-style-type: none"> <li>A. Proposals for the meanwhile (temporary) use of vacant sites or units in town centres and designated employment areas will only be supported where the site or unit:                             <ul style="list-style-type: none"> <li>a. Is being actively marketed; or</li> <li>b. Falls within the boundary of a site allocation that is not expected to come forward for comprehensive redevelopment in the short term; and</li> <li>c. The meanwhile use sought:                                     <ul style="list-style-type: none"> <li>i. Is appropriate to its location, with priority given to suitable employment generating, community or cultural uses;</li> <li>ii. Will not adversely impact on the amenity of adjoining and neighbouring occupiers, in line with the Agent of Change principle (Policy QD 9);</li> <li>iii. Does not preclude the permanent use of the site for appropriate commercial or main town centre uses, or prohibit delivery of the site allocation; and</li> <li>iv. Will be temporary in nature.</li> </ul> </li> </ul> </li> <li>B. Proposals for the meanwhile (temporary) use of vacant land and buildings outside of town centres and designated employment areas will be considered on a case-by-case basis, having regard to their contribution to supporting the Borough’s spatial strategy and compliance with other Local Plan policies.</li> <li>C.</li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<p><b>Policy CI 1 – Safeguarding and</b></p>	<ul style="list-style-type: none"> <li>A. The council will work collaboratively with stakeholders to identify current and projected future requirements for community infrastructure, and to secure the necessary provision of this infrastructure. Need for provision in the Borough will be considered having regard</li> </ul>	<p>No HRA Implication</p>

Policy	Description	Likely Significant Effects
<p><b>Securing Community Infrastructure</b></p>	<p>to the Infrastructure Delivery Plan, along with the relevant corporate plans and strategies of its key stakeholders, including for healthcare, education, recreational and other community services.</p> <p>B. Proposals for major development will be expected to, and all other development should, plan positively to meet local area needs for community infrastructure. Major developments may be required deliver community infrastructure on-site, where feasible, particularly in those areas where there are acute deficiencies in facilities or services, as identified in the Infrastructure Delivery Plan.</p> <p>C. All development proposals should make the best of use of land, including the public sector estate. Innovative approaches to community infrastructure provision (such as the co-location of services, shared use of facilities and development of multi-use facilities) will be encouraged.</p> <p>D. New development will be supported where it safeguards and enhances community infrastructure. Where development would result in the loss of an existing community facility, or land and buildings formerly in community use, proposals must demonstrate that:</p> <ul style="list-style-type: none"> <li>a. There is no current or future need for the existing or an alternative community use, including evidence of an active marketing campaign for the site covering a minimum continuous period of twelve months, and there is adequate alternative provision elsewhere to serve the needs of the area; or</li> <li>b. Replacement provision of an equivalent or improved standard, including in terms of design quality and functionality of use, is proposed to serve the needs of the area; or</li> <li>c. The development is directly associated with a public service transformation programme and necessary to enable or sustain the delivery of service improvements and related investment in community infrastructure.</li> </ul> <p>E. In exceptional circumstances, where there requirements of (D) above cannot be satisfied, consideration will be given to the use of payment-in-lieu contributions. Proposals will be expected to provide evidence to demonstrate that the existing or an appropriate alternative community use is not viable.</p>	<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
<b>Policy CI 2 – New and Enhanced Community Infrastructure</b>	<p>A. Development proposals for new community infrastructure, or the alteration, extension or reconfiguration of existing facilities, will be supported where:</p> <ol style="list-style-type: none"> <li>a. The site and building is appropriately located for the intended use and is easily accessible by public transport, walking and cycling;</li> <li>b. The development has been designed to maximise the flexibility and adaptability of space to accommodate a range of community uses and users, wherever practical and feasible;</li> <li>c. The development includes provision of well-integrated facilities that enable it to effectively function as a community use, such as meeting spaces, kitchen facilities, toilets and dedicated storage space;</li> <li>d. The facility is made available for use by the public as much as reasonably practical, and does not unreasonably restrict access to the wider community;</li> <li>e. There are clear arrangements to ensure the facility will be appropriately managed and maintained to an acceptable standard; and</li> </ol> <p>B. There is no significant adverse impact on neighbouring uses and the surrounding area (including amenity, traffic, parking and safety impacts) consistent with other Local Plan policies.</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<b>Policy CI 3 – Play and Informal Recreation</b>	<p>A. All people, and particularly children and young people, should have access to a wide range of opportunities for play and informal recreation with facilities that can be reached safely and easily. Development proposals that are likely to be occupied or used by children and young people should seek to increase opportunities for play and informal recreation, particularly in areas where there are identified deficiencies in provision.</p> <p>B. New housing development will be expected to incorporate well-designed and high quality formal play provision of at least 10 square metres per child. Provision should be provided on site and made accessible to all children in the development irrespective of housing tenure. Off-site provision will only be acceptable in exceptional circumstances, where it can be suitably demonstrated that delivery of play provision on site is not feasible and residents of the development will not be adversely impacted. Off-site provision will be required to be provided in line with the council's Planning Obligations SPD.</p> <p>C. All new play space and provision for informal recreation should be sensitively integrated into the site and locality, and be designed and managed to:</p> <ol style="list-style-type: none"> <li>a. Ensure the provision is free to use, with unrestricted public access;</li> </ol>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>



Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>b. Provide a stimulating and pleasant environment that promotes inter-generational integration, and enables users of different ages and abilities to interact as well as to move around and play independently;</li> <li>c. Help ensure the safety of children and young people, including through layout and design features that allow for informal community supervision;</li> <li>d. Integrate natural features such as trees, landscaped play areas and other greening measures; and</li> <li>e. Maximise the use of permeable surfaces.</li> </ul> <p>D. Where large-scale public realm is provided as part of a development proposal, this should incorporate incidental play space to make the public realm more playable. Incidental play space should supplement formal play provision elsewhere in the Borough and provide additional opportunities for physical activity in the urban environment.</p> <p>E. Development proposals that result in the net loss of existing play space will be strongly resisted unless:</p> <ul style="list-style-type: none"> <li>a. Replacement provision of at least an equivalent size and improved quality will be provided, either on the site or in its vicinity, to meet the needs of children and young people in the locality; or</li> <li>b. It can be suitably demonstrated that the loss would not result in a shortfall of provision in the locality, having regard to existing and projected future need.</li> <li>c.</li> </ul>	
<p><b>Policy CI 4 – Nurseries and Childcare Facilities</b></p>	<p>A. Development proposals for day nurseries and childcare facilities (including child minding, playgroups and related activities) must be appropriately located and designed having particular regard to:</p> <ul style="list-style-type: none"> <li>a. Accessibility by walking, cycling and public transport;</li> <li>b. Impact on traffic movements and car parking including access, egress, cross-site movement and drop-off areas, with consideration given to needs of disabled users;</li> <li>c. Protection of amenity of adjoining and neighbouring uses;</li> <li>d. Local character; and</li> <li>e. Provision of fit-for-purpose facilities to accommodate the intended use and all likely users, including suitable outside play space where appropriate.</li> </ul>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>B. The use of residential floorspace for day nurseries and childcare facilities will only be supported where it is demonstrated that:</p> <ol style="list-style-type: none"> <li>a. The development does not result in the loss of a dwelling and the residual residential floorspace meets the requirements and standards for self-contained housing, as set out in elsewhere in the Local Plan;</li> <li>b. The community use is ancillary to the residential use;</li> <li>c. There is a specific local area need for the community use proposed; and</li> <li>d. There are no suitable and available non-residential premises to accommodate the use.</li> </ol>	
<b>Policy CI 5 – Burial Space</b>	<p>A. The council will help to ensure that provision is made for the different burial needs of Lewisham’s communities by maintaining existing cemeteries and ensuring access to existing spaces for new burials, where appropriate.</p> <p>B. Development proposals involving the provision of new burial space or related facilities must demonstrate that the provision:</p> <ol style="list-style-type: none"> <li>a. Adequately meets the requirements of the various groups within the Borough, including those groups for whom burial is the only option;</li> <li>b. Is appropriately located and within close proximity to the community it is intended to serve; and</li> <li>c. Identifies and appropriately responds to potential flood risk issues, including through the incorporation of mitigation measures.</li> <li>d.</li> </ol>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<b>Policy GR 1 – Green Infrastructure</b>	<p>A. Lewisham’s network of green and open spaces, waterways and green features (such as parks, street trees and residential gardens) make an important contribution to local character and heritage. They are also integral to supporting sustainable communities and healthy lifestyles, providing a wide range of environmental, social and economic benefits. Green infrastructure should be protected and opportunities taken to enhance provision across the Borough, including by enhancing or creating new links between green infrastructure.</p> <p>B. Development proposals will be expected to investigate and maximise opportunities for enhancing existing green infrastructure and creating new provision on site through the design-led process. Consideration should be given to the site setting within the wider landscape and the long-term management of green areas and planting. This includes</p>	<p>No HRA Implications</p> <p>This policy is a protective policy for the natural green infrastructure in the borough. Development proposals will be expected to protect and enhance green infrastructure with proposals.</p>

Policy	Description	Likely Significant Effects
	<p>provision of sufficient space where large canopy trees can be retained and new trees established without pressure for their future removal.</p> <p>C.</p>	
<p><b>Policy GR 2 – Open Space and Lewisham’s Green Grid</b></p>	<p>A. Open spaces are integral components of Lewisham’s network of green infrastructure and will be protected.</p> <p>B. Development proposals, particularly those located within areas that are deficient in open space, should maximise opportunities to introduce new publicly accessible open space and improve connections to existing open spaces. All major developments will be expected to incorporate publicly accessible open space unless it can be clearly demonstrated that this is not feasible.</p> <p>C. Development proposals involving the loss of open space will be strongly resisted. In exceptional circumstances the loss of open space will be permitted where replacement provision of at least an equivalent amount and better quality is provided within the local area catchment. All replacement open space must be publicly accessible.</p> <p>D. Development proposals involving the reconfiguration of existing open space will be supported where:</p> <ol style="list-style-type: none"> <li>a. There is no net loss of open space and net gains are achieved wherever possible;</li> <li>b. There is no detrimental impact on the environmental function of the open space, including support for nature conservation;</li> <li>c. Demonstrable improvements in open space provision will be achieved, particularly in addressing identified deficiencies in the quality and quantity of open space in the locality and public accessibility to it;</li> <li>d. The reconfiguration is delivered through comprehensive development, in line with a site wide masterplan, and will ensure a viable future for the open space.</li> </ol> <p>E. Development proposals for ancillary uses on open space (such as outdoor leisure facilities, outdoor play and fitness equipment, refreshment facilities, event space and public toilets) that help to improve the quality of open space and promote access to a wide range of users will be supported where they:</p> <ol style="list-style-type: none"> <li>a. Are demonstrably ancillary to the use of land as open space;</li> <li>b. Are necessary to facilitate or support the appropriate use of the open space;</li> </ol>	<p>No HRA Implications</p> <p>This policy is a protective policy for the natural open space in the borough. Development proposals will be expected to protect and enhance open space with proposals.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>c. Do not have a detrimental impact on the environmental function of the open space, including support for nature conservation;</li> <li>d. Positively respond to local character, including by maintaining or enhancing the visual quality of the open space and its setting;</li> <li>e. Are of a scale and function that is proportionate to the nature of the open space; and</li> <li>f. Are designed to a high quality standard, are accessible and inclusive to all, and do not detract from the amenity provided by the open space.</li> </ul> <p>F. Development proposals will be expected to maintain and enhance Lewisham's network of open spaces, including by improving access to and connectivity between these spaces. Priority should be given to measures that encourage walking, cycling and other active travel modes along routes that link open spaces such as the South East London Green Chain, Waterlink Way, the Thames Path and other local elements of the All London Green Grid.</p> <p>G. Development proposals located adjacent to open space should positively respond to the character of the open space and seek to protect and enhance the habitat value and visual amenity provided by it.</p> <p>H. Neighbourhood forums are encouraged to undertake detailed assessments to identify appropriate sites to designate as Local Green Space in neighbourhood development plans.</p>	
<p><b>Policy GR 3 – Biodiversity and Access to Nature</b></p>	<ul style="list-style-type: none"> <li>A. Nature conservation sites will be safeguarded and protected in order to preserve or enhance priority habits and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</li> <li>B. Development proposals will be expected to identify and retain existing habitats and features of biodiversity value. They should also seek positive gains for biodiversity wherever possible, particularly in areas that are deficient in public access to nature conservation. Biodiversity should be fully integrated into the design-led process with consideration given to the site setting within the wider landscape, as well as the layout, design, construction and management of buildings, spaces and their associated landscaping.</li> </ul>	<p>No HRA Implications</p> <p>This is a protective policy for biodiversity and sites of nature conservation within the borough.</p> <p>The policy states “<i>Development must not adversely impact on internationally designated nature conservation sites that are located outside of the Borough.</i>”</p> <p>This provides protection to all SAC/SPA and Ramsar sites within recreational catchment areas of the borough.</p>

Policy	Description	Likely Significant Effects
	<p>C. Development proposals on sites that are within or adjacent to Sites of Importance for Nature Conservation, Local Nature Reserves, Ecological Corridors or other sites of special biodiversity interest must protect and enhance the nature conservation value of the site. Development that has a direct or indirect harmful impact, either individually or in combination with other development, will only be supported where it can be demonstrated through the following approach that:</p> <ul style="list-style-type: none"> <li>a. The harm to the special biodiversity interest cannot be reasonably avoided;</li> <li>b. Where avoidance is not possible, the proposal will minimise and mitigate the impact;</li> <li>c. Appropriate compensation is provided in exceptional circumstances where the benefits of the development clearly outweigh the harm to the biodiversity interests.</li> </ul> <p>D. Development must not adversely impact on internationally designated nature conservation sites that are located outside of the Borough.</p> <p>E. All major development and other development proposals likely to impact on sites with special biodiversity interests must be accompanied by an Ecological Assessment carried out by a suitably qualified assessor.</p> <p>F. The council will seek to manage positively the nature conservation value of habitats and sites by:</p> <ul style="list-style-type: none"> <li>a. Securing management plans, where appropriate, in order to ensure the achievement of conservation objectives; and</li> <li>b. Positively engaging with stakeholders, including the Lewisham Biodiversity Partnership, to protect and enhance the Borough’s open spaces and sites of conservation value.</li> <li>c.</li> </ul>	
<p><b>Policy GR 4 – Urban Greening and Trees</b></p>	<p>A. Development proposals should incorporate high quality landscaping and optimise opportunities for urban greening measures, including by incorporating high quality and species diverse landscaping, wildlife habitat, green roofs and walls, and sustainable drainage systems. Urban greening should be fully integrated into the design led-process with consideration given to the site setting within the wider landscape, as well as the layout, design, construction and long-term management of buildings and spaces.</p>	<p>No HRA Implications</p> <p>This policy regards protecting the environment and ensuring development improves green infrastructure.</p>

Policy	Description	Likely Significant Effects
	<p>B. Development must positively respond to landforms including by retaining or enhancing landscape features of historic, ecological and visual amenity value.</p> <p>C. Major development proposals will be expected to increase green cover on site to achieve the target Urban Greening Factor (UGF) in the draft London Plan, unless it can be suitably demonstrated that this is not technically feasible. The target UGF score is 0.4 for predominantly residential development and 0.3 for predominantly commercial development. Existing green cover retained on-site will count towards the target score. Planning contributions may be sought where the target UGF is not achieved.</p> <p>D. Development proposals should maximise the use of living roofs and walls. Major development proposals will be expected to demonstrate that the feasibility of integrating these features has been fully investigated, and minor development proposals are strongly encouraged to incorporate them. Living roofs and walls will be supported where they are appropriately designed, installed and maintained. Proposals should have regard to the latest industry good practice guidance to help ensure that green roofs and walls are designed to maximise environmental benefits and will function effectively over the lifetime of the development.</p> <p>E. Development proposals should seek to retain existing trees, as well as the associated habitat with regard for the urban forest, and maximise opportunities for additional tree planting and green infrastructure, particularly trees in characteristically urban settings such as streets. All proposals must suitably demonstrate that tree retention along with tree and other green infrastructure planting have been considered as part of the design-led process and the development will:</p> <ol style="list-style-type: none"> <li>a. Provide for the sensitive integration of all trees whilst ensuring any new or replacement on-site provision is of a high ecological quality (including appropriate species, stem girth and life expectancy) and positively contributes to the microclimate;</li> <li>b. Protect veteran trees and ancient woodland;</li> <li>c. Retain trees of quality and associated habitat, wherever possible, with appropriate arrangements to secure their protection throughout demolition, construction, and external works, to the occupation stage of development;</li> <li>d. Avoid the loss of, and mitigate against adverse impacts on, trees of significant ecological, amenity and historical value;</li> </ol>	

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>e. Ensure building foundations are sufficient to be climate change resilient in proximity to trees; and</li> <li>f. Ensure adequate replacement tree planting where the retention of trees is not reasonably practical, with replacement provision that meets the requirements of (a) above.</li> </ul> <p>F. Proposals involving the removal of protected trees (i.e. those covered by a Tree Protection Order and trees within Conservation Areas), or those that would have a detrimental impact on the health and visual amenity provided by protected trees, will be strongly resisted. The council may identify and seek to protect trees that are of a significant amenity, heritage, ecological, or other value through the development management process.</p> <p>G. Major development proposals, and where appropriate other development proposals, will be required to submit a Landscape Design Strategy and Arboriculture Survey to demonstrate that landscaping and other urban greening measures are appropriate to the site, can be implemented effectively and suitably managed over the lifetime of the development.</p>	
<b>Policy GR 5 – Food Growing</b>	<p>A. Allotments and community gardens will be protected in order to support sustainable food growing locally and to enhance opportunities for leisure, social interaction and education.</p> <p>B. Major development proposals for housing and proposals for community facilities are encouraged to include provision of space for community gardening and food growing. Where such existing provision exists and a site is to be redeveloped, this should be retained or re-provided.</p>	<p>No HRA Implications</p> <p>This is a policy about protecting allotments there would be no likely significant effect from this.</p>
<b>Policy GR 6 – Geodiversity</b>	<p>A. The council will protect the Borough’s geodiversity assets and seek to promote understanding of them by:</p> <ul style="list-style-type: none"> <li>a. Designating a Regionally Important Geological Site at Beckenham Place Park; and</li> <li>b. Ensuring development proposals make a positive contribution to the protection and enhancement of geodiversity.</li> </ul>	<p>No HRA Implications</p> <p>This policy is about protecting geodiversity within the borough, there would be no likely significant effect from this.</p>
<b>Policy SD 1 – Responding to Climate Emergency</b>	<p>A. Lewisham council has declared a climate emergency. In response to this a strategic and coordinated approach will be taken to ensure that the Borough contributes significantly to mitigating climate change and is made more resilient to its environmental, social and</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects
	<p>economic impacts. Local actions are both necessary and integral to supporting wider regional and national actions to address global climate change.</p> <p>B. To help ensure that the Borough develops in a way that is environmentally sustainable the council will:</p> <ul style="list-style-type: none"> <li>a. Help Lewisham to become a net zero-carbon Borough as part of a zero-carbon London;</li> <li>b. Designate, protect and seek to enhance a network of green and open spaces, as well as improve linkages to and between them;</li> <li>c. Designate sites of importance for biodiversity, protect habitats and species within the local ecological network, and seek net gains in biodiversity wherever possible including through urban greening;</li> <li>d. Implement measures to reduce flood risk and ensure resilience against the impact of flooding across the Borough, and seek to improve the quality of water bodies;</li> <li>e. Ensure that new development does not adversely affect the amenity of the local population and habitats, including by mitigating impacts on and improving air quality in the Borough;</li> <li>f. Help London to achieve net waste self-sufficiency by promoting the circular economy in order to increase the re-use and recycling of materials and achieve reductions in waste going for disposal.</li> </ul> <p>C. A plan, manage and monitor process will be used to support the successful transition to a net zero-carbon Borough. This process will help to ensure that the Local Plan reflects the most current national and regional planning policy requirements and standards for carbon management, along with the council's latest technical evidence and strategies to deliver low and zero carbon outcomes.</p> <p>D.</p>	<p>This policy regards ensuring the borough functions sustainably with regards to the climate emergency</p>
<p><b>Policy SD 2 – Sustainable Design</b></p>	<p>A. Development proposals will be required to submit a Sustainable Design Statement. This should clearly set out how sustainable design principles have been integrated into the design-led process, including consideration of the construction and operation phases of development. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied. For major development proposals the</p>	<p>No HRA Implications</p> <p>This policy regards ensuring developments will be designed and constructed in a sustainable way.</p>



Policy	Description	Likely Significant Effects
	<p>Sustainable Design Statement should refer and complement other detailed statements including for:</p> <ul style="list-style-type: none"> <li>a. Landscape design and urban greening;</li> <li>b. Nature conservation;</li> <li>c. Energy use and heat risk management;</li> <li>d. Air quality;</li> <li>e. Flood risk and water management;</li> <li>f. Ground conditions; and</li> <li>g. Waste reduction and the circular economy.</li> </ul> <p>B. Proposals for new self-contained major and minor residential development will be required to achieve the BRE Home Quality Mark.</p> <p>C. Proposals for major residential domestic refurbishment will be required to achieve a certified 'Excellent' rating under the BREEAM Domestic Refurbishment 2014 scheme, or future equivalent.</p> <p>D. Proposals for new non-residential development of 500 square metres gross floorspace or more, including mixed-use development, will be required to achieve an 'Excellent' rating under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or future equivalent.</p> <p>E. Development proposals for major non-residential refurbishment, including mixed-use development, will be required to achieve a certified 'Excellent' rating under the BREEAM Non-Domestic Refurbishment scheme, or future equivalent.</p> <p>F. Sustainable retrofitting measures to existing buildings and other development will be supported where they comply with other Local Plan policies, including on the historic environment.</p>	
<p><b>Policy SD 3 – Minimising Greenhouse Gas Emissions</b></p>	<p>A. Development proposals should help Lewisham to become a net zero-carbon Borough by reducing greenhouse gas emissions in the operation stage and minimising energy demand (annual and peak) in accordance with the draft London Plan energy hierarchy, as follows:</p> <ul style="list-style-type: none"> <li>1. Be lean: use less energy and manage demand during operation.</li> <li>2. Be clean: exploit local energy resources and supply energy efficiently and cleanly.</li> </ul>	<p>No HRA Implications</p> <p>This is a positive policy for the environment to reduce gas emissions and to progress towards carbon neutrality.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>3. Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.</li> <li>4. Be seen: monitor, verify and report on energy performance.</li> </ul> <p>B. Major development proposals will be required to demonstrate how the zero-carbon target will be met by applying the energy hierarchy, in line with draft London Plan policy SI2 (Minimising greenhouse gas emissions). Details of the approach used to meet the target should be clearly set out in an Energy Strategy submitted as part of the Sustainable Design Statement.</p> <p>C. Major development proposals will be required to achieve a minimum on-site reduction of at least 35 per cent (beyond the baseline of Part L) of the current Building Regulations.<sup>46</sup> They should also calculate and minimise emissions from any other part of the development that are not covered by Building Regulations (i.e. unregulated emissions).</p> <p>D. In exceptional circumstances, where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, development proposals will be required to make contributions to address the identified shortfall through:</p> <ul style="list-style-type: none"> <li>a. A cash-in-lieu contribution to Lewisham’s carbon offset fund; or</li> <li>b. Appropriate off-site measures where these can be demonstrated to be deliverable.</li> <li>c.</li> </ul>	
<p><b>Policy SD 4 – Energy Infrastructure</b></p>	<p>A. Development proposals must be designed in response to a site-specific assessment of the most effective and efficient energy supply options, taking into account energy masterplans where appropriate. For large-scale schemes, applicants are encouraged to engage at an early stage with the relevant energy suppliers and bodies to establish future energy and infrastructure requirements necessary to support the development.</p> <p>B. Proposals for new-build development, and wherever possible proposals for conversions or alterations to existing buildings, should prioritise connection to decentralised heat networks. Major development proposals will be expected to provide a feasibility assessment for connecting to, and if possible extending, existing or planned future heat networks on or in proximity to their site. Minor new-build development proposals should optimise opportunities to connect to existing heat networks.</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

<sup>46</sup> Building Regulations 2013. If these are updated during the plan period, the policy threshold will be reviewed in accordance with the London Plan review process.

Policy	Description	Likely Significant Effects
	<p>C. All major and minor development proposals should be designed for future connection to a heat network, having regard to Heat Network Priority Areas of the London Heat Map and other local area opportunities, including those identified in energy masterplans.</p> <p>D. Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system. The heat source must be selected in accordance with the draft London Plan heating hierarchy, as follows:</p> <ol style="list-style-type: none"> <li>1. Connect to local existing or planned heat networks.</li> <li>2. Use zero-emission or local secondary heat sources.</li> <li>3. Use low-emission combined heat and power (CHP) where there is a case for CHP to deliver an area-wide heat network.</li> <li>4. Use ultra-low NOx gas boilers.</li> </ol> <p>E. CHP and ultra-low NOx gas boiler communal or district heating systems will only be acceptable where it is demonstrated that these sources are necessary, with proposals having fully investigated other options in the heating hierarchy, and there will be no adverse impact on air quality. Proposals will be considered having regard to Policy SD6 (Improving air quality) and relevant London Plan policies. Air Quality Assessments will be required to include full dispersion modelling to assess impacts on nearby receptors.</p> <p>F. Where CHP and ultra-low NOx gas boiler systems are acceptable in line with (E) above, proposals should be designed in a way that enables, and does not preclude, the decarbonisation of the site wide communal network in the future.</p> <p>G. Major housing development proposals will be required to, and all minor housing proposals should, submit an estimated heat unit supply price (£/kWh), annual standing charges and projected annual maintenance costs for their proposed Energy Strategy. This should include information detailing any assumptions the calculations are based on.</p> <p>H. Where site-wide communal and district heating systems are operational, heat and energy service providers will be encouraged to enter into customer charters with domestic and small business customers.</p>	
	I.	

Policy	Description	Likely Significant Effects
<b>Policy SD 5 – Managing Heat Risk</b>	<p>A. Development proposals should minimise internal heat gain and the impacts on the urban heat island through the design, layout and orientation of buildings and spaces, as well through the use of materials and urban greening measures, having particular regard to Policy GR4 (Urban greening and trees).</p> <p>B. All new development should be designed to reduce the potential for overheating and reliance on air conditioning systems in accordance with the London Plan cooling hierarchy, as follows:</p> <ol style="list-style-type: none"> <li>1. Minimise internal heat generation through energy efficient design.</li> <li>2. Reduce the amount of heat entering a building through orientation, shading, albedo, fenestration, insulation, and the provision of green roofs and walls.</li> <li>3. Manage the heat within the building through exposed internal thermal mass and high ceilings;</li> <li>4. Provide passive ventilation.</li> <li>5. Provide mechanical ventilation.</li> <li>6. Provide active cooling systems.</li> </ol> <p>C. Development proposals will only be supported where there is sufficient evidence to demonstrate that priority has been given to the implementation of feasible measures at the higher level of the cooling hierarchy through the design-led process.</p> <p>D. Major development proposals will be required to submit an Energy Statement to demonstrate how they will meet the requirements of (B) and (C) above</p> <p>E. Major development proposals incorporating amenity space and public realm should be designed to create a comfortable pedestrian environment, including through provision of shade and other passive cooling measures.</p> <p>F.</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<b>Policy SD 6 – Improving Air Quality</b>	<p>A. Air quality is a significant public health issue in Lewisham. All new development should contribute to improving air quality within the Borough and reducing the population's exposure to poor air quality, in line with draft London Plan Policy SI1 (Improving air quality) and by supporting the achievement of objectives in Lewisham's latest Air Quality Management Plan.</p>	<p>No HRA Implication</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>B. New major development must be at least air quality neutral and all development proposals must demonstrate that they will not:</p> <ul style="list-style-type: none"> <li>a. Lead to further deterioration of existing poor air quality;</li> <li>b. Create any new areas that exceed air quality limits, or compromise the achievement of compliance with targets in areas that currently in exceedance of the legal limits; and</li> <li>c. Create an unacceptable risk of high levels of exposure to poor air quality; and</li> </ul> <p>C. Development proposals should be designed to prevent or minimise exposure to existing air pollution and implement measures to help improve air quality. Particular consideration should be given to the siting, layout and design of proposals located in Air Quality Management Areas and Air Quality Focus Areas, as well as for developments that are likely to be used regularly by large numbers of people (including public open space) and vulnerable groups, such as children and older people.</p> <p>D. Air Quality Assessments will be required to be submitted with proposals for:</p> <ul style="list-style-type: none"> <li>a. Major development;</li> <li>b. Minor development within an Air Quality Management Area and/or Air Quality Focus Area if the development is likely to adversely impact on air quality or introduce new sensitive receptors to exposure to an area of existing poor air quality; and</li> <li>c. Community infrastructure (including health, education and leisure facilities), or other uses that are likely to be used regularly by vulnerable groups.</li> </ul> <p>E. Development proposals must demonstrate how they will comply with the Non-Road Mobile Machinery Low Emission Zone requirements and reduce emissions from the demolition and construction of buildings following the Mayor’s ‘The Control of Dust and Emissions for Construction and Demolition’ SPG (2014), or subsequent guidance.</p> <p>F. Development proposals will be considered having regard to their individual and cumulative impacts on air quality. Proposals that do not meet the requirements of (B) and (C) above will be resisted unless appropriate measures are implemented to ensure adverse impacts can be mitigated to an acceptable level. Mitigation should be provided on-site. In exceptional circumstances, where it is demonstrated that this is impracticable or inappropriate, off-site provision may be acceptable where equivalent air quality benefits will be delivered in the local area.</p>	

Policy	Description	Likely Significant Effects
	G.	
<p><b>Policy SD 7 – Reducing Flood Risk</b></p>	<p>A. The council will seek to reduce flood risk and ensure resilience against the impact of flooding by:</p> <ul style="list-style-type: none"> <li>a. Using a sequential approach to the location of new development to avoid, where possible, flood risk to the population and property whilst taking account of the long-term impact of climate change;</li> <li>b. Directing new development to those areas of the Borough that are at the lowest risk of flooding, having regard to Lewisham’s Strategic Flood Risk Assessment (SFRA), by applying the Sequential and Exception Tests in accordance with national planning policy;</li> <li>c. Requiring that all new development does not increase flood risk in the Borough, reduces the risk of flooding from all sources and is designed to remain safe and operational under flood conditions;</li> <li>d. Working in partnership with stakeholders to implement the flood risk management actions in the Thames Estuary 2100 Plan; and</li> <li>e. Seeking that new development maximises opportunities for river restoration, in line with Lewisham’s River Corridors Improvement Plan SPD</li> </ul> <p>B. A site specific Flood Risk Assessment will be required for all development proposals within Flood Zone 2, 3a and 3b, all major development in Flood Zone 1, and elsewhere in the Borough where development may be at risk of other sources of flooding. The assessment must provide sufficient evidence for the council to assess whether the requirements of the Sequential and Exception Tests have been satisfied, and will be expected to:</p> <ul style="list-style-type: none"> <li>a. Be proportionate with the degree of flood risk posed both to and by the development;</li> <li>b. Take account of all potential sources of flooding both on and off-site;</li> <li>c. Make an appropriate allowance for the hazard posed by climate change over the lifetime of the development, informed by the latest Government guidance; and</li> <li>d. Have regard to the recommendations of the latest Lewisham SFRA and the Lewisham Local Flood Risk Management Strategy.</li> </ul> <p>C. Where proposals satisfy the Sequential and Exception Tests the site layout and design of development should ensure that:</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. The most vulnerable land uses are directed to areas of the site that are at lowest risk of flooding;</li> <li>b. There is no net loss of flood storage capacity and adequate provision is made for flood storage and compensation, with priority given to on-site provision;</li> <li>c. There is no detrimental impact on the natural function of the floodplain and floodwater flow routes across the site;</li> <li>d. Appropriate mitigation measures are incorporated to address any residual flood risk, including safe access and egress for all likely users of the development; and</li> <li>e. Flood risk is not increased elsewhere.</li> </ul> <p>D. Development proposals will be required to provide a site-specific Flood Emergency Response Plan to manage actual and/or residual flood risk, where appropriate.</p> <p>E.</p>	
<p><b>Policy SD 8 – Sustainable Drainage</b></p>	<p>A. Development proposals should aim to achieve greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Sustainable Drainage Systems (SuDS) should be incorporated into new development wherever possible, with priority given to green and blue over grey features, in line with the London Plan drainage hierarchy, as follows:</p> <ul style="list-style-type: none"> <li>1. Rainwater use as a resource.</li> <li>2. Rainwater infiltration to ground at or close to source.</li> <li>3. Rainwater attenuation in green infrastructure features for gradual release.</li> <li>4. Rainwater discharge direct to a watercourse, unless not appropriate.</li> <li>5. Controlled rainwater discharge to a surface water sewer or drain.</li> <li>6. Controlled rainwater discharge to a combined sewer.</li> </ul> <p>B. All SuDS will be required to meet the Department for Environment, Food and Rural Affairs’ Non-Statutory Technical Standards. They should also be designed to reflect guidance and principles set out in the London Plan Sustainable Design and Construction SPD and the SuDS Manual. In addition, all SuDS should:</p> <ul style="list-style-type: none"> <li>a. Be located and designed having regard to the London Sustainable Drainage Action Plan along with the council’s Surface Water Management Plan and Local Flood Risk Management Strategy;</li> <li>b. Be sensitively integrated into the development;</li> <li>c. Maximise opportunities to enhance biodiversity and local amenity;</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>d. Improve the quality of water discharges, with provision for clean and safe water at the surface; and</li> <li>e. Function effectively over the lifetime of the development.</li> </ul> <p>C. All proposals for major development and development within a Critical Drainage Area must achieve a greenfield runoff rate and volume leaving the site, as demonstrated through a Drainage Strategy. All other development will be expected to achieve at least a 50% reduction in existing runoff rates. Where a greenfield runoff rate cannot be achieved, or SuDS cannot be implemented due to reasons of technical feasibility or financial viability, proposals must demonstrate that:</p> <ul style="list-style-type: none"> <li>a. Surface water runoff (both in terms of volume and flow) has been reduced as much as reasonably practical; and</li> <li>b. Measures to improve water quality have been investigated and implemented, wherever feasible.</li> </ul> <p>D. Development proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable paving, including on small surfaces such as front gardens and driveways, will be strongly resisted unless it can be suitably demonstrated that this is not technically feasible or appropriate.</p>	
<p><b>Policy SD 9 – Water Management</b></p>	<p>Watercourses and flood defences</p> <p>A. Development proposals on sites containing or adjacent to a main river or ordinary watercourse will be required to:</p> <ul style="list-style-type: none"> <li>a. Demonstrate how the objectives of the Thames River Basin Management Plan, London River Restoration Action Plan, Marine Plan for the South East and other relevant local guidance, including the River Corridors Improvement Plan SPD, have been taken into account;</li> <li>b. Ensure that there is no adverse impact on the natural functioning of the watercourse, including by maintaining an undeveloped buffer zone with an adequate set back distance from the watercourse, as agreed with the council and the Environment Agency;</li> <li>c. Investigate and maximise opportunities to enhance or restore river channels, flood flow pathways, floodplains and other natural flood management features with the objective of returning them to their natural state wherever possible;</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>



Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>d. Where appropriate, provide a condition survey of existing flood defence and other watercourse infrastructure and if necessary, provide for maintenance, repairs or remediation to secure the functional integrity of this infrastructure over the lifetime of the development; and</li> <li>e. Incorporate measures to enhance the ecological, amenity, recreational and historic value of water spaces, including by enhancing public access to these spaces.</li> </ul>	
	<p>Water quality</p>	
	<ul style="list-style-type: none"> <li>B. All development proposals should seek to improve water quality and must ensure that there is no deterioration in the quality of a watercourse or groundwater, in line with the European Water Framework Directive 2000.</li> </ul>	
	<ul style="list-style-type: none"> <li>C. Where development is proposed within a Source Protection Zone it must not result in an unacceptable risk to groundwater quality.</li> </ul>	
	<p>Wastewater and water supply</p>	
	<ul style="list-style-type: none"> <li>D. Development proposals will be supported where it is demonstrated that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve demand arising from the development; or where such capacity does not exist and there are no programmed works, arrangements are made to ensure adequate provision prior to the occupation of development. A Water Supply and/or Drainage Strategy may be required to demonstrate that suitable arrangements are in place to service the development.</li> </ul>	
	<ul style="list-style-type: none"> <li>E. Development proposals should ensure the separation of surface and foul water systems, including by rectifying misconnections. The council will give preference to mains foul drainage and seek to restrict the use of non-mains drainage for foul water disposal, particularly in Source Protection Zones. Where non-mains drainage is proposed for foul water, proposals should implement the most sustainable drainage options as supported by a Drainage Strategy.</li> </ul>	
	<ul style="list-style-type: none"> <li>F. All proposals for new development should maximise opportunities to alleviate water scarcity and be designed to minimise pressure on the combined sewer network by</li> </ul>	

Policy	Description	Likely Significant Effects
	<p>incorporating SuDS in line with Policy SD 8 (Sustainable Drainage), and by meeting the draft London Plan requirements for water efficiency, as follows:</p> <ol style="list-style-type: none"> <li>a. All proposals for new residential development should achieve mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption);</li> <li>b. Major non-residential development should achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent.</li> </ol> <p>Strategic role of waterways</p> <p>G. Waterways provide multifunctional social, economic and environmental benefits that support sustainable communities. Development proposals should identify and positively respond to the unique attributes of waterways, giving particular consideration to their:</p> <ol style="list-style-type: none"> <li>a. Environmental function and ecological qualities;</li> <li>b. Contribution to the Borough's network of open spaces;</li> <li>c. Recreational and amenity value;</li> <li>d. Distinctive features that help to shape and reinforce the Borough's physical, cultural and historical character;</li> <li>e. Support for the visitor economy; and</li> <li>f. Potential to facilitate water transport.</li> </ol> <p>H. The Lewisham section of the Thames Policy Area is designated in the Local Plan, as reflected in the Policies Map. All new development within the Thames Policy Area will be expected to positively respond to the distinctive character and qualities of the River Thames and its surrounds, in line with Policy LNA 4 (Thames Policy Area and Deptford Creekside).</p> <p>I. Convoys Wharf is included within London's network of safeguarded wharves. The council will continue to safeguard Convoys Wharf taking into account extant planning consents and any future safeguarding Direction. Development proposals involving water transport at Convoys Wharf will be considered having regard to draft London Plan policy SI15 (Water transport), along with other relevant policies.</p> <p>J. Proposals for water and marine based residential, commercial, community and transport uses (including moorings and jetties) alongside or within a waterway will only be supported where they:</p>	

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. Are demonstrably a water-dependent use;</li> <li>b. Are appropriately located and designed, taking into account the nature and scale of the proposed use;</li> <li>c. Positively respond to, and do not adversely impact on, the open character, historic setting and views of the waterway, its frontage (including foreshore) and the surrounding area;</li> <li>d. Do not have a detrimental impact on river navigation and flood defence infrastructure;</li> <li>e. Do not have a detrimental impact on the environment, including water quality in line with (B) above;</li> <li>f. Do not impede or compromise existing public access points to the waterway, and extend or enhance access wherever possible; and</li> <li>g. Ensure adequate access and servicing arrangements for all intended users of the development.</li> </ul>	
<p><b>Policy SD 10 – Ground Conditions</b></p>	<p>Contaminated land</p> <ul style="list-style-type: none"> <li>A. Development proposals must demonstrate that any risks associated with land contamination, including to human health and the environment, can be adequately addressed in order to make the development safe.</li> <li>B. All proposals for development on land which is suspected of being contaminated or potentially contaminated, or if a sensitive use is proposed, will be required to submit a Preliminary Risk Assessment (Phase 1 Study) to identify the level and risk of contamination on the site and adjacent land, and where necessary:                             <ul style="list-style-type: none"> <li>a. Undertake a Site Intrusive Investigation (Phase 2 Study) to provide a detailed assessment of contamination and risks to all receptors;</li> <li>b. Prepare a Risk Management and Remediation Strategy appropriate to the individual site circumstances; and</li> <li>c. Submit a Verification Plan and Closure Report prior to the occupation of the development.</li> </ul> </li> </ul> <p>Hazardous substances</p> <ul style="list-style-type: none"> <li>C. Development proposals involving the storage or use of hazardous substances, or development of a site in the vicinity of a hazardous installation, will only be permitted</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>where it is demonstrated that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, safety and the environment.</p> <p>D.</p>	
<p><b>Policy SD 11 – Reducing and Managing Waste</b></p>	<p>A. A circular economy approach will be promoted in Lewisham in order to make a more efficient use of resources, to achieve increases in the re-use and recycling of materials and reductions in waste going for disposal. Development proposals should apply circular economy principles in the design and construction process, in line with Policy SD 12 (Design to support the circular economy).</p> <p>B. To help London achieve net waste self-sufficiency and ensure the Borough’s strategic waste apportionment target is met, the council will work in partnership with the local authorities comprising the South East London Joint Waste Planning Group to identify and safeguard strategic sites suitable for waste management. The following existing sites will be safeguarded in Lewisham:</p> <ul style="list-style-type: none"> <li>a. South East London Combined Heat and Power (SELCHP) energy recovery facility, New Cross</li> <li>b. Recycling Centre (HTL Waste Management Services), New Cross</li> <li>c. Reuse &amp; Recycling Centre (London Borough of Lewisham), New Cross</li> </ul> <p>C. Development proposals for new waste management facilities will only be permitted where:</p> <ul style="list-style-type: none"> <li>a. They are required within the Borough to meet an identified strategic need;</li> <li>b. It is demonstrated that the waste management capacity at existing safeguarded waste sites has been maximised, and there are no opportunities for appropriately increasing capacity at these sites to meet the identified need;</li> <li>c. They are located within a Strategic Industrial Location;</li> <li>d. They achieve a positive carbon outcome or demonstrate that steps are in place to meet the minimum greenhouse gas performance target, in line with draft London Plan policy S18 (Waste capacity and net waste self-sufficiency); and</li> <li>e. They will not result in any adverse impacts on human health, the natural environment and local amenity, having regard to relevant legislation and other development plan policies.</li> </ul> <p>f.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
<b>Policy SD 12 – Design to Support the Circular Economy</b>	<p>A. All development proposals will be expected to apply circular economy principles in order to minimise waste and support the delivery of sustainable development in Lewisham. Consideration should be given to the circular economy hierarchy for building approaches, as set out in the draft London Plan, at the start of the design process taking into account the following principles:</p> <ol style="list-style-type: none"> <li>a. Building in layers, ensuring that different parts of buildings and spaces are accessible and can be maintained and replaced when necessary;</li> <li>b. Designing out waste, ensuring that waste reduction is planned in from project inception to completion (including consideration of standardised components, modular build and re-use of secondary products and materials);</li> <li>c. Designing for adaptability;</li> <li>d. Designing for disassembly; and</li> <li>e. Using materials that can be re-used and recycled.</li> </ol> <p>B. Major development proposals should aim to be net zero-waste. They will be required to submit a Circular Economy Statement, as part of the Sustainable Design Statement, in line with the requirements of draft London Plan policy S17 (Reducing waste and supporting the circular economy).</p> <p>C. Development proposals will be expected to sustainably manage both the type and volume of recyclable materials and waste arising from the development during the construction and operational phases.</p> <p>D. Development proposals must be designed to ensure adequate on-site provision for the sorting of recyclable material, composting of organic material and the disposal of general waste during the occupation stage. Proposals will be expected to make provision for:</p> <ol style="list-style-type: none"> <li>a. Dedicated internal and external storage facilities, with flatted residential development including temporary storage space for each unit and communal storage for waste materials pending collection;</li> <li>b. Safe and convenient access to storage facilities, both for building occupiers and collection services;</li> <li>c. Well sited and designed development that avoids and mitigates adverse impact on the amenity of building occupiers and neighbouring site users and uses; and</li> <li>d. Separate provision for commercial and household waste where mixed-used development is proposed.</li> </ol>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>E. All proposals for new multi-storey flatted residential development, including mixed-use development, must also make provision for sensitively designed storage and collection systems at each floor. Proposals should fully investigate design options for basement servicing before giving consideration to the use of forecourts or ground floor internal storage.</p> <p>F. Where public realm is included as part of a development proposal provision for recycling and waste management facilities appropriate to this element will be required. Provision should be sensitively located and designed. This includes accessible and clearly legible facilities to enable the public to easily distinguish between options for sorting of recyclable material, disposal of general waste and where appropriate, composting of organic material.</p>	
<p><b>Policy TR 1 – Sustainable Transport and Movement</b></p>	<p>A. The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, healthy, liveable and sustainable neighbourhoods in Lewisham. Development proposals will be expected to make the most effective use of land, and optimise the capacity of sites, by taking into account connectivity and accessibility to existing and planned future public transport, along with the priority given to improving opportunities for active travel, including walking and cycling routes and other elements of the public realm.</p> <p>B. Development proposals must not adversely impact on the effective functioning and safe use of Lewisham’s transport network and public realm.</p> <p>C. The land, buildings, space and supporting infrastructure required for the construction and operation of Lewisham’s network of strategic and other transport infrastructure will be safeguarded, including for the schemes identified in <b>Table 12.1</b>. New development proposals will be required to provide adequate protection for, and positively respond to the need to facilitate the delivery of, the Borough’s network of transport infrastructure.</p> <p>D. To encourage a shift to more sustainable transport modes, as well as to tackle local deprivation by ensuring equality of access to opportunities, the council will work positively and in partnership with stakeholders to secure improvements to other elements of the public transport network including:</p> <ol style="list-style-type: none"> <li>a. Improvements at Lewisham’s stations, including enhancements to accessibility and interchange between modes, such as step-free access;</li> <li>b. Bus priority and bus stop infrastructure; and</li> <li>c. The use of the River Thames for passenger-based transport.</li> </ol>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>E. Development proposals must contribute to sustaining and creating healthy and liveable neighbourhoods by applying the design-led process and maximising opportunities to improve the pedestrian and cycle environment. This will require that careful consideration is given to the movement and connective function of the public realm, along with its place qualities, having particular regard to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods).</p> <p>Assessing and mitigating transport impacts</p> <p>F. Transport Assessments, Transport Statements and/or Travel Plans must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including the walking and cycling network). These should be commensurate with the nature and scale of development proposed, and provide sufficient information to address impacts at the local, network-wide and strategic level where relevant.</p> <p>G. Development proposals that do not comply with (B) and (C) above, or otherwise prohibit or prevent the necessary and safe functioning of Lewisham's strategic transport infrastructure and network, will be refused unless it can be demonstrated that adverse impacts will be avoided or appropriately mitigated. Proposals will be expected to deliver direct mitigation measures, with suitable alternative provision that is agreed by the relevant transport authorities and service providers, and/or planning contributions, where appropriate.</p> <p>H. Development proposals will be assessed having regard to the cumulative impact of development, including within Lewisham and neighbouring local authority areas.</p> <p>I. Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, planning permission will be contingent on the provision of the necessary public transport and active transport infrastructure to cater for this demand, in line with draft London Plan Policy T4.D (Assessing and mitigating transport impacts). Consideration will be given to both existing and planned transport infrastructure, taking into account timeframes and funding committed for any future schemes.</p>	

Policy	Description	Likely Significant Effects																												
	<p><b>Table 12.1 – Indicative list of strategic transport schemes</b></p> <table border="1"> <thead> <tr> <th data-bbox="595 264 1263 304">Scheme</th> <th data-bbox="1270 264 1520 304">Timeframe</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="595 309 1520 349"><b>Public transport</b></td> </tr> <tr> <td data-bbox="595 354 1263 394">Bakerloo line upgrade and extension</td> <td data-bbox="1270 354 1520 394">Medium</td> </tr> <tr> <td data-bbox="595 399 1263 438">Lewisham Station and interchange</td> <td data-bbox="1270 399 1520 438">Short to medium</td> </tr> <tr> <td data-bbox="595 443 1263 483">Brockley Station and interchange</td> <td data-bbox="1270 443 1520 483">Medium</td> </tr> <tr> <td data-bbox="595 488 1263 528">Surrey Canal Road Station</td> <td data-bbox="1270 488 1520 528">Short to medium</td> </tr> <tr> <td data-bbox="595 533 1263 572">New Cross to Lewisham Overground extension</td> <td data-bbox="1270 533 1520 572">TBC</td> </tr> <tr> <td data-bbox="595 577 1263 617">'Metroisation' of London Overground services</td> <td data-bbox="1270 577 1520 617">Short to medium</td> </tr> <tr> <td colspan="2" data-bbox="595 622 1520 662"><b>Healthy streets and active travel</b></td> </tr> <tr> <td data-bbox="595 667 1263 707">A2 New Cross Road / Amersham Gyratory removal</td> <td data-bbox="1270 667 1520 707">Short</td> </tr> <tr> <td data-bbox="595 711 1263 751">A21 Healthy Streets Corridor ('Lewisham Spine')</td> <td data-bbox="1270 711 1520 751">Short to medium</td> </tr> <tr> <td data-bbox="595 756 1263 796">A205 (South Circular) Re-routing (Catford)</td> <td data-bbox="1270 756 1520 796">Short</td> </tr> <tr> <td data-bbox="595 801 1263 841">Ringway Corridor (Southend Land and Whitefoot Lane)</td> <td data-bbox="1270 801 1520 841">Medium</td> </tr> <tr> <td data-bbox="595 845 1263 885">Healthy Neighbourhoods</td> <td data-bbox="1270 845 1520 885">Short to medium</td> </tr> </tbody> </table>	Scheme	Timeframe	<b>Public transport</b>		Bakerloo line upgrade and extension	Medium	Lewisham Station and interchange	Short to medium	Brockley Station and interchange	Medium	Surrey Canal Road Station	Short to medium	New Cross to Lewisham Overground extension	TBC	'Metroisation' of London Overground services	Short to medium	<b>Healthy streets and active travel</b>		A2 New Cross Road / Amersham Gyratory removal	Short	A21 Healthy Streets Corridor ('Lewisham Spine')	Short to medium	A205 (South Circular) Re-routing (Catford)	Short	Ringway Corridor (Southend Land and Whitefoot Lane)	Medium	Healthy Neighbourhoods	Short to medium	
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<p><b>Policy TR 2 – Bakerloo Line Upgrade and Extension</b></p>	<p>A. The Bakerloo line upgrade and extension is fundamental to supporting strategic growth and regeneration objectives in Lewisham and the wider London region. The council will work in partnership with stakeholders to secure the timely delivery of the Bakerloo line upgrade and extension, in accordance with the draft London Plan. It will also seek to maximise the opportunities associated with the Bakerloo line extension by directing investment in a way that significantly improves accessibility across the Borough, tackles deprivation and optimises the development potential of local areas and sites in a sustainable way.</p> <p>B. Development proposals will be required to facilitate the delivery of the Bakerloo line upgrade and extension, having regard to policies TR1.C and TR1.D (Sustainable transport and movement).</p> <p>C. Development proposals on sites located within 400 metres of a proposed Bakerloo line station will be closely scrutinised to ensure that development does not preclude the delivery of the Bakerloo line extension, and further optimises the future accessibility</p>	<p>No HRA Implications</p> <p>This policy is ensuring that no development consented by Lewisham will prejudice the delivery of the Bakerloo Line Upgrade and Extension. However, Lewisham does not have development control over the extension itself.</p>																												



Policy	Description	Likely Significant Effects
	<p>provided by its introduction into the local area. This may include provision for new or improved public realm and infrastructure enhancements.</p> <p>D. Development proposals should optimise the use of land and capacity of sites taking into account the Bakerloo line upgrade and extension and future improvements to Public Transport Accessibility Levels enabled by its delivery. The council will seek to ensure that development on sites in proximity to existing, planned or potential future Bakerloo line stations is appropriately phased in order to secure the most beneficial use of land, particularly to help meet Lewisham’s housing needs, including by implementing Policy TR1.H (Sustainable transport and movement).</p> <p>E.</p>	
<p><b>Policy TR 3 – Healthy Streets as Part of Health Neighbourhoods</b></p>	<p>A. The Healthy Streets Approach will be promoted in Lewisham in order to support the delivery of sustainable, healthy and liveable neighbourhoods locally. Priority will be given to measures that encourage and help to facilitate the safe and convenient movement of pedestrians and cyclists along with travel by public transport, including investment in high quality public realm.</p> <p>B. Development proposals will be required to demonstrate how they have considered and applied the draft London Plan Healthy Streets Approach and Indicators. All major development proposals will be required to submit a Healthy Streets Assessment as part of the Transport Assessment. Proposals will be supported where they have positively engaged with the Healthy Streets Approach through the design-led process to deliver appropriate public realm and other improvements that support walking, cycling and the use of public transport.</p> <p>C. The Healthy Streets Approach will be given particular priority along key movement corridors that link Lewisham’s neighbourhoods and town centres with each other and those outside of the Borough. This includes corridors located in areas with lower levels of public transport accessibility and/or areas experiencing deprivation. Development proposals must have regard to relevant guidance that supports corridor improvements, including the council’s future A21 Corridor Supplementary Planning Document.</p> <p>D. Development proposals should safeguard and contribute to enhancing the Borough’s network of walking and cycling routes, including the strategic routes of the Thames Path, South-East London Green Chain and the Waterlink Way, along with Cycle</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>Superhighways and Quietways. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible. Proposals that adversely impact on the safety, quality and convenience of the Borough's network of walking and cycling routes, and associated infrastructure (including dedicated cycle parking provision), will be strongly resisted unless appropriate mitigation measures are provided.</p> <p>E. High quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy QD 3 (Public realm and connecting places) development proposals must be designed to maximise the contribution that public realm makes to encourage active modes of travel. This includes measures to enhance site access, permeability and connectivity by maintaining or integrating safe and legible routes for pedestrians and cyclists along with removing barriers to movement.</p> <p>F. To support the Healthy Streets Approach, development proposals should provide end-of-trip facilities for cyclists that are accessible and designed to a high quality standard. These facilities should be provided at a level that is commensurate with the nature and scale of development and the required level of cycle parking, commensurate with the parking standards of Policy TR4 (Parking).</p> <p>G. To help facilitate more liveable and sustainable neighbourhoods in Lewisham, the council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the pedestrian and cycle environment.</p> <p>H. Development proposals should be designed to ensure that the public realm is not adversely impacted by installations, including advertising columns, and seek opportunities to remove redundant installations wherever possible, in line with Policy QD3 (Public realm and connecting places).</p>	
<b>Policy TR 4 – Parking</b>	<p>A. A carefully managed approach to parking provision will be taken recognising the varying levels of access to public transport across Lewisham along with the strategic objectives to deliver inclusive, sustainable and healthy neighbourhoods, including by significantly reducing air pollution and greenhouse gas emissions.</p>	No HRA Implications

Policy	Description	Likely Significant Effects
	<p>B. The design of parking provision and the amount of spaces provided in new development should respond to the need to ensure safe and convenient access for all users, and also reflect the priority given to encouraging active modes of travel and use of public transport. Development proposals will be assessed against the parking requirements and standards set out in draft London Plan, including for:</p> <ol style="list-style-type: none"> <li>a. Residential and non-residential disabled persons parking;</li> <li>b. Cycle parking, with the higher minimum standards applying in Lewisham;</li> <li>c. Car parking;</li> <li>d. Residential parking;</li> <li>e. Office parking;</li> <li>f. Retail parking; and</li> <li>g. Hotel and leisure uses parking (including consideration of coach parking).</li> </ol> <p>C. When assessing proposals against (B) above, consideration will be given to existing and future planned Public Transport Accessibility Levels, along with the existing provision of step-free access at stations.</p> <p>D. Where development proposals for housing require the provision of parking, the design and allocation of space for occupants should be considered in line with the following sequential approach:</p> <ol style="list-style-type: none"> <li>1. Disabled persons parking and access arrangements.</li> <li>2. Cycle parking and associated end-of-trip facilities.</li> <li>3. Car share or car club parking.</li> <li>4. Family dwelling car parking</li> <li>5. Other occupant parking</li> <li>6. Visitor parking.</li> </ol> <p>E. Major development proposals, development proposals located within town centres and developments likely to generate a significant number of visitors should investigate opportunities to integrate space for cycle hubs to accommodate provision of cycle hire schemes.</p> <p>F. Proposals for car-free development will only be supported where it can be suitably demonstrated that:</p> <ol style="list-style-type: none"> <li>a. The development is appropriately located at a well-connected and highly accessible location;</li> </ol>	<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>b. The development is located within an existing Controlled Parking Zone (CPZ), or it can be demonstrated that there is capacity on the existing local road network to accommodate the parking demand generated by the development;</li> <li>c. There is sufficient capacity on the public transport network in the locality to cater to the additional demand arising from the development, taking into account existing and planned transport infrastructure; and</li> <li>d. There will be no adverse impact on existing provision of on-street parking;</li> </ul> <p>G. The council will consider the need for Controlled Parking Zones to manage additional or new demand arising from development across the Borough, and will implement these where appropriate.</p> <p>H. In order to manage the parking demand associated with new development, the council will consider on a case-by-case basis, whether it is appropriate to require that the development Permit Free (except for Blue Badge holders).</p> <p>I. A minimum of 20 per cent of total car spaces provided on-site are to have active provision of electric charging points, with a minimum of a further 40 per cent designed with the cabling prepared for future use. In the case that a development has a Travel Plan in place, the levels of usage of electric vehicles should be monitored, with new charging points installed as demand increases.</p> <p>J. Car Parking and Management Plans will be required to be submitted with applications for Major development and other proposals that are likely to generate a significant demand for parking or impact on existing parking provision. This includes parking provision for large public and community facilities, including for sport, leisure and recreation uses.</p> <p>K. Development proposals for residential and commercial uses will be expected to investigate opportunities to implement electric vehicle charging points, having regard to the council's Low Emissions Vehicle Charging Strategy.</p> <p>L.</p>	
<p><b>Policy TR 5 – Deliveries, Servicing and Construction</b></p>	<p>A. Development proposals must facilitate safe, clean and efficient delivery and servicing for all of the site's intended occupiers and uses. Delivery and servicing requirements should be considered at the early stage of the design-led process, particularly in mixed-use schemes, in order to ensure practical site layouts and building designs that protect local amenity and avoid or mitigate adverse impacts to the highway network.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>B. Provision of adequate space and facilities for deliveries and servicing should be made off-street, with on street loading bays or other facilities only used where it is demonstrated this is necessary due to feasibility. Larger developments, including major residential schemes, should make provision for well-integrated facilities to allow for deliveries to be received outside of peak hours and for secure, temporary storage of parcels or goods.</p> <p>C. Development proposals for commercial and industrial uses should ensure that parking provision for servicing and delivery is commensurate with the specific operational needs of the development. The level and type of parking provision will be considered on a case-by-case basis, and applicants must provide evidence to demonstrate that the provision is appropriate to location, nature and scale of commercial or industrial use.</p> <p>D. Major developments and other development proposals that are likely to generate a significant number of vehicle movements from deliveries, servicing or construction will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan as part of the Transport Assessment. This should provide a sufficient level of detail about the servicing, delivery and freight requirements of the development from the construction to occupation stages, and demonstrate that all likely adverse impacts on local amenity and the highway network have been avoided or mitigated, recognising that final details may be sought by condition. Consideration should be given to the timing of deliveries.</p> <p>E. For larger schemes, including where sites are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the design-led process and help to enable coordination and integration of servicing requirements across the site(s).</p> <p>F.</p>	
<p><b>Policy TR 6 – Taxis and Private Hire Vehicles</b></p>	<p>A. Development proposals for offices, taxi ranks, and other operational space associated with taxis and private hire vehicle businesses (including minicabs) will be supported where:</p> <ul style="list-style-type: none"> <li>a. They are appropriately located, giving priority to sites within or in close proximity to town centres and near stations;</li> <li>b. The development will not result in a harmful overconcentration of similar uses in the locality;</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>C. It is suitably demonstrated that there will be no adverse impact on local area amenity and the highway network, including existing on-street parking provision;</li> <li>d. Pedestrian and cycle routes will not be impeded, particularly where these are used for access to bus stops, station entrances and other public transport services;</li> <li>e. The development, including any ancillary facilities, is designed to a high quality standard and well-integrated into local area;</li> <li>f. Offices and ranks are accessible and safe during operational hours, including through the use of appropriate lighting and CCTV; and</li> <li>g. Parking spaces delivered on-site to meet the operational use of a building (including offices, hotels, community facilities and major public facilities) have active charging points for all designated taxi spaces, in line with the draft London Plan.</li> </ul> <p>B. Development proposals will be assessed having regard to the cumulative impact of facilities for taxis and private hire vehicles in the locality and the draft London Plan strategic target to increase mode share for walking, cycling and public transport to 80% of all trips by 2041.</p>	
<p><b>Policy TR 7 – Digital and Communications Infrastructure and Connectivity</b></p>	<ul style="list-style-type: none"> <li>A. The council will work with stakeholders to secure the provision of high quality, fast and reliable digital infrastructure across Lewisham to support accessible and inclusive communities, as well as to facilitate growth and diversification of the local economy.</li> <li>B. In line with draft London Plan Policy S16 (Digital connectivity infrastructure) development proposals will be required to take appropriate measures to enable full-fibre, or equivalent infrastructure, connectivity to all end users within new development, along with meeting the expected demand for mobile connectivity generated by the development.</li> <li>C. Development proposals should demonstrate how they will improve digital connectivity on sites in areas that are poorly served by broadband coverage, including designated employment locations, having regard to Lewisham’s Infrastructure Delivery Plan and other relevant information on broadband coverage.</li> </ul> <p>Infrastructure and equipment design</p> <ul style="list-style-type: none"> <li>D. Development proposals for communications infrastructure and equipment will only be supported where it can be suitably demonstrated that:</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. The equipment is the minimum needed to meet operational requirements, having regard to future demand or planned improvements;</li> <li>b. Opportunities for equipment sharing have been fully investigated and taken into account;</li> <li>c. There is no significant adverse impact on the visual amenity of the occupiers of the host building, where relevant, and neighbouring occupiers;</li> <li>d. If located on a main pedestrian road, a minimum residual footway is provided;</li> <li>e. Detrimental impact on the external appearance of the host building or structure, street scene or space on which the equipment is located will be avoided or mitigated; and</li> <li>f. The equipment is sensitively located and appropriately designed, and does not detract from local area character, having particular regard to: <ul style="list-style-type: none"> <li>i. The need to preserve or enhance the significance of heritage assets, including Listed Buildings and conservation areas;</li> <li>ii. The use of design treatments to ensure the least possible visual impact, including colour, landscape and other interventions to help screen or conceal cabling and other apparatus; and</li> <li>iii. The cumulative impact of telecommunications installations on a structure, site or area.</li> </ul> </li> </ul> <p>E. In order to minimise visual impact all communications equipment should be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible.</p> <p>F.</p>	
<p><b>Policy LCA 1 – Central Area Place Principals</b></p>	<p>A. Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area<sup>47</sup> is fully realised. This will require that investment is appropriately coordinated within Lewisham’s Central Area and that:</p> <ul style="list-style-type: none"> <li>a. A significant amount of new development is directed to the major town centres of Lewisham and Catford, and along the A21 corridor linking the centres, including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;</li> <li>b. New employment development is concentrated within town centres and the Bromley Road Strategic Industrial Location;</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

<sup>47</sup> Refers to the New Cross / Lewisham / Catford Opportunity Area, as established by draft London Plan policy SD1 (Opportunity Areas).

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations;</li> <li>d. The out-of-centre Retail Park at Bromley Road is comprehensively redeveloped for a wider mix of complementary uses; and</li> <li>e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension) including:               <ul style="list-style-type: none"> <li>i. Bakerloo line extension;</li> <li>ii. Lewisham station interchange; and</li> <li>iii. Realignment of the South Circular road.</li> </ul> </li> </ul> <p>B. Development proposals will be expected to facilitate growth and investment within the Central Area whilst enhancing its place qualities by supporting:</p> <ul style="list-style-type: none"> <li>a. Lewisham major centre’s transition to a metropolitan centre of sub-regional significance, having regard to Policy LCA2 (Lewisham major centre and surrounds);</li> <li>b. The comprehensive regeneration of Catford major centre, reinforcing its role as the Borough’s principal civic and cultural hub, having regard to Policy LCA3 (Catford major centre and surrounds); and</li> <li>c. The transformation of the A21 corridor and its immediate surrounds into a series of healthy neighbourhoods with a distinctive urban character, and reinforcing its role as a strategic movement corridor for sustainable transport modes, having regard to Policy LCA4 (A21 corridor).</li> </ul> <p>C. Development proposals should help to ensure the Central Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LCA5 (Central Lewisham Links).</p> <p>D. Hither Green will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Hither Green station. To help secure the long-term viability of the local centre, development proposals should:</p> <ul style="list-style-type: none"> <li>a. Enhance the character and accessibility to and along the station approach and the centre, including by improving public realm and the legibility of pedestrian and cycle routes; and</li> </ul>	



Policy	Description	Likely Significant Effects
	<p>b. Facilitate the renewal of non-designated employment sites in proximity to the station to secure a complementary mix of commercial and other uses.</p> <p>E. The distinctive character of the residential hinterland within Catford, Lewisham and Hither Green will be reinforced. To help meet the Borough's future needs, particularly for housing, sensitively designed and high quality development on small sites (such as infill and backland sites) will be supported.</p> <p>F. The river valley network is a defining feature of the Central Area which development proposals should positively respond to by:</p> <ul style="list-style-type: none"> <li>a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Quaggy rivers, including by naturalising the rivers, wherever opportunities arise;</li> <li>b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and</li> <li>c. Facilitating the provision of new and enhanced connections to and along the rivers and river valleys, including by extending and improving the Waterlink Way. Walking and cycling links to the river from the town centres of Lewisham and Catford, and the A21 corridor, will be strongly supported</li> </ul> <p>G. Development proposals for tall buildings in the Central Area where only be acceptable in those locations identified as being appropriate for tall buildings, having regard to the requirements of Policy QD4 (Building heights).</p> <p>H. The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the Central Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer to and positively engage with these documents, including:</p> <ul style="list-style-type: none"> <li>a. Lewisham Characterisation Study (2019);</li> <li>b. Catford Town Centre Masterplan (Forthcoming);</li> <li>c. A21 Corridor Intensification and Development Strategy (Forthcoming); and</li> <li>d. River Corridor Improvement Plan SPD (2015).</li> </ul> <p>e.</p>	

Policy	Description	Likely Significant Effects
<b>Policy LCA 2 – Lewisham Major Centre and Surrounds</b>	<p>A. Continued investment in Lewisham major centre to enable its transition to a metropolitan centre of sub-regional significance in London, and a gateway to the south east, is a strategic priority. To realise this objective and secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of transformational improvement to the town centre environment. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial role is maintained and enhanced.</p> <p>B. Development proposals will be expected to help facilitate the delivery of strategic transport infrastructure necessary to ensure the centre can effectively serve, and benefit from, a wider sub-regional catchment and to support Opportunity Area objectives. This includes the Bakerloo line extension, Lewisham station interchange, land required for bus services and pedestrian and cycle routes. Detailed site specific requirements are set out in the site allocation policies for the Central Area.</p> <p>C. Development proposals should positively respond to the evolving urban scale and character of the centre and its surrounds. They must be designed with particular reference to their relationship with existing clusters of tall and taller buildings, the prevailing townscape and skyline, having regard to Policy QD4 (Building heights). Development should also be designed to provide an appropriate transition from the surrounding residential neighbourhoods, its edges and into the heart of the town centre, with generous setbacks provided along main roads and other routes.</p> <p>D. Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. This will require that a clear hierarchy of streets is established within the town centre and its surrounding neighbourhoods, along with a cohesive and legible network of routes running through and connecting key strategic sites, commercial destinations and public open spaces. Particular consideration will need to be given to movements to and from Lewisham station interchange, connecting Silk Mills Path and residential neighbourhoods to the north, and Lewisham Gateway and the wider town centre area to the south.</p> <p>E. Development proposals should be designed to improve access and permeability in the town centre and its surrounding area, particularly where sites are to be delivered through comprehensive redevelopment. This includes new or enhanced east-west routes through</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>the Lewisham Shopping Centre site, along Loampit Vale and Thurston Road, and from Silk Mills Path to Connington Road and Lewisham Road.</p> <p>F. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes improved access to the River Ravensbourne by extending and enhancing Waterlink Way that traverses the wider town centre area, and the River Quaggy at Lee High Road. Proposals should make provision for attractive and robust embankments as a central design feature, particularly along the River Ravensbourne to enhance connections from Silk Mills Path to Lewisham transport interchange and the Lewisham Gateway site, leading to the town centre and the Primary Shopping Area.</p> <p>G. Lewisham Market is at the heart of the town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders. Effective management of the market and associated public realm will be essential to its long-term viability, and the council will work with stakeholders to secure appropriate management arrangements.</p> <p>H. Within the designated town centre area and at its edges, development proposals must provide for an appropriate mix of main town centre uses at the ground floor level. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary commercial, leisure and cultural uses elsewhere. Night-time economic activities will be supported where they positively contribute to the local area.</p> <p>I. Positive and active frontages will be required at the street level, particularly along Lewisham High Street, Molesworth Street, Rennell Street and Lewisham Grove – which together help to frame the Primary Shopping Area – as well as Loampit Vale, Lee High Road and Lewisham Road. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings. Where new housing is proposed within the town centre, this will only be acceptable on upper floor levels.</p>	

Policy	Description	Likely Significant Effects
	<p>J. To ensure Lewisham major centre’s role as one of the Borough’s principal commercial and employment locations, development proposals will be expected to retain or re-provide existing workspace, and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1 uses, including hybrid workspace combining office and lighter industrial workspace appropriate to the area. Provision of workspace suitable for small businesses, including units of 500 square meters or less, will be strongly encouraged.</p> <p>K.</p>	
<p><b>Policy LCA 3 Catford Major Centre and Surrounds</b></p>	<p>A. Reinforcing the role of Catford major centre as Lewisham’s principal civic and cultural hub is a strategic priority. To realise this objective and to secure the centre’s long-term vitality and viability, development proposals must contribute to a coordinated process of town centre regeneration that positively responds to Catford’s distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre’s predominant civic, commercial and cultural role is maintained and enhanced.</p> <p>B. Development proposals must be delivered through the masterplan process, in accordance with relevant site allocation policies and the Catford Town Centre Masterplan.</p> <p>C. The realignment of the South Circular (A205) will be secured through a partnership approach with key stakeholders, including Transport for London. This will help to facilitate comprehensive regeneration and renewal in the town centre and its surrounds, in particular, by addressing existing issues of severance and pollution to create a more cohesive, safer, healthier and accessible town centre area. Development proposals will be expected to maximise opportunities presented by the road realignment, including through designs that provide safer access across main junctions, new and improved public realm and more accessible, high quality public open spaces.</p> <p>D. Development proposals should positively respond to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>E. Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of routes running through and connecting key strategic sites, commercial, civic and cultural destinations, and public open spaces. Particular consideration will need to be given to movements to and from Catford and Catford Bridge stations and along Rushey Green (A21). Careful consideration will also need to be given to the relationship between vehicular, pedestrian and cycle movements and access at Sangley, Brownhill and Plassy Roads, and the South Circular (A205).</p> <p>F. Development proposals must positively respond to the historic and cultural character of the town centre and its surrounds, and preserve or enhance the significance of heritage assets, including by:</p> <ol style="list-style-type: none"> <li>a. Retaining the Broadway Theatre as an integral local landmark and cultural destination within the centre. Development should be designed to ensure the theatre remains a prominent visual feature marking the eastern gateway to The Broadway;</li> <li>b. Designing development with reference to the historic fabric of the local area. In particular, development should seek opportunities to enhance the townscape by reinstating the network of historic lanes within the town centre; and</li> <li>c. Addressing the relationship of new development with the Culvery Green Conservation Area to the south.</li> </ol> <p>G. Development should positively respond to the distinctive character of The Broadway, and the buildings of townscape merit that line it, and reinforce its function as a key pedestrian movement corridor and focal point of activity.</p> <p>H. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Ravensbourne near Catford and Catford Bridge Stations, and to improve public access to the Waterlink Way by repairing the existing break in the path and extending the route to join with the River Pool Linear Park. Proposals should make provision for attractive and robust embankments as a central design feature to enhance connections to town centre's western gateway, Ladywell Fields and the train stations.</p>	

Policy	Description	Likely Significant Effects
	<p>I. Catford Market forms an integral part of the town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.</p> <p>J. Development proposals must provide for an appropriate mix of main town centre uses. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary civic, commercial, leisure and cultural uses elsewhere. Night-time economic activities should help to reinforce Catford's role as an important cultural destination, and will be supported where they positively contribute to the local area.</p> <p>K. Positive frontages will be required at the street level, particularly along Rushey Green, The Broadway and within the Primary Shopping Area. Positive frontages should be integrated elsewhere within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.</p> <p>L. Catford major centre is a key commercial and employment location. It has a unique civic and cultural function that distinguishes it from, and helps to complement, Lewisham major centre. Development proposals will be expected to retain or re-provide existing workspace and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1 uses, including office floorspace and hybrid workspace combining office and lighter industrial workspace appropriate to the area. Provision of workspace suitable for small businesses, including units of 500 square meters or less, will be strongly encouraged, particularly where the space is designed to support the cultural industries.</p> <p>M.</p>	
<p><b>Policy LCA 4 – A21 Corridor</b></p>	<p>A. The transformation of the A21 corridor (Lewisham High Street, Rushey Green and Bromley Road) and its immediate surrounds into a series of liveable and healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects
	<p>residential quarters within this Central Area location. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.</p> <p>B. Development proposals along the A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by:</p> <ol style="list-style-type: none"> <li>a. Positively responding to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Corridor Intensification and Development Strategy SPD;</li> <li>b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions;</li> <li>c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, particularly in town centres and edge-of-centre locations;</li> <li>d. Maximising opportunities to integrate urban greening measures; and</li> <li>e. Enhancing connections between the major centres of Catford and Lewisham, as well as neighbourhoods surrounding the corridor, through the delivery of new and improved public realm.</li> </ol> <p>C. Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to the safe and convenient movement of pedestrians and cyclists, as well as the use of public transport. This principal north-south route should be supported by a complementary network of legible, safe and accessible routes, including cycling Quietways, that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park and Mountsfield Park.</p> <p>D. Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.</p>	<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects															
	<p>E. Development proposals on sites along the A21 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of heathy neighbourhoods).</p> <p>F.</p>																
<p><b>Policy LCA 5 – Central Lewisham Links</b></p>	<p>A. Development proposals will be expected facilitate the creation and enhancement of the Central Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the Central area. The main strategic routes within this network are set out in <b>Table X</b> below.</p> <p>Central Lewisham Links</p> <table border="1" data-bbox="577 571 1525 759"> <thead> <tr> <th>Link route</th> <th>Description</th> <th>Key linkages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> </tbody> </table> <p>B. On sites located adjacent to an existing or proposed route of the Central Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the Central Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:</p> <ol style="list-style-type: none"> <li>a. New or enhanced footpaths or cycleways;</li> <li>b. Road realignment;</li> <li>c. Street crossings or other safety measures;</li> <li>d. Cycle parking;</li> <li>e. External lighting;</li> <li>f. Landscaping;</li> <li>g. Tree planting or other green infrastructure;</li> <li>h. Drinking water fountains;</li> <li>i. Public conveniences;</li> <li>j. Way-finding signage.</li> </ol>	Link route	Description	Key linkages	1			2			3			4			<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
Link route	Description	Key linkages															
1																	
2																	
3																	
4																	



Policy	Description	Likely Significant Effects
	<p>C. To support the effective implementation of the Central Lewisham Links, development proposals will be expected to have regard to the council's Open Space Strategy.</p> <p>A.</p>	
<p><b>Lewisham Central Site Allocations</b></p>	<p>See Appendix C</p>	<p>Potential HRA Implications requiring further investigation of likely significant effects in the body of the report</p> <p>An increase in residential, commercial or industrial/business development has the potential to cause likely significant effects upon European sites should the developments be within the Zone of Influence of the site.</p> <p>Potential Impact pathways include:</p> <ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality and resources</li> <li>• Air quality</li> </ul>
<p><b>Policy LNA 1 – North Area Place Principals</b></p>	<p>A. Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area<sup>48</sup> is fully realised. This will require that investment is appropriately coordinated within Lewisham's North Area and that::</p> <ol style="list-style-type: none"> <li>a. The comprehensive regeneration of strategic sites is facilitated to deliver new urban localities that are well-integrated with existing neighbourhoods, bringing a significant amount of new housing and workspace, along with community facilities and other supporting infrastructure. The includes regeneration of the Mixed-use Employment Locations of Convoys Wharf, Oxestalls Road and Surrey Canal Triangle;</li> <li>b. New employment development is concentrated within town centres, Mixed-use Employment Locations, Locally Significant Industrial Sites and the Surrey Canal Road Strategic Industrial Location;</li> </ol>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

<sup>48</sup> Refers to the New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside Opportunity Areas, as established by draft London Plan policy SD1 (Opportunity Areas).

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations. Cultural and creative industries will be promoted, in particular, in order to enhance existing clusters of commercial activity within Lewisham’s Creative Enterprise Zone;</li> <li>d. Development proposals reinforce and enhance the integral role of the Deptford Creekside and New Cross Cultural Quarters n supporting the cultural and creative industries; and</li> <li>e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension), including:               <ul style="list-style-type: none"> <li>i. Bakerloo line extension, including a new station interchange at New Cross;</li> <li>ii. A new London Overground station at Surrey Canal Road; and</li> <li>iii. River bus services at Convoys Wharf.</li> </ul> </li> </ul> <p>B. The transformation of the New Cross Road / A2 corridor into a well-functioning and healthy street that supports a well-connected network of neighbourhoods and places will be facilitated, in line with Policy LNA2 (New Cross Road / A2 corridor).</p> <p>C. Development proposals should help to ensure the North Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LNA5 (North Lewisham Links). Folkestone Gardens should form a central point for a series of pedestrian and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road.</p> <p>D. Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, as well as the barriers to movement around other major roads, such as New Cross Road and Evelyn Street (A200).</p> <p>E. Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals should address the historic environment as an integral part of the design-led process. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that</p>	

Policy	Description	Likely Significant Effects
	<p>contribute to the area's character and identity, particularly where sites are delivered comprehensively through the masterplan process. This includes heritage assets associated with:</p> <ol style="list-style-type: none"> <li>a. Deptford's maritime and industrial heritage, including the Royal Naval Dockyard;</li> <li>b. The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving access to it; and</li> <li>c. The historic fabric and grain of the high streets at Deptford and New Cross.</li> </ol> <p>F. The River Thames and Deptford Creek are defining features of the North Area which development proposals should positively respond to, having regard to Policy LNA4 (Thames Policy Area and Deptford Creekside). Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek.</p> <p>G. Development proposals should positively respond to the historic and cultural character of New Cross and Deptford district town centres. A wide range of commercial, cultural and community uses will be supported within the centres, helping to ensure their long-term viability and broadening their role as key nodes of employment generating activity within the Creative Enterprise Zone.</p> <p>H. Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, having regard to Policy EC 18 (Culture and the night-time economy).</p> <p>I. Deptford market and market yard are at the heart of the Deptford district town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.</p> <p>J. The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment.</p>	

Policy	Description	Likely Significant Effects
	<p>Development proposals should refer and positively engage with these documents, including:</p> <ul style="list-style-type: none"> <li>a. Lewisham Characterisation Study (2019);</li> <li>b. New Cross Area Framework and Station Opportunity Study (2019);</li> <li>c. New Cross Gate Station SPD (forthcoming);</li> <li>d. Surrey Canal Triangle SPD (forthcoming); and</li> <li>e. River Corridor Improvement Plan SPD (2015).</li> <li>f.</li> </ul>	
<p><b>Policy LNA 2 – New Cross Road / A2 Corridor</b></p>	<ul style="list-style-type: none"> <li>A. Development proposals along the New Cross Road / A2 corridor and its surrounds should enhance the place qualities of the corridor by: <ul style="list-style-type: none"> <li>a. Positively responding to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting;</li> <li>b. Reinforcing the predominant commercial function and distinctive identity of the high street, taking opportunities to introduce a wider and richer mix of uses into the area;</li> <li>c. Enhancing the continuity of the high street from Old Kent Road to Deptford by repairing breaks and activating frontages, particularly through the retention and introduction of commercial, cultural and community uses at the ground floor level;</li> <li>d. Improving relationships between the northern and southern sides of New Cross Road to create a more cohesive high street, including through public realm enhancements that reduce barriers to movement and enable safe access along and across the road;</li> <li>e. Delivering public realm improvements that make the corridor a more accessible and welcoming place;</li> <li>f. Maximising opportunities to integrate urban greening measures; and</li> <li>g. Supporting the continued evolution of the corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of strategic and other sites.</li> </ul> </li> <li>B. Development proposals must reinforce the role of New Cross Road as a strategic movement corridor, giving priority to the safe and convenient movement of pedestrians and cyclists, as well as the use of public transport. This principal east-west route should be supported by a complementary network of legible, safe and accessible routes,</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>including cycle routes, that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross district centres, New Cross and New Gate Stations, Goldsmith’s College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Proposals will be expected to secure the continuity and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites.</p> <p>C. A partnership approach will be pursued to help facilitate the transformation of the New Cross Road / A2 corridor into a healthy street, particularly to deliver strategic transport infrastructure and public realm improvements, including:</p> <ul style="list-style-type: none"> <li>a. A new high quality station interchange at New Cross Gate, necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;</li> <li>b. Interventions to support a rebalancing of New Cross Road to prioritise pedestrian and cycle movements, including by widening pavements and reducing pinch-points; and</li> <li>c. Improvements at key junctions to enhance safety for all road users, including at Amersham Gyratory.</li> </ul> <p>D. Development proposals on sites along the New Cross Road / A2 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).</p> <p>E.</p>	
<p><b>Policy LNA 3 – Creative Enterprise Zone (SHAPESLewisham)</b></p>	<p>A. A Creative Enterprise Zone (CEZ) is designated in Lewisham’s North Area. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham’s distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development.</p> <p>B. To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through:</p> <ul style="list-style-type: none"> <li>a. The regeneration of Mixed-use Employment Land;</li> <li>b. Retaining and enhancing workspace provision at Deptford Creekside;</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>c. Focused renewal of industrial sites located at the convergence of Grinstead and Trundleys Roads to establish a revitalised employment-led mixed-use quarter; and</li> <li>d. Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford district town centres, including night-time economic activities.</li> </ul> <p>C. The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:</p> <ul style="list-style-type: none"> <li>a. Ensuring that new development proposals protect existing business floorspace and contribute to making provision for a wide range of workspace and facilities, at an appropriate range of rents. Proposals incorporating an element of affordable workspace catered to micro, small and medium sized businesses, including start-ups, will be considered favourably;</li> <li>b. Ensuring new development proposals are designed to enable full-fibre, or equivalent infrastructure, connectivity to all end users;</li> <li>c. Encouraging the temporary use of vacant buildings and sites for creative workspace and cultural activities; and</li> <li>d. Building on the vital role of the area’s cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham’s creative and cultural industries.</li> </ul> <p>D. Within the CEZ, development proposals involving the loss of B1 Use Class workspace that is currently occupied by, or suitable for, uses in the creative and cultural industries, including artists’ workspace, will be strongly resisted., Proposals involving the redevelopment of this type of workspace will be required to:</p> <ul style="list-style-type: none"> <li>a. Ensure that an equivalent amount of B1 Use Class workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), incorporating existing businesses where possible; and</li> </ul> <p>Include an element of affordable workspace, in line with Policy EC4 (Providing suitable business space and affordable workspace).</p> <p>b.</p>	
<p><b>Policy LNA 4 – Thames Policy Area and Deptford Creekside</b></p>	<p>A. Development proposals must positively respond to the distinctive character and environmental qualities of the River Thames and Deptford Creek. They should also</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects
	<p>support and seek to maximise the multifunctional social, economic and environmental benefits of the watercourses, having regard to Policy SD9 (Water management).</p> <p>B. Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, will be expected to address the watercourse as an integral part of the design-led process. New development should help to reinforce and enhance the site's relationship with the River Thames and Deptford Creek, including by:</p> <ul style="list-style-type: none"> <li>a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore;</li> <li>b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to: <ul style="list-style-type: none"> <li>i. Views, vistas, landmark features and other points of interest;</li> <li>ii. Building lines, along with the orientation and spacing between buildings; and</li> <li>iii. Physical connections to the river or creek, including pedestrian and cycle routes that enable access to the waterfront;</li> </ul> </li> <li>c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way;</li> <li>d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity and enhance visual connections with the river or creek;</li> <li>e. Resisting encroachment into the creek or river and foreshore; and</li> <li>f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies.</li> </ul> <p>C. Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are investigated and implemented.</p>	<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<p><b>Policy LNA 5 – North Lewisham Links</b></p>	<p>A. Development proposals will be expected facilitate the creation and enhancement of the North Lewisham Links, a connected network of high quality walking and cycle routes</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects															
	<p>linking key routes, public open spaces and other key destinations across the North area. The main strategic routes within this network are set out in <b>Table X</b> below.</p> <p>North Lewisham Links</p> <table border="1" data-bbox="577 359 1525 544"> <thead> <tr> <th>Link route</th> <th>Description</th> <th>Key linkages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> </tbody> </table> <p>B. On sites located adjacent to an existing or proposed route of the North Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the North Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:</p> <ol style="list-style-type: none"> <li>a. New or enhanced footpaths or cycleways;</li> <li>b. Road realignment;</li> <li>c. Street crossings or other safety measures;</li> <li>d. Cycle parking;</li> <li>e. External lighting;</li> <li>f. Landscaping;</li> <li>g. Tree planting or other green infrastructure;</li> <li>h. Drinking water fountains;</li> <li>i. Public conveniences;</li> <li>j. Way-finding signage.</li> </ol> <p>C. To support the effective implementation of the North Lewisham Links, development proposals will be expected to have regard to the council’s Open Space Strategy.</p> <p>D.</p>	Link route	Description	Key linkages	1			2			3			4			<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
Link route	Description	Key linkages															
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Policy	Description	Likely Significant Effects
<p><b>Lewisham North</b></p> <p><b>Site Allocations</b></p>	<p>See Appendix C</p>	<p>Potential HRA Implications requiring further investigation of likely significant effects in the body of the report.</p> <p>An increase in residential, commercial or industrial/business development has the potential to cause likely significant effects upon European sites should the developments be within the Zone of Influence of the site.</p> <p>Potential Impact pathways include:</p> <ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality and resources</li> <li>• Air quality</li> </ul>
<p><b>Policy LEA 1 – East Area Principles</b></p>	<p>A. Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and strategic sites. This will require that investment is appropriately coordinated within Lewisham’s East Area and that:</p> <ol style="list-style-type: none"> <li>a. The comprehensive redevelopment of strategic sites, and the renewal of other sites, within and around Lee Green district town centre is facilitated to secure the centre’s long-term vitality and viability and to enhance its role as key focal point for community activity, in line with Policy LEA2 (Lee Green district centre and surrounds);</li> <li>b. The renewal of sites at Grove Park and Hither Green local centres and their surrounds, including the station approaches, is facilitated to support the long-term vitality and viability of the centres;</li> <li>c. Burnt Ash local centre plays a more prominent role in supporting the local area with provision of modern workspace, services and community facilities;</li> <li>d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Blackheath Hill and Manor Lane; and</li> <li>e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-</li> </ol>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>location of employment and other compatible uses on LSIS, along with improving the environmental quality of employment locations.</p> <p>B. Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its 'Outstanding Universal Value', as well as its setting and the views to and from it, in line with Policy HE2 (Designated heritage assets).</p> <p>C. Development proposals should positively respond to the historic and village character of Blackheath district centre and its wider setting, as well the architectural qualities of buildings that contribute to its local distinctiveness. A wide range of commercial, cultural and community uses will be supported within the centre in order to secure its long-term vitality and viability. A carefully managed approach to new development will be taken to maintain the centre's village character and reinforce its role in supporting the visitor and night-time economy, whilst ensuring the locality benefits from a high standard of amenity.</p> <p>D. The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into well-functioning and healthy streets that support a well-connected network of neighbourhoods and places will be facilitated, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Development proposals should seek to enhance the pedestrian and cycle environment through the provision of public realm improvements and positive frontages along the roads including, where appropriate, the infilling of vacant and underused sites. Proposals that are designed to improve safe movement along and across the South Circular and Lee High Road will be strongly supported.</p> <p>E. The intensification of sites within the Lee Green district centre and those fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park station and Heather Road/Bramdean Crescent), and along the South Circular will be supported.</p> <p>F. Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the South Circular (A205) and rail lines, particularly within the northeast and southwest parts of the East Area, and well as those that establish the boundary with Lewisham's Central and South Areas.</p>	

Policy	Description	Likely Significant Effects
	<p>G. Burnt Ash will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Lee station. To help secure the long-term viability of the local centre, development proposals should:</p> <ul style="list-style-type: none"> <li>a. Enhance the character and accessibility to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of pedestrian and cycle routes; and</li> <li>b. Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial and other uses.</li> </ul> <p>H. The sensitive intensification of established residential neighbourhoods will be supported where new development positively responds to their distinctive local character, including the landscape setting. The council will prepare a Small Site Guidance Supplementary Planning Document, which development proposals should have regard to.</p> <p>I. Opportunities should be taken to direct new investment to the Grove Park neighbourhood to address the pockets of deprivation within it, having regard to Policy LEA3 (Area for Regeneration, Grove Park). New development proposals should positively respond to the character and design qualities of the Chinbrook Estate.</p> <p>J. The network of green infrastructure within the East Area and its surrounds, including outside of the Borough, contributes to the area's distinctive character and environmental qualities. Development proposals should contribute to protecting and enhancing this network of green infrastructure, including by integrating greening measures that establish new linkages and greater continuity between green and other open spaces, in line with Policy LEA4 (Linear network of green infrastructure).</p> <p>K. Development proposals should help to ensure the East Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LEA5 (East Lewisham Links).</p> <p>L. The River Quaggy is a defining feature of the East Area which development proposals should positively respond to. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront. This includes opportunities to deculvert and naturalise the River</p>	

Policy	Description	Likely Significant Effects
	<p>Quaggy near Lee High Road, as well as to deliver improved access and views to it, particularly around the town centre.</p> <p>M. The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer and positively engage with these documents, including:</p> <ul style="list-style-type: none"> <li>a. Lewisham Characterisation Study (2019);</li> <li>b. Small sites SPD (forthcoming); and</li> <li>c. River Corridor Improvement Plan SPD (2015).</li> <li>d.</li> </ul>	
<p><b>Policy LEA 2 – Lee Green District Centre and Surrounds</b></p>	<p>A. Development proposals should contribute to securing the long-term vitality and viability of Lee Green district town centre by enhancing the place qualities of the centre, as well as reinforcing its role as a key focal point for community activity in the East Area. Development proposals must contribute to a coordinated process of town centre renewal that positively responds to the area’s distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre’s predominant commercial and community role is maintained and enhanced.</p> <p>B. The comprehensive redevelopment of strategic sites within the town centre should provide a catalyst for its renewal. Development proposals on strategic sites will be expected to optimise the use of land, having regard to other Local Plan policies. Strategic sites should be delivered through the masterplan process, taking into account their relationship with adjoining and neighbouring sites, to ensure a coordinated approach to town centre renewal. This is particularly for development proposals at the Leegate Shopping Centre (site ref XX), Sainsbury’s Lee Green (site ref XX) and the land at Lee High Road and Lee Road (site ref XX), which together form a central focus for renewal.</p> <p>C. Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of routes running through and connecting key commercial, leisure and cultural destinations, along with public open spaces. Particular consideration will need to be given to movements</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>along and across the main junction, Lee High Road, Lee Road, Burnt Ash Road, Taunton Road, Leyland Road and Hedgley Street.</p> <p>D. Development proposals should positively respond to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.</p> <p>E. Positive frontages should be integrated within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.</p> <p>F. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Quaggy and to improve public access to it.</p> <p>G.</p>	
<p><b>Policy LEA 3 – Strategic Area for Regeneration, Grove Park</b></p>	<p>A. A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of Lewisham’s South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within the area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.</p> <p>B. Development proposals and stakeholders should seek opportunities to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, taking into account policies for the wider Strategic Area for Regeneration in the Borough’s south, as set out in Policy LSA2 (Strategic Area for Regeneration).</p> <p>C.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
<p><b>Policy LEA 4 – Linear Network of Green Infrastructure</b></p>	<p>A. The East Area contains a linear network of green infrastructure that will be protected and enhanced, in line with other Local Plan policies. Development proposals should positively respond to the linear network of green infrastructure as a vital environmental asset within the Borough and defining feature of the Blackheath, Lee and Grove Park neighbourhoods.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects															
	<p>B. Development proposals should maximise opportunities to reinforce and enhance the character, amenity and environmental value of the linear network of green infrastructure, including by:</p> <ul style="list-style-type: none"> <li>a. Integrating greening measures to enhance existing green linkages, and create new linkages, between the different elements of green infrastructure within the area, particularly to support the achievement of a continuous linear and connected ecological network;</li> <li>b. Seeking opportunities to restore or introduce habitats, particularly priority habitats, to support species and enhance the biodiversity value of the network;</li> <li>c. Maintaining and enhancing the Green Chain walk as a key route for public access to and between spaces within the network;</li> <li>d. Making provision for safe public access to and throughout the network, where appropriate, including by improving or introducing pedestrian and cycle routes, pathways and access points, such as gates; and</li> <li>e. Ensuring that development is designed in a manner that is sensitive to character of the network and the landscape setting.</li> </ul> <p>C. The effective management of the linear network of green infrastructure, including initiatives that promote interpretation and appreciation of the network (including its local, historical and ecological significance), will be encouraged.</p> <p>D.</p>																
<p><b>Policy LEA 5 – East Lewisham Links</b></p>	<p>A. Development proposals will be expected facilitate the creation and enhancement of the East Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the East area. The main strategic routes within this network are set out in <b>Table X</b> below.</p> <p>East Lewisham Links</p> <table border="1" data-bbox="577 1114 1525 1302"> <thead> <tr> <th>Link route</th> <th>Description</th> <th>Key linkages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> </tbody> </table>	Link route	Description	Key linkages	1			2			3			4			<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
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Policy	Description	Likely Significant Effects
	<p>B. On sites located adjacent to an existing or proposed route of the East Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the East Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:</p> <ol style="list-style-type: none"> <li>a. New or enhanced footpaths or cycleways;</li> <li>b. Road realignment;</li> <li>c. Street crossings or other safety measures;</li> <li>d. Cycle parking;</li> <li>e. External lighting;</li> <li>f. Landscaping;</li> <li>g. Tree planting or other green infrastructure;</li> <li>h. Drinking water fountains;</li> <li>i. Public conveniences;</li> <li>j. Way-finding signage.</li> </ol> <p>C. To support the effective implementation of the East Lewisham Links, development proposals will be expected to have regard to the council's Open Space Strategy.</p> <p>A.</p>	
<p><b>Lewisham East</b></p> <p><b>Site Allocations</b></p>	<p>See Appendix C</p>	<p>Potential HRA Implications requiring further investigation of likely significant effects in the body of the report.</p> <p>An increase in residential, commercial or industrial/business development has the potential to cause likely significant effects upon European sites should the developments be within the Zone of Influence of the site.</p> <p>Potential Impact pathways include:</p> <ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality and resources</li> </ul>

Policy	Description	Likely Significant Effects
<b>Policy LSA 1 – South Area Place Principles</b>	<p>A. Development proposals must make the best use of land in helping to facilitate Good Growth and focussed regeneration, particularly to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation locally. This will require that investment is appropriately coordinated within Lewisham’s South Area and that:</p> <ul style="list-style-type: none"> <li>a. The out-of-centre Retail Park, former Gas Works and other sites at Bell Green and Lower Sydenham are comprehensively redeveloped to create a new high quality residential, mixed-use quarter that is well-integrated with its surrounding neighbourhoods;</li> <li>b. New development is directed to the A21 corridor (Bromley Road), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;</li> <li>c. Opportunities are taken to deliver new high quality housing, along with new or improved community facilities, through the sensitive intensification of sites within established residential neighbourhoods;</li> <li>d. New employment development is concentrated within town centres and Locally Significant Industrial Sites;</li> <li>e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, as well the redevelopment of the sites at Bell Green and Lower Sydenham, along with improving the environmental quality of employment locations;</li> <li>f. Land is safeguarded to secure the delivery of strategic transport infrastructure, including the Bakerloo line extension south to Hayes, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension).</li> </ul> <p>B. Development proposals on strategic and other sites within the Bell Green and Lower Sydenham area must demonstrate how they will positively contribute to a coordinated process of local area regeneration, in line with Policy LSA3 (Bell Green and Lower Sydenham).</p> <p>C. Development proposals should optimise the use of land and capacity of sites, taking into account the Bakerloo line upgrade and extension and other infrastructure that will enable significant future improvements to public transport accessibility levels in the South Area. The council will seek that development is appropriately phased in order to ensure there is</p>	<ul style="list-style-type: none"> <li>• Air quality</li> </ul> <p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>



Policy	Description	Likely Significant Effects
	<p>adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.</p> <p>D. Development proposals should positively respond to distinctive and historic character of Southend Village and its surrounds, and seek opportunities to enhance its unique place qualities and functions, having regard to Policy LSA3 (A21 corridor / Bromley Road).</p> <p>E. Opportunities should be taken to direct new investment to established residential neighbourhoods of Bellingham and Downham, including new high quality housing, enhanced community facilities and public realm improvements. The sensitive intensification of these neighbourhoods, including through the infilling of sites, will be supported where new development positively responds to their distinctive local character. This includes the predominant 'garden city' principles and cottage estate character associated with the London County Council estates. The council will prepare a Small Site Guidance Supplementary Planning Document, which development proposals must have regard to.</p> <p>F. Development proposals should positively respond to the role of Downham district centre in meeting the day-to-day shopping and service needs of the local area. A wide range of commercial, leisure and community uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:</p> <ol style="list-style-type: none"> <li>a. Retain units for appropriate main town centre uses, particularly for A1 retail uses; and</li> <li>b. Enhance the quality of the streetscape and townscape, along with the environmental quality of the centre, including through the improvements to shopfronts and the public realm.</li> </ol> <p>G. Bellingham will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Bellingham station and the A21 corridor. To help secure the long-term viability of the local centre, development proposals should:</p> <ol style="list-style-type: none"> <li>a. Enhance access to and along the centre and station approach, including by improving public realm and the legibility of pedestrian and cycle routes; and</li> </ol>	

Policy	Description	Likely Significant Effects
	<p>b. Enhance the character of the area through improvements to shopfronts and the renewal of employment land at the southern end of Bromley Road Strategic Industrial Location, at Randlesdown Road.</p> <p>H. Development proposals should contribute to supporting inclusive and mixed communities, including by protecting family housing and preventing against the overconcentration of Houses in Multiple Occupation in the local area, having particular regard to Policy HO8 (Housing with shared facilities).</p> <p>I. Development proposals should help to ensure the South Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including green spaces and waterways, having regard to Policy LSA4 (South Lewisham Links). Opportunities to introduce cycle routes, including Quietways, should be maximised, particularly in the established residential areas where wider street layouts are well suited to accommodating routes.</p> <p>J. Public realm and access improvements should be introduced along the A21 corridor / Bromley Road (including active frontages uses along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road).</p> <p>K. The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. The council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.</p> <p>L. The river valley network is a defining feature of the South Area which development proposals should positively respond to by:</p> <p>f. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise;</p>	

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>g. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and</li> <li>h. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.</li> </ul> <p>M. A partnership approach will be pursued to help facilitate local area regeneration, particularly to deliver strategic transport infrastructure. This includes infrastructure necessary to ensure the development potential of the Bell Green / Lower Sydenham area can be fully realised, including:</p> <ul style="list-style-type: none"> <li>a. The Bakerloo line extension to Hayes, including required station improvements; and</li> <li>b. Improvements at key junctions to enhance safety for all road users, including at the Bell Green gyratory.</li> </ul> <p>N. The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the South Area, and to help ensure coordination in the delivery of new investment. Development proposals should have regard to and positively engage with these documents, including:</p> <ul style="list-style-type: none"> <li>c. Lewisham Characterisation Study (2019);</li> <li>d. A21 Corridor Intensification and Development Strategy (forthcoming);</li> <li>e. Bell Green and Lower Sydenham Area Framework and/or SPD (forthcoming);</li> <li>f. Small Site Guidance SPD (forthcoming); and</li> <li>g. River Corridor Improvement Plan SPD (2015).</li> <li>h.</li> </ul>	
<p><b>Policy LSA 2 – Strategic Area for Regeneration</b></p>	<p>A. A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of the South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within this area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>B. In order to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, stakeholders and development proposals should seek opportunities to:</p> <ul style="list-style-type: none"> <li>a. Significantly improve transport accessibility in the area, particularly by:                             <ul style="list-style-type: none"> <li>i. Enhancing provision of and access to high quality public transport infrastructure, including bus services;</li> <li>ii. Addressing barriers to movement by enhancing the network of pedestrian and cycle routes connecting to transport nodes, town and local centres, schools and training facilities, and employment locations;</li> </ul> </li> <li>b. Plan positively for social infrastructure to meet local needs, particularly community facilities and services catered to children and young people;</li> <li>c. Support the vitality and viability of town and local centres, helping to ensure they make provision for a wide range of accessible shops and services;</li> <li>d. Improve the environmental quality of neighbourhoods, including by reducing and mitigating pollution along main roads and junctions;</li> </ul> <p>C. Investment to support the achievement of safe, healthy and liveable neighbourhoods within the Strategic Area for Regeneration should be facilitated through a variety of approaches, including::</p> <ul style="list-style-type: none"> <li>a. Partnership working with key stakeholders to secure the delivery of new and improved infrastructure, including transport infrastructure such as the Bakerloo line extension, to significantly improve access to high quality services and community facilities, along with training and employment opportunities, whether within the Borough or elsewhere in London and beyond,;</li> <li>b. The comprehensive redevelopment of strategic sites, and renewal of town centres and employment locations, in the Bell Green and Lower Sydenham area, to help shift the focus and spread the benefits of investment southwards within the Borough,;</li> <li>c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.</li> <li>d.</li> </ul>	
<p><b>Policy LSA 3 – Bell Green and Lower Sydenham</b></p>	<p>A. The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported.</p>	<p>No HRA Implications</p>

Policy	Description	Likely Significant Effects
	<p>B. To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that future development within the area supports the delivery of the spatial strategy for the Borough, the council will prepare a Supplementary Planning Document and/or Area Framework. This will complement the Local Plan in setting a long-term development and investment framework for the area. Development proposals must be delivered through the masterplan process, and in accordance with relevant site allocation policies and guidance documents.</p> <p>C. To ensure that regeneration in Bell Green and Lower Sydenham is delivered through a coordinated process of targeted investment and managed change, development proposals will be required to:</p> <ol style="list-style-type: none"> <li>a. Safeguard the land required to secure the delivery of the Bakerloo line extension south to Hayes, and optimise the capacity of sites having regard to future improvements in public transport accessibility levels enabled by this infrastructure, in line with other Local Plan policies;</li> <li>b. Deliver the comprehensive redevelopment of strategic sites in accordance with site allocation policies, including the former Bell Green gas holders (Site ref XX), Bell Green Retail Park (Site ref XX); and Sainsbury's Bell Green (Site ref XX);</li> <li>c. Protect the employment function of the Locally Significant Industrial Sites at Stanton Square and Worsley Bridge Road, whilst seeking to deliver new high quality workspace, taking into account opportunities for the co-location of employment and other compatible uses;</li> <li>d. Facilitate the delivery of public realm improvements to reduce barriers to movement, improve permeability and enhance the pedestrian and cycle environment, particularly around the Bell Green gyratory and along major routes, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road; and</li> <li>e. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.</li> </ol> <p>D. Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by:</p> <ol style="list-style-type: none"> <li>a. Renewing brownfield land, such as underused and vacant sites, to create a new high quality, residential-led mixed use quarter with a distinctive urban character that relates positively to its surroundings;</li> </ol>	<p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>b. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area’s integration with surrounding neighbourhoods and places. This includes enhanced routes to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;</li> <li>c. Integrating new publicly accessible open space into development;</li> <li>d. Positively responding to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and</li> <li>e. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.</li> <li>f.</li> </ul>	
<p><b>Policy LSA 4 – A21 Corridor / Bromley Road</b></p>	<ul style="list-style-type: none"> <li>A. The transformation of the A21 corridor (Bromley Road) and its immediate surrounds into a series of liveable, healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use residential quarters within this South Area location. They should also reinforce and enhance the corridor’s movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.</li> <li>B. Development proposals along the A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by: <ul style="list-style-type: none"> <li>a. Positively responding to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Corridor Intensification and Development Strategy SPD;</li> <li>b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;</li> <li>c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham district town centre and its edges;</li> <li>d. Maximising opportunities to integrate urban greening measures; and</li> <li>e. Enhancing connections between neighbourhoods surrounding the corridor through the delivery of new and improved public realm.</li> </ul> </li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>

Policy	Description	Likely Significant Effects
	<p>C. Development proposals should positively respond to the distinctive and historic character of Southend Village and its surrounds, whilst supporting the long term viability and vitality of the shopping parade by:</p> <ul style="list-style-type: none"> <li>a. Enhancing the place qualities of the village by designing development to create a more coherent urban grain along Bromley Road;</li> <li>b. Making provision for a complementary mix of main town uses along the parade at the ground floor level, with positive and active frontages; and</li> <li>c. Enabling improved visitor access to Southend Village by enhancing the network of connections within the local area, including provision of legible and safe pedestrian and cycle routes: <ul style="list-style-type: none"> <li>i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefoot Lane;</li> <li>ii. To and along Coninsborough Crescent; and</li> <li>iii. At the pedestrian route connecting Whitefoot Lane with Beechborough Green and Gardens.</li> </ul> </li> </ul> <p>D. Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to the safe and convenient movement of pedestrians and cyclists, as well as the use of public transport. This principal north-south route should be supported by a complementary network of legible, safe and accessible routes, including cycle routes, that link with it to enhance connections between neighbourhoods and places, including open spaces such as Beckenham Place Park, Forster Park, and Downham Fields.</p> <p>E. Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.</p> <p>F. Development proposals on sites along the A21 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of heathy neighbourhoods).</p> <p>G.</p>	

Policy	Description	Likely Significant Effects															
<p><b>Policy LSA 5 – South Lewisham Links</b></p>	<p>A. Development proposals will be expected facilitate the creation and enhancement of the South Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the South area. The main strategic routes within this network are set out in <b>Table X</b> below.</p> <p>South Lewisham Links</p> <table border="1" data-bbox="577 422 1525 608"> <thead> <tr> <th>Link route</th> <th>Description</th> <th>Key linkages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> </tbody> </table> <p>B. On sites located adjacent to an existing or proposed route of the South Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the South Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:</p> <ul style="list-style-type: none"> <li>a. New or enhanced footpaths or cycleways;</li> <li>b. Road realignment;</li> <li>c. Street crossings or other safety measures;</li> <li>d. Cycle parking;</li> <li>e. External lighting;</li> <li>f. Landscaping;</li> <li>g. Tree planting or other green infrastructure;</li> <li>h. Drinking water fountains;</li> <li>i. Public conveniences;</li> <li>j. Way-finding signage</li> </ul> <p>C. To support the effective implementation of the South Lewisham Links, development proposals will be expected to have regard to the council’s Open Space Strategy.</p> <p>A.</p>	Link route	Description	Key linkages	1			2			3			4			<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support.</p>
Link route	Description	Key linkages															
1																	
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Policy	Description	Likely Significant Effects
<p><b>Lewisham South</b></p> <p><b>Site Allocations</b></p>	<p>See Appendix C</p>	<p>Potential HRA Implications that require further investigation of likely significant effects in the body of the report.</p> <p>An increase in residential, commercial or industrial/business development has the potential to cause likely significant effects upon European sites should the developments be within the Zone of Influence of the site.</p> <p>Potential Impact pathways include:</p> <ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality and resources</li> <li>• Air quality</li> </ul>
<p><b>Policy LWA 1 – West Area Place Principles</b></p>	<p>Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and employment locations. This will require that investment is appropriately coordinated within Lewisham’s West Area and that:</p> <ol style="list-style-type: none"> <li>a. The redevelopment of strategic sites, and the renewal of other sites, within and around the area’s linear network of town centres is facilitated to better connect the centres and to secure their long-term vitality and viability; in line with Policy LWA2 (Connected network of centres);</li> <li>b. New development within and around Forest Hill district town centre supports and reinforces the centre’s role as a key commercial, community and cultural hub, in line with Policy LWA3 (Forest Hill district centre and surrounds);</li> <li>c. New development is directed to the main corridors of Brockley Road (B218) and Stanstead Road (A205 / South Circular), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;</li> <li>d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Endwell Road, Malham Road, Perry Vale, Clyde Vale and Willow Way;</li> <li>e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-</li> </ol>	<p>Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and employment locations. This will require that investment is appropriately coordinated within Lewisham’s West Area and that:</p>

Policy	Description	Likely Significant Effects
	<p>location of employment and other compatible uses on selected LSIS, along with improving the environmental quality of employment locations;</p> <ul style="list-style-type: none"> <li>f. The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and</li> <li>g. Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy. TR1 (Sustainable transport and movement).</li> </ul> <p>B. Development proposals must positively respond to the character of established residential areas. This includes the historic character of the area’s neighbourhoods, and particularly their town centres which are defined by their Victorian shopping parades and make an important contribution to local distinctiveness. The historic landscape character, including woodland and topography, is also a defining feature of the West Area, which was once covered by the Great North Wood. Proposals will be expected to maximise opportunities to integrate urban greening to respond to and connect the remnants of the woodland, along with protecting and enhancing important views and vistas.</p> <p>C. Development proposals incorporating new or re-purposed workspace should seek to ensure that this provision is designed to accommodate micro, small and medium-sized businesses, to complement and support existing clusters of cultural and creative industries, including in Brockley and Forest Hill.</p> <p>D. The comprehensive redevelopment of sites within Willow Way LSIS will be supported to enhance local employment provision as well as to improve the environmental and visual quality of the neighbourhood area. Development proposals within the LSIS should positively address the site’s relationship with Upper Sydenham local centre, particularly to ensure compatible land-uses as well as safe and legible connections. Development should deliver high quality designs that help to establish a more cohesive, employment-led mixed-use quarter.</p> <p>E. The sensitive intensification of established residential neighbourhoods will be supported where new development positively responds to their distinctive local character, including the landscape setting. The council will prepare a Small Site Guidance Supplementary Planning Document, which development proposals should have regard to.</p> <p>F. Development proposals should help to ensure the West Area benefits from a high quality network of connections and routes that better link neighbourhoods and places, including</p>	

Policy	Description	Likely Significant Effects
	<p>green spaces, having regard to Policy LWA4 (West Lewisham Links). Particular consideration should be given to improving linkages between and access to strategic regional parks and open spaces that are located outside, but within comfortable walking or cycling distance from the West area.</p> <p>G. Development proposals must positively respond to the historic character and setting of the Horniman Museum and Gardens, particularly to support its role as a key visitor destination within London and the southeast. Proposals within the vicinity of the museum should provide for improved way finding and access routes to and from the museum.</p> <p>H. Development proposals should investigate opportunities for the comprehensive redevelopment of strategic site allocations and other sites, particularly within and around Sydenham and Forest Hill district centres, in order to make the most optimal use of land and support the delivery of the spatial strategy.</p> <p>I. Development proposals should to contribute to delivery of high quality public realm, particularly on and around approaches to and from train stations, and along key movement routes including Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/Brockley Rise.</p> <p>J. The council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the West Area, and to help ensure coordination in the delivery of new investment. Development proposals should have regard to and positively engage with these documents, including:</p> <ul style="list-style-type: none"> <li>a. Lewisham Characterisation Study (2019);;</li> <li>b. Bell Green and Lower Sydenham Area Framework and/or SPD (forthcoming); and</li> <li>c. Small Site Guidance SPD (forthcoming).</li> </ul>	
<p><b>Policy LWA 2 – Connected Network of Town Centres</b></p>	<p>A. The West Area contains an historic network of town and local centres that serve its neighbourhoods. Development proposals should positively respond to this network and help to secure the long-term vitality and viability of the centres by:</p> <ul style="list-style-type: none"> <li>a. Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features;</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>b. Making provision for a wide range of appropriate main town centre uses that build on the economic strengths and unique attributes of each of the centres, whilst seeking to ensure they complement and do not compete with one another; and</li> <li>c. Improving connections between the centres by:                             <ul style="list-style-type: none"> <li>i. Delivering public realm enhancements to facilitate safe and convenient pedestrian and cycle movements along main roads and routes linking the centres; and</li> <li>ii. Making provision for highly accessible, safe and attractive interchanges at key public transport nodes, including stations.</li> </ul> </li> <li>B. Brockley Cross, Crofton Park, Honor Oak / Brockley Rise and Upper Sydenham will be designated as local centres reflecting the complementary role each plays in the provision of local services and community facilities within their neighbourhoods.</li> <li>C. Within the West Area’s town and local centres, proposals for meanwhile uses on vacant sites and properties will be supported in order to facilitate their return to active use, in line with Policy EC22 (Meanwhile uses). Meanwhile spaces catered for micro businesses, including independent traders, and community uses will be strongly encouraged.</li> <li>D. Development proposals should support the growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity, in line with Policy LWA2 (Forest hill district centre and surrounds).</li> <li>E. The renewal of Sydenham district town centre to will be supported in order to secure its long-term vitality and viability. Development proposals will be expected to contribute to the renewal and revitalisation of the town centre by:                             <ul style="list-style-type: none"> <li>a. Seeking opportunities to repair the structure and fabric of the centre through the sensitive redevelopment and infilling of sites, particularly those which detract from the historic character and grain that is still evident;</li> <li>b. Delivering public realm improvements to make the centre a more accessible, welcoming and attractive place to visit, particularly at key arrival points around Sydenham station and at the western and eastern edges of the centre, along Kirkdale and Sydenham Road; and</li> <li>c. Making provision for a diverse mix of main town centre uses (including shops, services and community facilities) that reinforce the role of the centre in Lewisham’s town centre hierarchy, and ensure it both supports and</li> </ul> </li> </ul>	

Policy	Description	Likely Significant Effects
	<p>complements significant new development planned on strategic sites in the Bell Green and Lower Sydenham area.</p> <p>F. The renewal of Upper Sydenham local centre will be supported in order to secure its long-term vitality and viability. Development proposals should contribute to a coordinated process of area improvement, helping to deliver a more cohesive and complementary relationship between the centre and neighbouring properties and sites, including the Willow Way Locally Significant Industrial Site and former Sydenham police station.</p> <p>G. The continued renewal of Brockley Cross local centre will be supported in order to secure its long-term vitality and viability. Development proposals will be expected to contribute to the renewal and revitalisation of the local centre by:</p> <ul style="list-style-type: none"> <li>a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and positively responding to its historic character; and</li> <li>b. Seeking opportunities to support and make provision of workspace for the cultural and creative industries, reinforcing and enhancing the existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone.</li> </ul> <p>H. Development proposals should help to secure the long-term vitality and viability of Crofton Park local centre by:</p> <ul style="list-style-type: none"> <li>a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and positively responding to its historic character;</li> <li>b. Seeking to alleviate vehicle congestion by improve the pedestrian and cycle environment.</li> </ul> <p>I. Development proposals should help to secure the long-term vitality and viability of Crofton Park local centre by:</p> <ul style="list-style-type: none"> <li>a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and positively responding to its historic character;</li> <li>b. Seeking to improve the arrival point to Honor Oak around the station, particularly through public realm enhancements.</li> </ul> <p>J.</p>	

Policy	Description	Likely Significant Effects
<b>Policy LWA 3 – Forest Hill District Centre and Surrounds</b>	<p>A. Development proposals should contribute to securing the long-term vitality and viability of Forest Hill district town centre by enhancing the place qualities of the centre and its surrounds, as well as reinforcing its role as a key focal point for commercial, cultural and community activity. Development proposals must contribute to a coordinated process of town centre improvement that positively responds to the area’s distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre’s predominant commercial, cultural and community role is maintained and enhanced.</p> <p>B. The growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by:</p> <ul style="list-style-type: none"> <li>a. Ensuring development proposals provide a complementary mix of uses within the town centre, in line with other Local Plan policies;</li> <li>b. Designating the Forest Hill Cultural Quarter along with promoting and seeking to protect cultural and creative uses and activities within it, in line with Policy EC18 (Culture and the night-time economy);</li> <li>c. Designating the town centre as an area of local significance of night-time economic activity, and strengthening its role as a visitor destination, in line with Policy EC18 (Culture and the night time economy);</li> <li>d. Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location: <ul style="list-style-type: none"> <li>i. Positively respond to its distinctive character and employment function;</li> <li>ii. Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and</li> <li>iii. Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location;</li> </ul> </li> <li>e. Extending the boundary of the Malham Road Locally Significant Industrial Site to include 118 Stansted Road, along with protecting and enhancing uses that within the LSIS that make a positive contribution to the Cultural Quarter; and</li> <li>f. Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, including by improving wayfinding and safe access to it.</li> </ul> <p>C. Development proposals must contribute to enhancing the public realm in order to make the town centre a significantly more accessible, safer and attractive environment for pedestrians and cyclists. Particular consideration will need to be given to movements</p>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects															
	<p>along and across the main junction and station approaches, the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and Waldram Park Road.</p> <p>D. Development proposals will be supported where they contribute to enhancing east-west pedestrian and cycle routes and connections within and around the town centre, including public realm enhancements along the station approaches and to the forecourt. Proposals designed to improve the quality of the station underpass (including its visibility, legibility and safe use) will be strongly supported.</p> <p>E. Development proposals should positively respond to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods, taking into account the area's distinctive landscape and topography features.</p> <p>F.</p>																
<p><b>Policy LWA 4 – West Lewisham Links</b></p>	<p>A. Development proposals will be expected facilitate the creation and enhancement of the West Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the West area. The main strategic routes within this network are set out in <b>Table X</b> below.</p> <p>West Lewisham Links</p> <table border="1" data-bbox="577 922 1525 1110"> <thead> <tr> <th>Link route</th> <th>Description</th> <th>Key linkages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> </tbody> </table> <p>B. On sites located adjacent to an existing or proposed route of the West Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the West Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:</p>	Link route	Description	Key linkages	1			2			3			4			<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>
Link route	Description	Key linkages															
1																	
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Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>a. New or enhanced footpaths or cycleways;</li> <li>b. Road realignment;</li> <li>c. Street crossings or other safety measures;</li> <li>d. Cycle parking;</li> <li>e. External lighting;</li> <li>f. Landscaping;</li> <li>g. Tree planting or other green infrastructure;</li> <li>h. Drinking water fountains;</li> <li>i. Public conveniences;</li> <li>j. Way-finding signage</li> </ul> <p>C. To support the effective implementation of the West Lewisham Links, development proposals will be expected to have regard to the council's Open Space Strategy.</p>	
<p><b>Lewisham West</b></p> <p><b>Site Allocations</b></p>	<p>See Appendix C</p>	<p>Potential HRA Implications that require further investigation of likely significant effects in the body of the report.</p> <p>An increase in residential, commercial or industrial/business development has the potential to cause likely significant effects upon European sites should the developments be within the Zone of Influence of the site.</p> <p>Potential Impact pathways include:</p> <ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality and resources</li> <li>• Air quality</li> </ul>
<p><b>Policy DM 1 – Working with Stakeholders to Deliver the Local Plan</b></p>	<p>A. The Council will take a proactive and positive approach to working alongside local communities and community groups, key stakeholders, landowners, development industry partners and the wider public to realise the Vision for Lewisham, and to deliver the strategic objective for 'An Open Lewisham as part of an Open London'.</p>	<p>No HRA Impact</p> <p>This is a development management policy with regards to working with stakeholders.</p>



Policy	Description	Likely Significant Effects
	<p>B. Progress towards the delivery of the Vision for Lewisham and the Local Plan objectives, along with performance in implementation of the planning policies, will be regularly assessed, in line with Policy DM5 (Monitoring and review). Where necessary, revisions to strategic policy approaches will be considered in order to ensure successful implementation of the spatial strategy for the Borough, along with beneficial social, economic and environmental outcomes.</p> <p>C.</p>	
<p><b>Policy DM 2 – Infrastructure Funding and Planning Obligations</b></p>	<p>Community infrastructure levy</p> <p>D. The council will set a Lewisham Community Infrastructure Levy which is payable on all qualifying development. CIL funding will be used to secure the delivery of inclusive, healthy and liveable neighbourhoods across the Borough that are well supported by infrastructure. A CIL Charging Schedule will be published and this will be subject to periodic review over the plan period.</p> <p>E. A portion of Lewisham CIL collected will be allocated towards neighbourhood priorities to help ensure that local areas are appropriately supported with infrastructure and benefit from investment generated by new development. The council will work proactively with local communities to set priorities for the spending of neighbourhood CIL in Lewisham.</p> <p>F. Neighbourhood forums are strongly encouraged to identify priorities for the use of neighbourhood CIL in neighbourhood plans.</p> <p>Planning obligations</p> <p>G. The council will seek planning obligations on a case-by-case basis having regard to the relevant policy requirements of the statutory Development Plan, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations.</p> <p>H. The following is a list of areas where planning obligations may be sought, recognising that other types of obligations may be necessary depending on the nature of a proposal and individual site circumstances:</p> <ul style="list-style-type: none"> <li>• Affordable housing</li> <li>• Transport and highways infrastructure and works</li> </ul>	<p>No HRA Implications</p> <p>This is a development management policy regarding where the council may seek planning obligations and CIL charging</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>• Public transport improvements</li> <li>• Parking controls and restrictions</li> <li>• Community and social infrastructure</li> <li>• Employment and skills training</li> <li>• Affordable workspace</li> <li>• Public realm</li> <li>• Public art</li> <li>• Community safety measures</li> <li>• Amenity space</li> <li>• Play space and recreational facilities</li> <li>• Open space</li> <li>• Green infrastructure</li> <li>• Biodiversity and wildlife habitats</li> <li>• Communications infrastructure</li> <li>• Management and maintenance arrangements</li> <li>• Low carbon and renewable energy</li> <li>• Flood risk management</li> <li>• Utilities</li> <li>•</li> </ul>	
<p><b>Policy DM 3 – Masterplans and Comprehensive Development</b></p>	<p>A. Development proposals must be accompanied by a site masterplan where they form all or part of a site allocation, or in other circumstances specified by the Local Plan. The site masterplan will be expected to set out how development will contribute to delivery of the spatial strategy for the Borough. It must also suitably demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area.</p> <p>B. The site masterplan must be submitted at the outline or full planning application stage. Where an outline application is submitted, it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to comprise of:</p> <ol style="list-style-type: none"> <li>a. An assessment of the site and its context to inform the overall development strategy;</li> <li>b. A detailed site-wide masterplan that positively responds to the spatial strategy for the Borough, site specific development principles and guidelines, and other relevant planning policies; and</li> </ol>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
	<ul style="list-style-type: none"> <li>c. A delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for planning obligations and/or planning conditions, where appropriate.</li> <li>C. Proposals must address how the development site relates to neighbouring properties and the surrounding area, particularly in contributing to the delivery of the spatial strategy for the Borough. Where appropriate, applications will be required to be supported by a masterplan covering multiple sites in order to demonstrate the acceptability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required by (A) and (B) above.</li> <li>D. Applicants must demonstrate that they have appropriately consulted the public through the masterplan process, including active engagement with the landowners and occupiers of the subject site along with those in other parts of the allocated site.</li> <li>E.</li> </ul>	
<p><b>Policy DM 4 – Land Assembly</b></p>	<ul style="list-style-type: none"> <li>A. To help realise the shared Vision for Lewisham and to achieve the strategic objective of “An Open Lewisham as Part of an Open London”, the council will support land assembly to achieve comprehensive development, and will use compulsory purchase powers, only where necessary, to assemble land for development within the Borough where:                             <ul style="list-style-type: none"> <li>a. Landowners and/or developers, as appropriate, can demonstrate that:                                     <ul style="list-style-type: none"> <li>i. There is a viable and deliverable development proposal that appropriately satisfies the Local Plan requirements; and</li> <li>ii. They have made all reasonable efforts to acquire, or secure an option over, the land and/or building(s) needed, through negotiation.</li> </ul> </li> <li>b. Comprehensive redevelopment of the assembled site is necessary to deliver a strategic site allocation contained in the Local Plan (including the requirements of a masterplan where required); and</li> <li>c. The development proposal for the assembled site will contribute to the delivery of the spatial strategy for the Borough, having particular regard to the Vision and place principle policies for the area within which the development is located.</li> </ul> </li> <li>B. Where compulsory purchase is necessary, and determined to be an appropriate option for securing development that supports the delivery of the spatial strategy, applicants will be required to demonstrate how the associated costs will impact upon development viability.</li> </ul>	<p>No HRA Implications</p> <p>This policy is a development management policy which sets criteria by which proposals must demonstrate for support</p>

Policy	Description	Likely Significant Effects
<p><b>Policy DM 5 – Monitoring and review</b></p>	<p>A. The implementation of the Lewisham Local Plan will be kept under review throughout the plan period, taking into account the Local Performance Indicators set out in <b>Table X</b> (Monitoring framework). Progress and performance outcomes towards the delivery of the Vision for Lewisham and the spatial strategy will be published annually in the statutory Authority Monitoring Report (AMR).</p> <p>B. Development viability in the Lewisham will be regularly reviewed over the plan period. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas of across the Borough, the council will consider the need for a review of strategic approaches or policies.</p>	<p>No HRA Implications</p> <p>This policy is to ensure that the Local Plan will be reviewed throughout the plan period.</p>

# Appendix C Site Allocations

Site Allocation Name	Site Location	Site Allocation Address	Site Size	Planning Status	Indicative Capacity (town centre/employment/other floorspace = m <sup>2</sup> )
<b>Lewisham Gateway</b>	Central	Lewisham Gateway Site, Lewisham Highstreet London SE13.	5.41 ha	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.	607 net residential units Town centre: 2,550 Employment: 17,500
<b>Lewisham Shopping Centre</b>	Central	Lewisham Shpping Centre, 33A Molesworth Street Lewisham, London SE13 7HB	6.38 ha	None	949 net residential units Town centre: 58,102 Employment: 24,901 Other: 16,601
<b>Lewis Grove</b>	Central	Lewis Grove, Lewisham, London, SE13	0.31 ha	None	73 net residential units Town centre: 2,363 Employment: 394
<b>Land at Engate Steet</b>	Central	Engate Street, Lewisham, London SE13 7HA	10.83 ha	None	206 net residential units Employment centre: 4,125 Other: 2,063
<b>Conington Road</b>	Central	209 Lewisham Road, Lewisham, London, SE13 7PY	1.11 ha	Full application DC/18/109184 refused by City Hall in March 2019	367 residential units Town centre: 3,024 Employment: 1,512
<b>Land at Conington Road and Lewisham Road (Tesco)</b>	Central	Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY	1.53 ha	None	516 residential units Town centre: 4,820 Employment: 2,410 Other: 4,820
<b>Molesworth Street Car Park</b>	Central	Molesworth Street Car Park, Lewisham, London, SE13 7DS	0.18 ha	None	Employment: 1,871
<b>Lewisham Retail Park, Loampit Vale</b>	Central	Lewisham Retail Park and Nos. 66-67 Loampit Vale, Lewisham, SE13	1.13 ha	Full application DC/16/097629 granted in March 2019.	607 net residential units Town centre: 3,337 Employment: 834
<b>Land at Loampit Vale and Thurston Road (Carpetright)</b>	Central	Carpetright Site, Loampit Vale, Lewisham, SE13 7SN	0.28 ha	Full application DC/17/102049 granted in February 2018	242 net residential units Town Centre: 960
<b>Silver Road and Axion House</b>	Central	Axion House, 1 Silver Road, London, SE13 7BQ	0.48 ha	Application Submitted (DC/18/109972) – pending decision.	136 net residential units Employment: 718

<b>PLACE/Ladywell (Former Ladywell Leisure Centre)</b>	Central	Former Ladywell Leisure Centre, 261 Lewisham Highstreet, SE13 6NJ	0.93 ha	Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent for four years.	274 net residential units Town centre: 2,451 Employment: 1,225
<b>Ladywell Play Tower</b>	Central	Former Swimming pool, Ladywell Road, Lewisham, SE13 7UW	0.32 ha	Pre-application	33 net residential units Town Centre:1,915
<b>Driving Test Centre, Nightingale Grove</b>	Central	44 Ennersdale Road, London, SE13 6JD	0.41 ha	None	30 net residential units Employment: 527
<b>Land at Nightingale Grove and Maythorne Cottages</b>	Central	Maythorne Cottages, Nightingale Grove, London, SE13	0.43 ha	Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. Full applications DC/18/109200 and DC/18/110288 refused in January and April 2019.	45 net residential units Town centre: 368 Employment: 184
<b>Church Grove Self-build</b>	Central	Land at Church Grove, London, SE13 7UU	0.35 ha	Full application DC/17/104264 granted in December 2018. Started construction.	33 net residential units
<b>Land to the rear of Chiddingstone House</b>	Central	Lewisham Park, SE13 6QU	0.51 ha	Full application DC/14/089027 granted in December 2014. Minor Material Amendment application DC/16/099284 granted in January 2017. Started construction.	51 net residential units
<b>100 – 114 Loampit Vale</b>	Central	100 – 114 Loampit Vale, Lewisham, London, SE13	0.12 ha	None	33 net residential units Town centre: 273 Employment:
<b>Ravensbourne Retail Park</b>	Central	134 Bromley Road, Bromley, London, SE6 2QU	2.46 ha	None	908 net residential dwellings Town centre: 8,474 Employment: 4,237 Other: 8,474
<b>Catford Shopping Centre and Milford Towers</b>	Central	Catford Shopping Centre, Winslade Way, Catford, SE6 4J	3.42	None	1084 net residential units Town centre: 7,560 Employment: 4,914 Other: 9,450
<b>Plassy Road Island</b>	Central	Catford Island Retail Park, Plassy Road, Catford, SE6 2AW	2.24 ha	Full application DC/17/103748 granted on appeal in March 2019.	602 net residential units Town centre: 6,206 Employment: 6,206 Other: 6,206
<b>Laurence House and Civic Centre</b>	Central	Laurence House, 1 Catford Road, Catford, London, SE6 4RU	2.21 ha	None	262 net residential units Town centre: 6,017 Employment: 12,935 Other: 6,017
<b>Wickes and Halfords, Catford Road</b>	Central	1-7 Catford Hill, Catford, London, SE6 4NU	2.06 ha	None	512 net residential units Town centre: 2,982 Employment: 8,946

						Other: 2,982
<b>Land at Rushy Green and Bradgate Road (Aldi)</b>	Central	Rushey Green, Catford, London, SE6 4JD	0.50 ha	None		92 net residential units Town centre: 4,672 Employment: 584
<b>House on the Hill at Slaithwaite Road</b>	Central	47 Slaithwaite Road, SE13 6DL	0.31	None		XX
<b>Heathside and Lethbridge Estate</b>	East	Heathside and Lethbridge Estates, Lewisham Road, Blackheath, London SE10	6.07 ha	Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. Construction started and development is partially complete.		446 net residential units Other: 636
<b>Blackheath Hill Locally Significant Industrial Site</b>	East	Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA	0.31 ha	None		31 net residential units Employment: 1,072
<b>Leegate Shopping Centre</b>	East	Leegate Shopping Centre, London SE12	1.90 ha	Full application DC/14/090032 received resolution to grant permission in May 2016. New full application DC/18/107468 submitted in June 2018.		229 net residential units Town centre: 17,140
<b>Sainsbury's Lee Green</b>	East	14 Burnt Ash Road, Lee, London SE12 8PZ	1.05 ha	None		112 net residential units Town centre: 3,606
<b>Southbrook Mews</b>	East	Southbrook Mews, Lee, London, SE12 8LG	0.24 ha	None		29 net residential units Employment: 1,005
<b>Land at Lee High Road and Lee Road</b>	East	Lee High Road and Lee Road, SE12 8RU	0.43 ha	None		43 net residential units Town centre: 1,279
<b>Travis Perkins and Citroen Garage</b>	East	Holme Lacey Road, Lee, London, SE12 0HR	0.54 ha	None		54 net residential units Employment: 1,876
<b>Mayfields Hostel, Burnt Ash Hill</b>	East	Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE	0.49 ha	Full application DC/17/103886 granted in August 2018		21 net residential units
<b>Sainsbury's Local and West of Grove Park Station</b>	East	Sainsbury's Local and West of Grove Park Station, London, SE12 0DU	0.90 ha	None		90 net residential units Town centre: 2,093  Employment: 1,047 Other: 1,047
<b>Convoys Wharf Mixed-use Employment Location</b>	North	Convoys Wharf, London, SE8 3JF	20.46 ha	Full application DC/13/083358 called in by Secretary of State March 2014 and granted in March 2015.		3,514 net residential units Town centre: 50,400 Employment: 15,500

<b>Timber Yard, Depford Wharves at Oxestalls Road Mixes-use Employment Location</b>	North	Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8	4.62 ha	Outline application DC/15/092295 granted in March 2016. Started construction	1,487 net new dwellings Town centre: 5,000 Employment: 5,413
<b>Riverside Youth Club and 2000 Community Centre</b>	North	185 Grove St., London, SE8 3QQ	0.51 ha	None	94 net new dwellings Town centre: 1,646
<b>Evelyn Court at Surrey Canal Strategic Industrial Location</b>	North	Evelyn Court, Grinstead Road, London, SE8 5AD	0.27 ha	Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014.	81 net residential units Employment: 2,807
<b>Neptune Wharf Mixed-use Employment Location</b>	North	Neptune Works, Parkside House, Grinstead Road, SE8 5B	1.14 ha	Full application DC/10/075331 granted in March 2012. Started construction	198 net residential units Town centre: 1,973
<b>Strategic Industrial land (SIL) at Surrey Canal Road and Trundleys Road</b>	North	Trundleys Road, London, SE8 5J	0.55 ha		189 net residential units
<b>Strategic Industrial Land (SIL) at Apollo Business Centre</b>	North	Trundleys Road, London, SE8 5J	0.42 ha	None	127 new residential units
<b>Surrey Canal Triangle Mixed-use Employment Location</b>	North	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14	10.59 ha	Full Application DC/11/076357 granted in March 2012.	2,394 new residential dwellings Town centre: 28,379 Employment: 21,830
<b>Former Hatcham Works, New Cross Road</b>	North	New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ	3.67 ha	Pre-application	1,020 net residential units Town centre: 13,382 Employment centre: 4,461
<b>Goodwood Road and New Cross Road</b>	North	Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL	0.62 ha	Pre-application	148 net residential units Town centre: 200
<b>Former Deptford Green School (Upper School Site)</b>	North	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ	0.68 ha	Full application DC/15/095027 granted in July 2018	120 net residential units
<b>Albany Theatre</b>	North	Douglas Way, London, SE8 4AG	0.61 ha	None	162 net residential units Town centre: 2,274 Other: 1,516



<b>Land North of Reginal Road and South of Frankham Street (Former Tidemill School)</b>	North	Land North of England Road and South of Frankham Street, London, SE8 4RL	1.26 ha	Full application DC/16/095039 granted in July 2018.	209 net residential units
<b>Sun Wharf Mixed-use Employment Location</b>	North	Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ	1.00 ha	Application submitted	233 net residential units Town centre: 1,973
<b>Creekside Village East, Thanet Wharf Mixes-use Employment Location</b>	North	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford	0.61 ha	Pre-application	394 net residential units Town centre: 7,326
<b>Lower Creekside Locally Significant Industrial Site</b>	North	Creekside, London, SE8 4SA	1.10 ha	Pre-application	276 net residential units Employment uses: 9,759
<b>New Cross Gate NDC Scheme, Besson Street</b>	North	Land on the rear of Besson Street, London, SE14 5AE	1.01 ha	None, consent lapsed	178 net residential units Town centre: 3,110
<b>Achilles Street</b>	North	New Cross Road, SE14 6AT	1.40 ha	None	XX
<b>Former Bell Green Gas Holders</b>	South	Sydenham Gas Holder Station, Bell Green, SE26 4PX	0.77 ha	None	89 net residential units  Town centre: 782 Employment: 782
<b>Bell Green Retail Park</b>	South	Bell Green Retail Park, London, SE6 4RS	7.37 ha	None	547 net residential units Employment: 8,831 Town centre: 11,774
<b>Sainsbury's Bell Green</b>	South	Sainsbury's, Southend Lane, London, SE26 4PU	5.42 ha	None	Net residential units: 403 Employment: 7,689 Town centre: 15,377
<b>Stanton Square Locally Significant Industrial Site</b>	South	Stanton Way, London, SE26 5SP	0.97 ha	None	91 net residential units Employment: 3,149
<b>Sydenham Green Group Practice</b>	South	26 Holmshaw Close, London, SE26 4TG	0.49 ha	None	net residential units: 37 Town centre: 1,705

<b>Worsley Bridge Road Locally Significant Industrial Site</b>	South	Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham	1.26 ha	None	79 net residential units Employment: 2,724
<b>Lidl, Southend Lane</b>	South	235 Southend Lane, SE6 3QH, Bellingham	0.43 ha	None	14 net residential units Town centre: 1,445
<b>Excalibur Estate</b>	South	Excalibur Estate, Baudwin Road, Whitefoot, SE6	6.27 ha	Full application DC/10/075973 granted March 2012. Various subsequent applications granted. Started construction and development is partially complete.	211 net residential dwellings
<b>Bestway Cash and Carry</b>	South	1 St Mildreds Road, London, SE12 0RS	1.70 ha	None	138 net residential units
<b>Homebase/Argos, Bromley Road</b>	South	1 St Mildreds Road, London, SE12 0RS	1.70 ha	None	176 net residential units Town centre: 1,543 Employment: 1,543
<b>Downham Co-op</b>	South	431-435 Downham Way, Bromley BR1 5HR	0.43 ha	None	31 net residential units Town centre: 1,462
<b>Beadles Garage</b>	South	Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS	0.33 ha	None	19 net residential units Town centre: 168 Employment: 168
<b>McDonald's Ashgrove Road</b>	South	Bromley - Garden Gate, Old Bromley Rd, Bromley BR1 4JY, Downham	0.32 ha	None	38 net residential units Town centre: 336
<b>Catford Police Station</b>	South	333 Bromley Road, London SE6 2RJ	0.32 ha	None	37 new residential units Town centre: 325 Employment: 325
<b>111 – 115 Endwell Road</b>	West	111-115, Endwell Road, SE4 2PE	0.43 ha	Full application DC/19/110715 granted in May 2019 (part of the site)	46 net residential units Town centre: 1,384 Employment: 2,283
<b>6 Mantle Road</b>	West	6 Mantle Rd, London, SE4 2EX	0.12 ha	None	21 net residential units Town centre: 189
<b>Jenner Health Centre</b>	West	Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU	0.41 ha	None	46 net residential units Town centre: 812

<b>Havelock House, Telecom Site and Willow Tree House, near Horniman Drive</b>	West	Havelock House, Honor Oak Road, Forest Hill, London SE23 3SA	1.48 ha	None	24 net residential units
<b>Land at Forest Hill Station (Devonshire and Dartmouth Roads)</b>	West	Station forecourt, Dartmouth Road, west of railway line, London, SE23 3HB	0.44 ha	None	99 net residential dwellings Town centre: 819 Employment: 410
<b>Clyde Vale Significant Site</b>	West	Clyde Vale, London SE23	0.12 ha	None	57 net residential dwellings Employment: 2,079
<b>Featherstone Lodge, Eliot Bank</b>	West	Featherstone Lodge, Eliot Bank, London, SE23	0.64 ha	None	36 net residential dwellings
<b>Former Sydenham Police Station</b>	West	Sydenham Police Station, 179 Dartmouth Road, SE26 4RN	0.20 ha	Full application DC/15/092798 granted in May 2016.	33 net residential units
<b>Willow Way Significant Site (LSIS)</b>	West	Willow Way Employment Location (comprising 10-24, 21-57, Council Offices and Depot Willow Way, Units 1-8 Willow Business Park and Church Hall and 1 Sydenham Park), SE26.	1.29 ha	None	162 net residential units Employment: 6,237
<b>Land at Forest Hill Station east (Waldram Place and Perry Vale)</b>	West	East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD	0.21 ha	None	42 net residential units Town centre: 728
<b>Perry Vale Significant Site</b>	West	67A Perry Vale, London, SE23 3HW	0.72 ha	None	110 net residential units Employment: 3,904
<b>Land at Sydenham Road and Loxley Close</b>	West	Loxley Close, Sydenham, SE26 5DU	0.67 ha	None	183 net residential units Town centre: 3,203
<b>113 – 157 Sydenham Road</b>	West	113-157 Sydenham Road, London, SE26 5UA	0.86 ha	None	86 net residential units Town centre: 2,576
<b>154 – 160 Sydenham Road</b>	West	154-158 Sydenham Road, Sydenham, SE26 5JZ	0.39 ha	Full application DC/17/104571 granted in July 2019	29 net residential units Employment: 307 Town centre: 307
<b>74 to 78 Sydenham Road</b>	West	74 to 78 Sydenham Road, SE26 5QE	0.09	None	XX



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