

PART

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13 LEWISHAM'S NEIGHBOURHOODS AND PLACES

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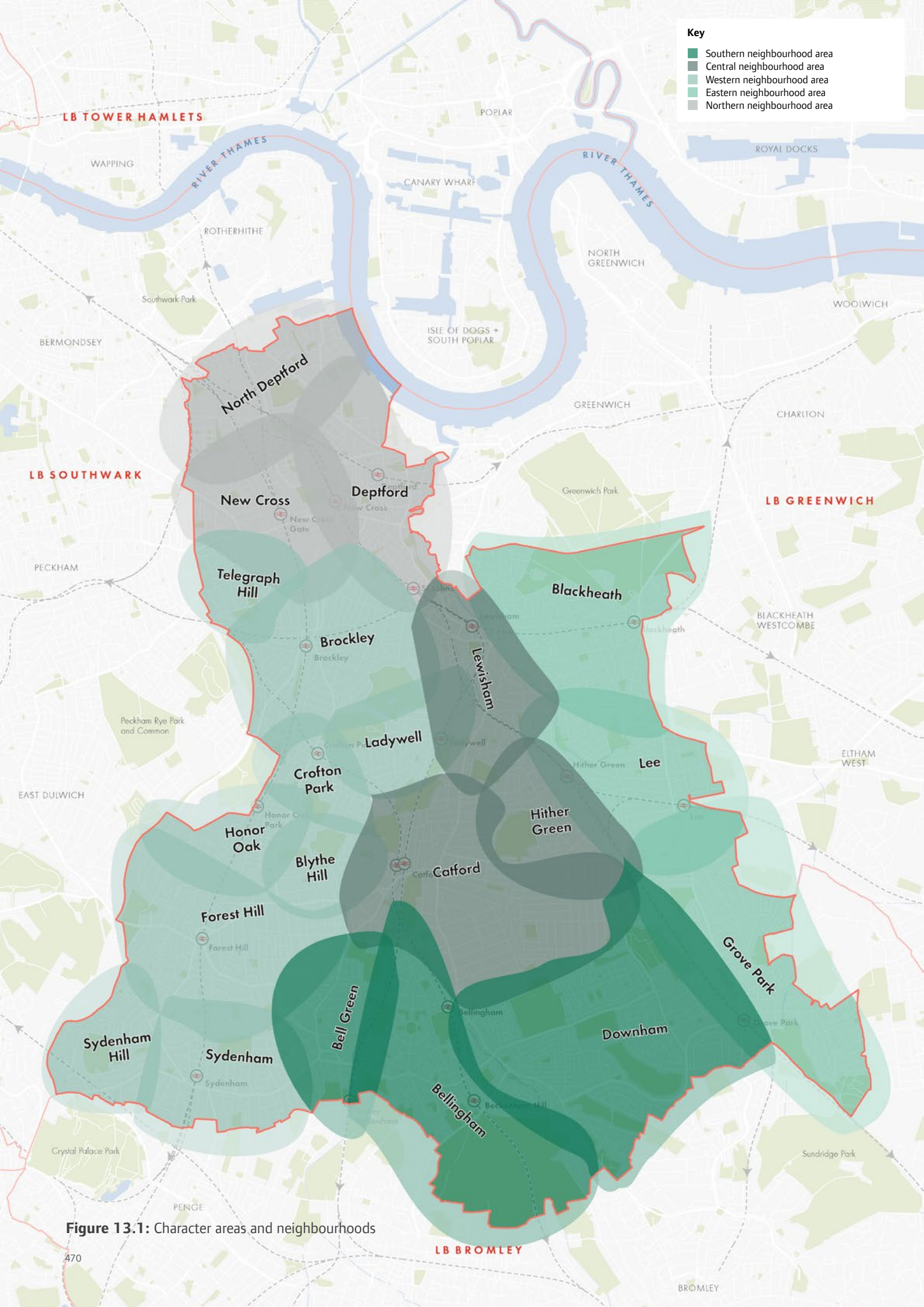


Figure 13.1: Character areas and neighbourhoods

Celebrating Lewisham's diversity and valuing its distinctiveness

- 13.1 Lewisham is a diverse Borough comprising many communities of people, neighbourhoods and places, all of which have distinctive identities that should be celebrated and valued. The Local Plan aims to respond to the unique qualities of our communities and neighbourhoods in supporting Good Growth. To achieve the Vision for Lewisham and secure the successful delivery of spatial strategy, new development must respect and contribute positively to Lewisham's local distinctiveness.
- 13.2 To assist people with understanding and appreciating Lewisham's local distinctiveness, and to establish 'place-based' priorities for guiding investment and sensitively managing new development, this part of the Local Plan is organised around five character areas. These areas contain a number of neighbourhoods which together share similarities that distinguish them from other parts of the Borough.⁵³ This includes similarities in the prevailing urban form, historic character, topography, landscape and other features. Figure 13.1 illustrates the extent of the character areas and their neighbourhoods.
- 13.3 Each character area will play an important role in supporting the delivery of the Borough's spatial strategy, helping to accommodate growth that meets local needs (such as for genuinely affordable housing, new workspace and supporting infrastructure). To set clear expectations in this respect, and to ensure that new development is sensitively integrated into our neighbourhoods, the Local Plan sets out a future vision, key (spatial) objectives and place principles for each area. These should be used to inform investment decisions and guide development proposals.
- 13.4 In addition, each character area is accompanied by site allocation policies. These establish land use principles and design guidelines for strategic development sites. These sites have been included within the Local Plan because they are considered necessary to support the delivery of the spatial strategy for the Borough.
- 13.5 We have published, and are in the process of preparing, additional guidance to help realise the vision for the character areas and to support implementation of their place principles. This includes supplementary planning documents and masterplans that all new development proposals will be expected to have regard to and positively engage with. Some of the key guidance documents for Lewisham's character areas are signposted throughout the following section.

⁵³ The setting of the character areas has been informed by the Lewisham Characterisation Study (2019), which should be referred for further information. We acknowledge the neighbourhood boundaries overlap with each other, and that communities may define themselves around different geographies and social contexts. However, the organisation of the Borough in this way provides a useful starting point for a place-based planning and delivery framework

Lewisham in the context of London

13.6 It is recognised that neighbourhoods and communities are defined around different geographies and social contexts, and that people's sense of place is not solely shaped by the extent of Lewisham's administrative boundaries. Places and spaces beyond the Borough also contribute to local distinctiveness and influence the way in which people relate to their surroundings. The vision and place principles for each character area are therefore informed by Lewisham's relationships with other London boroughs, particularly those adjoining it.

13.7 The overarching objective for "An Open Lewisham as part of an Open London" reflects our commitment to strengthening relationships with the rest of the Capital. This will not only promote inclusive neighbourhoods and communities but is necessary to support the delivery of the London Plan's spatial development strategy. The Local Plan sets out a shared vision for how Lewisham's character areas should evolve over time, building on their functional relationships with other parts of London. This includes, for example, cross-boundary relationships established through transport connections and the public realm, the network of green infrastructure (including open spaces and waterways), town centres and the local economy. As well, the character areas will be influenced by their changing sub-regional context, including significant new development delivered in Opportunity Areas near the Borough, such as Canada Water and Old Kent Road in Southwark and at Greenwich Peninsula.

Delivering the spatial strategy and meeting local needs

13.8 To help facilitate Good Growth in Lewisham the Local Plan includes site allocation policies. These are detailed policies for strategic development sites that are critical to the delivery of the spatial strategy. The sites will play an important role in addressing the Borough's needs for new housing, workspace and main town centre uses, along with supporting infrastructure (including community facilities, transport and green infrastructure).

13.9 Each site allocation includes information on the development capacity of a site for different types of land uses. The process for identifying sites and the methodology used for setting capacity figures are set out in the "Lewisham Local Plan: Site Allocations Background Paper" – this should be referred for further information. The site capacities are indicative only and should not be read prescriptively for the purpose of planning applications, where the optimal capacity of a site must be established on a case-by-case basis using the design-led approach, and having regard to relevant planning policies. Table 13.1 summarises the overall delivery outcomes expected by the site allocations, both borough-wide and by character area. This demonstrates that the Local Plan has identified sites with sufficient capacity to meet the Borough's new housing target, as set by the London Plan (Intend to publish version), as well as needs identified in our latest Employment Land and Retail Capacity Studies.⁵⁴

Table 13.1: Site allocations – indicative delivery outcomes

CHARACTER AREA	HOMES (NET UNITS)	WORKSPACE (GROSS FLOORSPACE SQM)	TOWN CENTRE USES (GROSS FLOORSPACE SQM)
Central	7,901	98,000	144,123
North	12,497	56,918	121,726
East	1,298	5,074	12,045
South	2,288 - 4,521	21,488	38, 679
West	1,049	16,403	11,434
Total	25,034 – 27,267	197,882	328,006
		NET ADDITIONAL (Excluding consented developments) 38,327	NET ADDITIONAL (Excluding consented developments) 24,361

⁵⁴ For the South area, the housing capacity figures are set out as a range. This is owing to the significant uplift in development capacity that could be achieved on selected sites in Bell Green/ Lower Sydenham through delivery of Phase 2 of the Bakerloo Line Extension.

14 LEWISHAM'S CENTRAL AREA

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Context and character

- 14.1 Lewisham's Central Area contains the neighbourhoods of Lewisham, Hither Green and Catford. It has a strong relationship with the Ravensbourne, Pool, and Quaggy rivers and their river valley corridors. The housing character is generally varied as a result of post-WWII patterns of development, with conservation areas and listed buildings within and adjacent to the area. The Central Area contains the linked but complementary major centres of Lewisham and Catford.
- 14.2 The character of Lewisham major centre and its surrounds is strongly informed by its shopping and leisure destinations, as well as its highly active public places, including the strategic rail interchange. It has an urban scale with a tall buildings cluster surrounded by a lower density grid of residential terraces. Many sites have recently been redeveloped with high quality designs. However much of the town centre remains fragmented and disconnected as a result of larger sites and blocks, with areas of poorer quality public realm including the walking and cycle environment, particularly on Lewisham High Street. Many of the older sites have a poor quality retail and leisure offer. Significant redevelopment opportunities exist alongside planned strategic transport investment that will allow the character of Lewisham to be 'reimagined'.
- 14.3 Catford major centre comprises the civic hub of the Borough with a key focal point at the historic Broadway Theatre. The town centre has a generally urban scale that is surrounded by smaller scale residential areas and high quality open spaces. Some key sites have recently been redeveloped to a high quality design standard, such as the Catford Stadium. However the layout of larger sites and blocks, and the location of the South Circular dissecting the town centre has led to high levels of severance with the town centre and its surrounds, and poor permeability and legibility, especially in the main shopping area. Generally there is a poor walking and cycle environment particularly along the South Circular. Significant redevelopment opportunities exist alongside planned strategic transport investment that will allow the character of Catford to be 'reimagined'.
- 14.4 The A21 corridor is currently dominated by vehicular traffic with a poor quality public realm, which inhibits movement by walking and cycling. The High Street is generally not well connected to its surrounding neighbourhoods, and is dominated by larger sites and blocks leading to irregular east-west connections. Whilst the character of the corridor is well established around Lewisham Hospital (with opportunities to 'reinforce' the existing character), opportunities exist for intensification along the majority of the corridor. Hither Green is characterised by predominantly smaller scale historic residential areas. There is a poor sense of arrival to the immediate west of the train station with limited links across the railway. Opportunities exist for sensitive infill and high quality small sites development to 'reinforce' the existing local character.

Vision

14.5 By 2040 the linked but complementary town centres of Lewisham and Catford will evolve as vibrant hubs of commercial, cultural, civic and community activity. The character and role of the centres, and the A21 corridor that connects them, will be re-imagined by building on the area's many attributes and excellent transport links. The arrival of the Bakerloo line together with the modernisation of Lewisham interchange will open opportunities for everyone to benefit from.

14.6 New housing, including a high proportion of genuinely affordable housing, business space and jobs, and community facilities will be focussed along the A21 corridor (Lewisham High Street, Rushey Green and Bromley Road), encompassing Lewisham and Catford town centres, as well as out-of-centre retail parks. The A21 will be transformed into a 'healthy street' that better connects neighbourhoods, with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. Lewisham major centre will become a highly accessible metropolitan centre of exceptional quality; its continued evolution supported by new transport infrastructure and the renewal of larger sites, including the shopping centre. The re-routing of the South Circular (A205) will enable the comprehensive regeneration of Catford major centre, with high quality public realm enhancing links to the stations and supporting its role as the Borough's main civic and cultural hub. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

14.7 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The river valley network will have greater prominence. Improvements to the environmental quality and amenity value of the Rivers Ravensbourne and Quaggy will be realised through their re-naturalisation, particularly around the key visitor destinations of Lewisham and Catford centres. Waterlink Way, running alongside the River Ravensbourne, will be enhanced, with breaks in the route repaired to form the central feature of a network of walking and cycle routes that link open and green spaces.

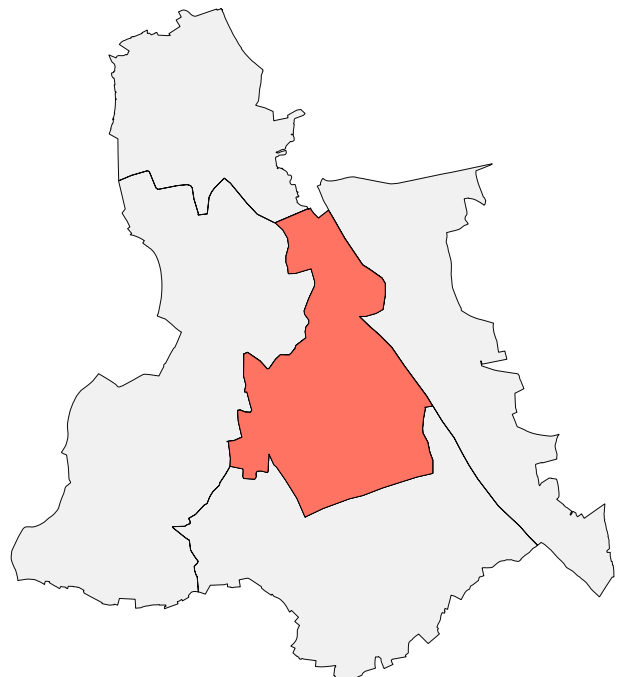


Figure 14.1: Central Area

Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Secure the delivery of the Bakerloo line extension and Lewisham interchange upgrade to improve transport accessibility within the Borough and to help unlock the development potential of the Opportunity Area.
2	Facilitate the renewal of Lewisham major centre into a well-connected modern metropolitan centre and employment hub, with a thriving market at its heart. Enhance routes and permeability within and through the centre by the redevelopment of strategic sites, including the shopping centre.
3	Secure the re-routing of the South Circular (A205) to enable the comprehensive regeneration of Catford major centre, and reinforce its role as the Borough's main civic and cultural hub.
4	Transform the A21 corridor into a 'healthy street' with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Enhance the place qualities of the corridor by integrating new high quality housing development along it, and redeveloping out-of-centre retail parks and buildings for a wider mix of uses.
5	Reinforce and enhance the character of established residential areas, local centres and parades. At the same time, deliver new homes and area improvements through their sensitive intensification.
6	Protect and promote the renewal of industrial land at Bromley Road. Improve the quality of the townscape around Bellingham local centre, particularly at Randlesdown Road and Bellingham station approach.
7	Enhance the environmental quality and amenity value of the Ravensbourne and Quaggy Rivers. Improve public access to the rivers with new and improved routes, focussing on Waterlink Way.
8	Protect and enhance open and green spaces, including waterways. Deliver a connected network of high quality walking and cycle routes that link these spaces.

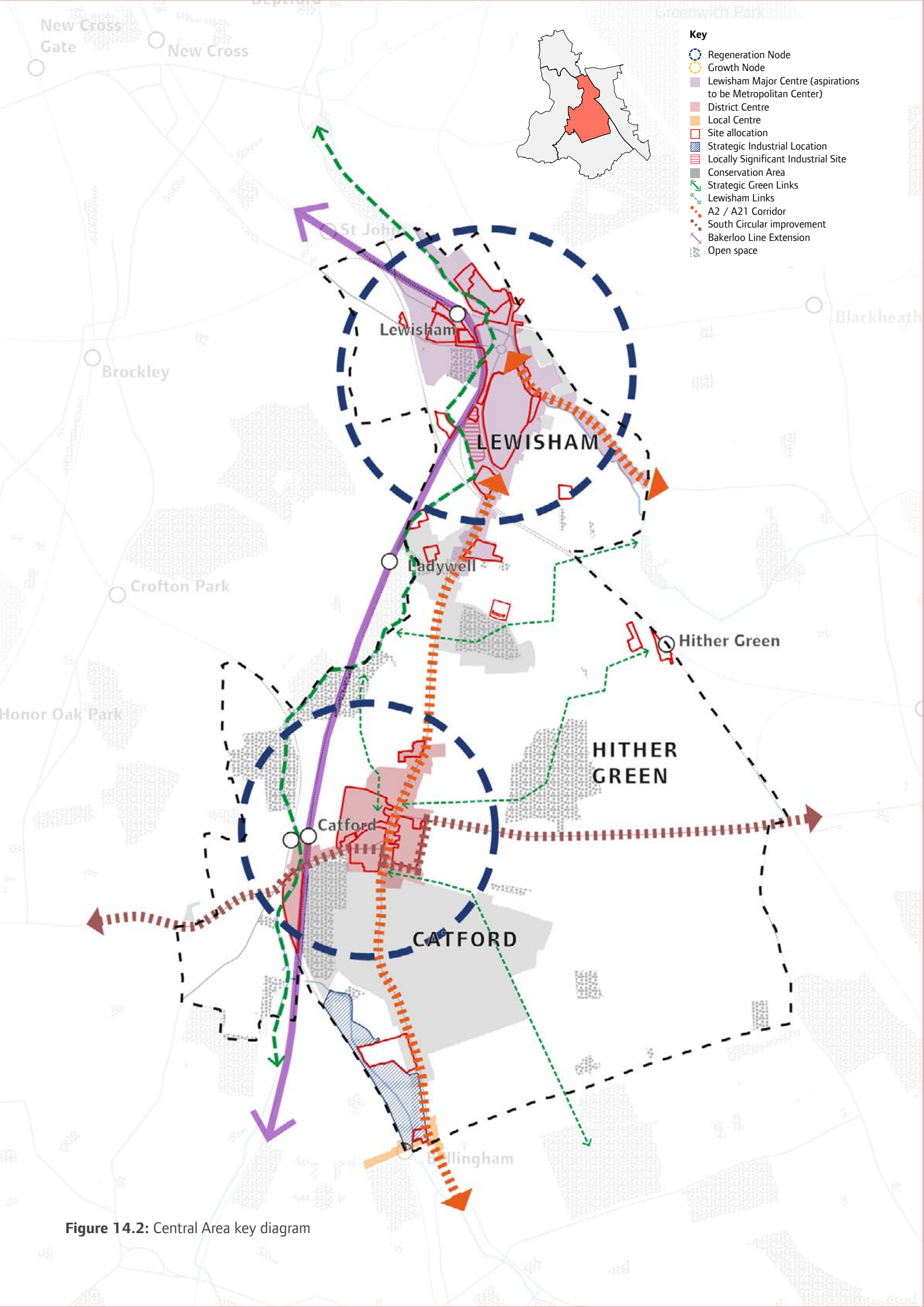


Figure 14.2: Central Area key diagram

LCA1 Central Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area⁵⁵ is fully realised. This will require that investment is appropriately coordinated within Lewisham's Central Area and that:
- a. A significant amount of new development is directed to the major town centres of Lewisham and Catford, and along the A21 corridor linking the centres, including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
 - b. New employment development is concentrated within town centres and the Bromley Road Strategic Industrial Location;
 - c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations;
 - d. The out-of-centre Retail Park at Bromley Road is comprehensively redeveloped for a wider mix of complementary uses; and
 - e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension) including:
 - i. Bakerloo line extension;
 - ii. Lewisham station interchange; and
 - iii. Realignment of the South Circular road.
- B Development proposals will be expected to facilitate growth and investment within the Central Area whilst enhancing its place qualities by supporting:
- a. Lewisham major centre's transition to a metropolitan centre of sub-regional significance, having regard to Policy LCA2 (Lewisham major centre and surrounds);
 - b. The comprehensive regeneration of Catford major centre, reinforcing its role as the Borough's principal civic and cultural hub, having regard to Policy LCA3 (Catford major centre and surrounds); and
 - c. The transformation of the A21 corridor and its immediate surrounds into a series of healthy neighbourhoods with a distinctive urban character, and reinforcing its role as a strategic movement corridor for sustainable transport modes, having regard to Policy LCA4 (A21 corridor).
- C Development proposals should help to ensure the Central Area benefits from a high quality network of walking and cycle connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LCA5 (Central Lewisham Links).
- D Staplehurst Road will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Hither Green station. To help secure the long-term viability of the local centre, development proposals should:

⁵⁵ Refers to the New Cross / Lewisham / Catford Opportunity Area, as established by draft London Plan policy SD1 (Opportunity Areas).

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- a. Enhance the character and accessibility to and along the station approach and the centre, including by improving public realm and the legibility of walking and cycle routes; and
 - b. Facilitate the renewal of non-designated employment sites in proximity to the station to secure a complementary mix of commercial and other uses.
 - E The distinctive character of the residential hinterland within Catford, Lewisham and Hither Green will be reinforced. To help meet the Borough's future needs, particularly for housing, sensitively designed and high quality development on small sites (such as infill and backland sites) will be supported.
 - F The river valley network is a defining feature of the Central Area which development proposals should respond positively to by:
 - a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Quaggy rivers, including by naturalising the rivers, wherever opportunities arise;
 - b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
 - c. Facilitating the provision of new and enhanced connections to and along the rivers and river valleys, including by extending and improving the Waterlink Way. Walking and cycling links to the river from the town centres of Lewisham and Catford, and the A21 corridor, will be strongly supported
 - G Development proposals for tall buildings in the Central Area will only be acceptable in those locations identified as being appropriate for tall buildings, having regard to the requirements of Policy QD4 (Building heights).
 - H The Council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the Central Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer to and positively engage with these documents, including:
 - a. Lewisham Characterisation Study (2019);
 - b. Catford Town Centre Masterplan (Forthcoming);
 - c. A21 Design Guidance SPD (Forthcoming); and
 - d. River Corridor Improvement Plan SPD (2015).
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LCA2 Lewisham major centre and surrounds

- A Continued investment in Lewisham major centre to enable its transition to a metropolitan centre of sub-regional significance in London, and a gateway to the south east, is a strategic priority. To realise this objective and secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of transformational improvement to the town centre environment. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial role is maintained and enhanced.
- B Development proposals will be expected to help facilitate the delivery of strategic transport infrastructure necessary to ensure the centre can effectively serve, and benefit from, a wider sub-regional catchment and to support Opportunity Area objectives. This includes the Bakerloo line extension, Lewisham station interchange, land required for bus services and walking and cycle routes. Detailed site specific requirements are set out in the site allocation policies for the Central Area.
- C Development proposals should respond positively to the evolving urban scale and character of the centre and its surrounds. They must be designed with particular reference to their relationship with existing clusters of tall and taller buildings, the prevailing townscape and skyline, having regard to Policy QD4 (Building heights). Development should also be designed to provide an appropriate transition from the surrounding residential neighbourhoods, its edges and into the heart of the town centre, with generous setbacks provided along main roads and other routes.
- D Development proposals must contribute to enhancing the public realm in order to promote walking and cycling, and to make the town centre a significantly more accessible, safer and attractive environment. 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.

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- E Development proposals should be designed to improve access and permeability in the town centre and its surrounding area, particularly where sites are to be delivered through comprehensive redevelopment. This includes new or enhanced east-west routes through the Lewisham Shopping Centre site, along Loampit Vale and Thurston Road, and from Silk Mills Path to Connington Road and Lewisham Road.
- F Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes improved access to the River Ravensbourne by extending and enhancing Waterlink Way that traverses the wider town centre area, and the River Quaggy at Lee High Road. Proposals should make provision for attractive and robust embankments as a central design feature, particularly along the River Ravensbourne to enhance connections from Silk Mills Path to Lewisham transport interchange and the Lewisham Gateway site, leading to the town centre and the Primary Shopping Area.
- G Lewisham Market is at the heart of the town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders. Effective management of the market and associated public realm will be essential to its long-term viability, and the Council will work with stakeholders to secure appropriate management arrangements.
- H Within the designated town centre area and at its edges, development proposals must provide for an appropriate mix of main town centre uses at the ground floor level. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary commercial, leisure and cultural uses elsewhere. Night-time economic activities will be supported where they positively contribute to the local area.
- I Positive and active frontages will be required at the street level, particularly along Lewisham High Street, Molesworth Street, Rennell Street and Lewisham Grove – which together help to frame the Primary Shopping Area – as well as Loampit Vale, Lee High Road and Lewisham Road. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings. Where new housing is proposed within the town centre, this will only be acceptable on upper floor levels.
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- J To ensure Lewisham major centre's role as one of the Borough's principal commercial and employment locations, development proposals will be expected to retain or re-provide existing workspace, and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1 uses, including hybrid workspace combining office and lighter industrial workspace appropriate to the area. Provision of workspace suitable for small businesses, including units of 500 square meters or less, will be strongly encouraged.

LCA3 Catford major centre and surrounds

- A Reinforcing the role of Catford major centre as Lewisham's principal civic and cultural hub is a strategic priority. To realise this objective and to secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of town centre regeneration that responds positively to Catford's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant civic, commercial and cultural role is maintained and enhanced.
 - B Development proposals must be delivered through the masterplan process, in accordance with relevant site allocation policies and the Catford Town Centre Masterplan.
 - C Proposals for the realignment of the South Circular (A205) will be progressed through a partnership approach with key stakeholders, including Transport for London. This will help to facilitate comprehensive regeneration and renewal in the town centre and its surrounds, in particular, by addressing existing issues of severance and pollution to create a more cohesive, safer, healthier and accessible town centre area. Development proposals will be expected to maximise opportunities presented by the road realignment, including through designs that provide safer access across main junctions, new and improved public realm and more accessible, high quality public open spaces.
 - D Development proposals should respond positively to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.
 - E E. Development proposals must contribute to enhancing the public realm in order to promote walking and cycling, and to make the town centre a significantly more accessible, safer and attractive environment. 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 Sangleigh, Brownhill and Plassy Roads, and the South Circular (A205), and safe walking and cycling will be prioritised.
 - F Development proposals must respond positively to the historic and cultural character of the town centre and its surrounds, and preserve or enhance the significance of heritage assets, including by:
 - a. Retaining the Broadway Theatre as an integral local landmark and cultural destination within the centre. Development should be designed to ensure the theatre remains a prominent visual feature marking the eastern gateway to The Broadway;
 - b. Designing development with reference to the historic fabric of the local area. In particular,
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- development should seek opportunities to enhance the townscape by reinstating the network of historic lanes within the town centre; and
- c. Addressing the relationship of new development with the Culvery Green Conservation Area to the south.
- G Development should respond positively to the distinctive character of The Broadway, and the buildings of townscape merit that line it, and reinforce its function as a key movement corridor by walking and cycling and focal point of activity.
- H Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Ravensbourne near Catford and Catford Bridge Stations, and to improve public access to the Waterlink Way by repairing the existing break in the path and extending the route to join with the River Pool Linear Park. Proposals should make provision for attractive and robust embankments as a central design feature to enhance connections to town centre's western gateway, Ladywell Fields and the train stations.
- I Catford Market forms an integral part of the town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.
- J Development proposals must provide for an appropriate mix of main town centre uses. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary civic, commercial, leisure and cultural uses elsewhere. Night-time economic activities should help to reinforce Catford's role as an important cultural destination, and will be supported where they positively contribute to the local area.
- K Positive frontages will be required at the street level, particularly along Rushey Green, The Broadway and within the Primary Shopping Area. Positive frontages should be integrated elsewhere within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.
- L Catford major centre is a key commercial and employment location. It has a unique civic and cultural function that distinguishes it from, and helps to complement, Lewisham major centre. Development proposals will be expected to retain or re-provide existing workspace and deliver net increases wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1 uses, including office floorspace and hybrid workspace combining office and lighter industrial workspace appropriate to the area.
- M Provision of workspace suitable for small businesses, including units of 500 square meters or less, will be strongly encouraged, particularly where the space is designed to support the cultural industries.
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LCA4 **A21 corridor**

- A The transformation of the A21 corridor (Lewisham High Street, Rushey Green and Bromley Road) and its immediate surrounds into a series of liveable and healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use residential neighbourhoods within this Central Area location. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.
- B Development proposals along the A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by:
 - a. Responding positively to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Design Guidance SPD;
 - b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions;
 - c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, particularly in town centres and edge-of-centre locations;
 - d. Maximising opportunities to integrate urban greening measures; and
 - e. Enhancing connections between the major centres of Catford and Lewisham, as well as neighbourhoods surrounding the corridor, through the delivery of new and improved public realm.
- C Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to safe and convenient movement by walking and cycling, as well as the use of public transport. This principal north-south route should be supported by a complementary network of legible, safe and accessible routes, including cycling Quietways, that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park and Mountsfield Park.
- D Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.
- E Development proposals on sites along the A21 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).

LCA5 Central Lewisham Links

- A Development proposals will be expected facilitate the creation and enhancement of the Central Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the Central area.
- B On sites located adjacent to an existing or proposed route of the Central Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the Central Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- a. New or enhanced footpaths or cycleways;
 - b. Road realignment;
 - c. Street crossings or other safety measures;
 - d. Cycle parking;
 - e. External lighting;
 - f. Landscaping;
 - g. Tree planting or other green infrastructure;
 - h. Public conveniences;
 - i. Way-finding signage..
- C To support the effective implementation of the Central Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's Central Area

- 14.8 Lewisham's Central Area features the linked but complementary major centres of Lewisham and Catford. These centres, together with the A21 road, make up a strategic corridor within the Borough. A London Plan Opportunity Area broadly covers the extent of this corridor. It is instrumental to the delivery of the spatial development strategy for London. To fully realise the growth potential of the Opportunity Area it is vital that the regeneration and renewal of the major centres is delivered and new strategic transport infrastructure is secured. The Local Plan sets out a strategy to ensure that growth and regeneration in the Central Area is effectively coordinated, with a clear framework in place to support the long-term vitality and viability of the town centres; also, to facilitate the Bakerloo line extension and upgrades to the Lewisham interchange, one of London's key strategic transport interchanges.
- 14.9 The regeneration and renewal of Lewisham major centre, enabling its transition to a metropolitan centre, is a key objective which is supported by the London Plan. A significant amount of investment has been directed to the town centre in recent years. This reflects the strong commitment by the Council, its key stakeholders and development industry partners to deliver a high quality, modern metropolitan centre. A number of major schemes have planning consent with several having been completed, bringing a significant amount of new homes, business space and community facilities to the centre, together with public realm and environmental improvements. This includes the removal and reconfiguration of the gyratory at Lewisham Gateway and river restoration works. There remain opportunities for additional sites to come forward, whose development can enhance the function and place qualities of the centre. Clear development guidelines are needed to ensure a coordinated approach to site delivery. Lewisham Shopping Centre is noteworthy given its scale and prominent position at the heart of the centre. Its redevelopment is essential to improving accessibility and circulation within the centre as well as to enhance the amenity of Lewisham Market, an important visitor destination in its own right.
- 14.10 Catford major centre is the civic heart of the Borough where the Council's main offices are located. It contains a number of historic buildings, civic and cultural venues, such as Broadway Theatre, which give it a distinctive character and identity. The town centre has growing night time economy along with a range of shops and services, including the Catford Market, which cater to the daily needs of local residents. However, the centre suffers from areas of poorer quality public realm, particularly around the South Circular, which acts as a barrier to movement and segregates the centre from its surrounding neighbourhoods. The realignment of the road is critical to enable the comprehensive regeneration of the town centre. This will bring substantial public benefits including a significant amount of new housing and business space along with a revitalised centre. To help inform the Local Plan and ensure coordination in the delivery of strategic sites, the Council is preparing a masterplan for the centre.

14.11 An effective and resilient transport network is essential to the achievement of inclusive, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the Central Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line extension and the Lewisham station interchange. Along with securing these investments in public transport, the Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the A21 Corridor into a Healthy Street underpins this approach. The A21 Corridor is the principal north-south route within Lewisham, linking the major centres of Lewisham and Catford as well as neighbourhoods further south along Bromley Road. It has significant potential for accommodating growth and improving connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park and Mountsfield Park.

14.12 Transport for London have completed Outcome Definition along the A21, which has shown that significant improvements are needed to encourage a mode shift to cycling, walking and public transport use, including improved cycle infrastructure, bus priority measures and additional pedestrian crossings. Although this work is subject to Government funding, any developments or future plans in the area should support this. Providing clear connections and

routes on side streets off the A21 will be key to ensure that the area can cope with the increased demand, and to improve the links between Lewisham and Catford.

14.13 The river corridor network is a defining feature of the Central Area, with the Rivers Ravensbourne and Quaggy traversing it. There are opportunities to improve the ecological and amenity value of the waterways, both by naturalising and enhancing public access to them. The comprehensive redevelopment of sites within and around Lewisham and Catford major centres have significant potential in this respect. The East Lewisham Links are centred on the network of green infrastructure, including waterways, recognising the priority given to improving public access to it, particularly by enhancing the Waterlink Way.

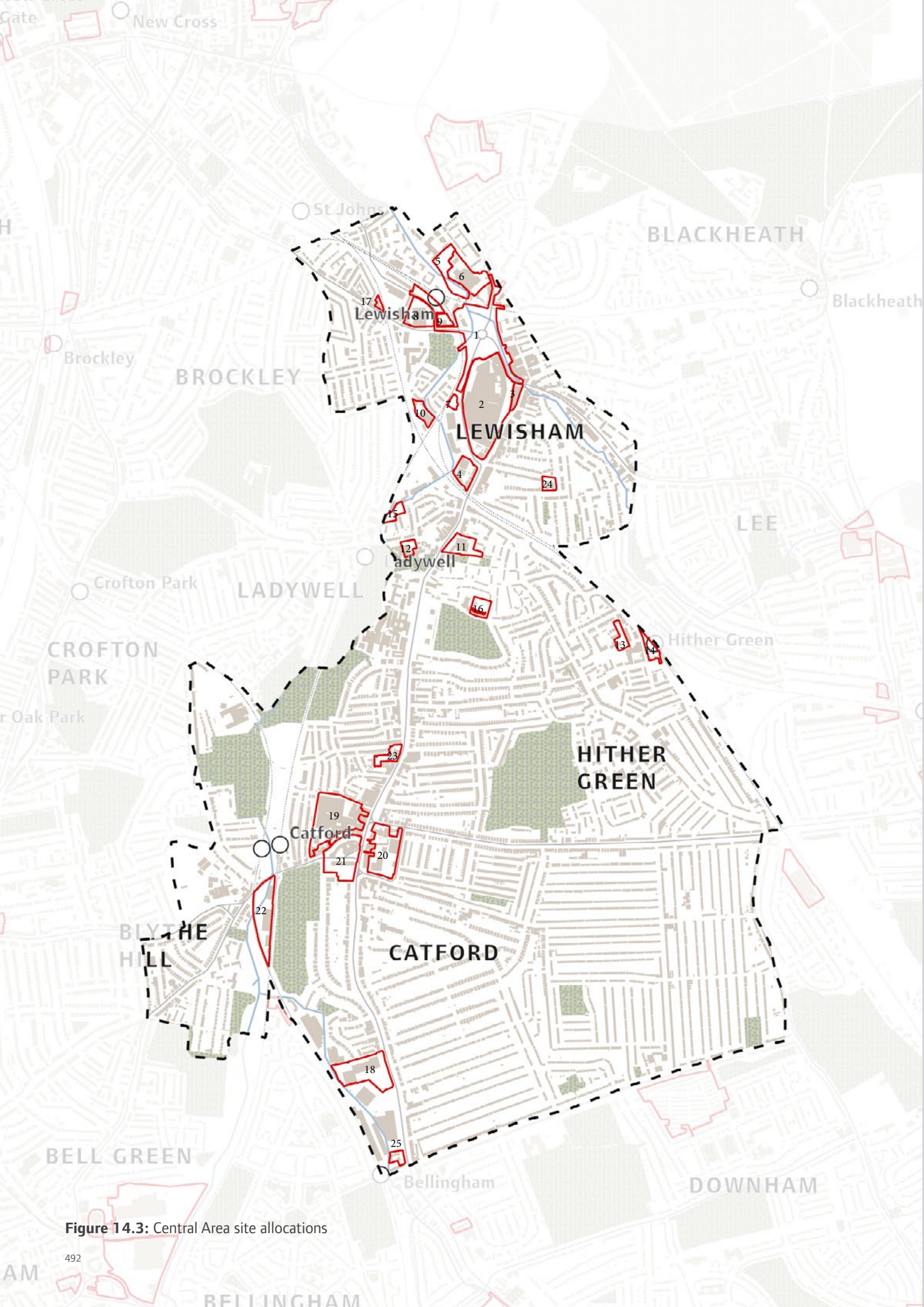
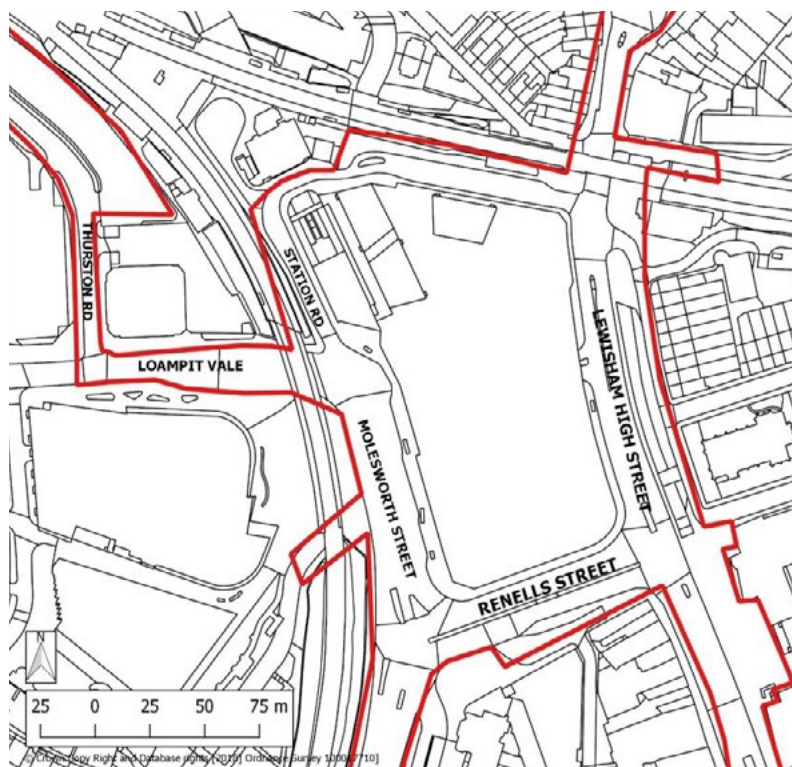


Figure 14.3: Central Area site allocations

Site allocations

1 Lewisham Gateway.....	494
2 Lewisham Shopping Centre	498
4 Land at Engate Street.....	502
5 Conington Road.....	504
6 Land at Conington Road and Lewisham Road (Tesco)	507
7 Molesworth Street Car Park.....	510
8 Lewisham Retail Park, Loampit Vale.....	512
9 Land at Loampit Vale and Thurston Road (Carpetright).....	515
10 Silver Road and Axion House	518
11 PLACE/Ladywell (Former Ladywell Leisure Centre)	520
12 Ladywell Play Tower	522
13 Driving Test Centre, Nightingale Grove	525
14 Land at Nightingale Grove and Maythorne Cottages	527
15 Church Grove Self-Build.....	529
16 Land to the rear of Chiddingstone House	531
17 100-114 Loampit Vale.....	533
18 Ravensbourne Retail Park	535
19 Catford Shopping Centre and Milford Towers	538
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24 House on the Hill at Slaithewaite Road	551
25 Land at Randlesdown Road and Bromley Road	553

1 Lewisham Gateway



SITE ADDRESS	Lewisham Gateway Site, Lewisham High Street, London, SE13				
SITE DETAILS	Site size (ha) 5.41	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Mixed public and private	Current use Transport interchange
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, Public Open Space, Waterlink Way, Air Quality Management Area , Air Quality Focus Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2,3a,3b, Critical Drainage Area.				
PLANNING STATUS	Full application DC/06/062375 granted in May 2009. Various reserved matters and s73 minor material amendment granted April 2013 – February 2019. Started construction and development is partially complete.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 1,057			Gross non-residential floorspace Employment 17,500 Main town centre 25,500	

Existing planning consent

- 14.14 DC/06/062375 - The comprehensive mixed use redevelopment of the Lewisham Gateway Site, SE13 (land between Rennell Street and Lewisham Railway Station) for 100000 m² comprising retail (A1, A2, A3, A4 and A5), offices (B1), hotel (C1), residential (C3), education/health (D1) and leisure (D2) with parking and associated infrastructure, as well as open space and water features as follows:
- up to 57,000 m² residential (C3)
 - up to 12,000 m² shops, financial & professional services (A1 & A2)
 - up to 17,500 m² offices (B1) / education (D1)
 - up to 5,000 m² leisure (D2)
 - up to 4,000 m² restaurants & cafés and drinking establishments (A3 & A4)
 - up to 3,000 m² hotel (C1)
 - up to 1,000 m² hot food takeaways (A5)
 - 500 m² health (D1)
 - provision of up to 500 car parking spaces
 - revised road alignment of (part of) Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale and works to Lewisham Road.
- 14.15 DC/13/82493 - Approval of Reserved Matters for Block A.
- 14.16 DC/14/89233 - Approval of Reserved Matters for Block B.
- 14.17 DC/18/105218 - Approval of S73 minor material amendment increased the maximum residential floorspace to 77,326 m² (indicative c.889 units), together with up to 6,409 m² of co-living floorspace (indicative c.114 units). Of the 889 units, 362 have been delivered as part

of Phases 1A and 1B, with 527 residential units remaining to come forward within Phase 2.

- 14.18 DC/18/109819 – approval of Phase 2 reserved matters.

Site allocation

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

Opportunities

- 14.20 Lewisham Gateway is a prominent site within Lewisham major centre. Its comprehensive redevelopment is necessary to facilitate the delivery of strategic transport infrastructure including the Lewisham interchange and the Bakerloo Line extension. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre, and help it to achieve metropolitan centre status. Development will also enable public realm and environmental improvements, with key opportunities to reinstate the Rivers Quaggy and Ravensbourne and to create a more coherent network of pedestrian and cycle routes connecting to the surrounding area.

14.21 **Development requirements**

- Development must improve access to and permeability across the wider town centre area. This includes a legible and safe network of walking and cycle routes to create a direct link between the station and town centre, as well as enhanced connections between public spaces and surrounding neighbourhoods.
- Applicants must work in partnership with Transport for London to deliver the road realignment, encompassing parts of Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale.
- Development must not prejudice the delivery of transport infrastructure. Proposals will be required to safeguard land necessary to secure the delivery of enhancements to the station interchange in order to improve passenger movement and connections between buses, trains, the Docklands Light Rail, and the future Bakerloo line extension.
- Appropriate provision for the bus layover, currently sited at Thurston Road.
- Positive frontages along main roads and key routes, with active ground floor frontages.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A programme of river restoration, including channel re-profiling, to improve the ecological quality of the water environment and enhance the amenity provided by the Rivers Quaggy and Ravensbourne, along with Waterlink Way;
 - A central landscaped open space that celebrates the confluence of the rivers Quaggy and Ravensbourne.

14.22 **Development guidelines**

- The design of development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area, organised around a high quality public realm.
- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- High quality public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including the connections between the station interchange and High Street to the south, linking Lewisham Gateway to the heart of the town centre. Proposals should also be designed having regard to their relationship with adjoining strategic sites, including those at Loampit Vale to the east and Connington Road to the north.
- The Rivers Quaggy and Ravensbourne pass through the site but are culverted and canalised. Proposals will be expected to investigate and maximise opportunities to reinstate the rivers and their corridors as a prominent feature in the development, along with facilitating improvements to Waterlink Way. This should be supported by delivery of a new coherent public open space which focuses on the confluence of the rivers.
- Development must respond positively to the St Stephen's and Belmont Conservation Areas, and the St Stephen's Church (Grade II). Clear visual links to the church, situated to the east of the site boundary, should be established and maintained.

- Transport for London proposals for the extension of the Bakerloo Line provide for the possibility of infrastructure requirements at this site, including a new 'station box', being located partly on the existing bus layover site at Thurston Road. Applicants must consult with Transport for London and Network Rail to ensure development makes appropriate provision for transport infrastructure.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site.

2 Lewisham Shopping Centre



SITE ADDRESS	Lewisham Shopping Centre, 33A Molesworth Street, Lewisham, London, SE13 7HB				
SITE DETAILS	Site size (ha) 6.38	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015 and 2018) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2, 3a, 3b, Critical Drainage Area, 3 Locally Listed Buildings on site.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 1,579		Gross non-residential floorspace Employment 20,097 Main town centre 60,291		

Existing planning consent

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

Site allocation

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

Opportunities

- 14.25 This site forms the heart of Lewisham major centre and includes the Lewisham Marke. It is dominated by the shopping centre, built in the 1970s, and the Lewisham House office block. Renewal and modernisation of the shopping centre, will enhance the quality of town centre and help it to achieve metropolitan centre status. Comprehensive redevelopment of the site can deliver a significant amount of new housing together with modern retail and employment space, leisure, cultural and community facilities to support the long-term vitality and viability of the town centre. Development can also enable transformative public realm enhancements to improve connections throughout the wider town centre area, and secure the long-term future of the market.

14.26 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors together with a high quality market area.
- Development must be designed to improve connections through the site including the creation of new east-west connections between Molesworth Street and Lewis Grove, along with a new north-south pedestrianised spine running through the site, linking the Lewisham Gateway site from Rennal Street at the north to Lewisham High Street / Molesworth Street at the south.
- Positive frontages within the Primary Shopping Area and along key routes, with active ground floor frontages.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Improvements to Lewisham High Street and Market square.
 - A central landscaped open space
 - A network of connections linking to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.
- Protect and enhance Lewisham market.
- Provision of dedicated public toilets appropriate to the scale of development.

14.27 **Development guidelines**

- Positive and active ground floor frontages should be an integral element of the development design. They should be accommodated adjacent to Lewis Grove and along the new north-south route through the site from Lewisham Gateway, including the junction with Molesworth Street to the south, as well as along Rennell Street and Molesworth Street.
- A range of design treatments should be integrated along key routes to help activate frontages and create visual interest, including high quality shopfronts, building entrances and windows at the street level. Breaks should also be provided along the length of routes by the introduction of footpaths and amenity spaces, along with the interspersing of smaller business units.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility.
- High quality public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including at the High Street, Market Square and Molesworth Street. Public realm should also help to enhance connections to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.
- The site's relationship with the Lewisham Market and Market Square should be one of the principal considerations in the development design.
- The design of development must respond positively to a site's position in the wider site allocation area, and to the scale and function of the High Street. The southern end of the site should operate as a transitional zone with more

moderately scaled development. Comprehensive redevelopment, including the Beatties Building and Model Market, should establish a new southern anchor to encourage visitors into the heart of the town centre, and help to support pedestrian movement up the length of the High Street. Taller building elements may be appropriate at the northern end of the site and to the west along Molesworth Street.

- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- Development must respond positively to heritage assets including: The Clock Tower, Lewisham High Street (Grade II); Church of St Saviour and St John Baptist and Evangelist (RC), Lewisham High Street (Grade II); Former Prudential Buildings, 187-197 Lewisham High Street (Grade II); and St Stephen's Conservation Area.
- The eastern boundary of the St Stephen's Conservation Area runs along Lewisham High Street, opposite the northern portion of the site. Proposals must address impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
- Options for Lewisham House block should be explored to better integrate it into a comprehensive scheme for the wider site allocation, recognising the principle of land use established through the prior approval process.

4 Land at Engate Street



SITE ADDRESS	Engate Street, Lewisham, London, SE13 7HA				
SITE DETAILS	Site size (ha) 0.83	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Mixed public and private	Current use Main town centre uses, Retail, Commercial
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, adjacent Metropolitan Open Land, adjacent Sites of Importance for Nature Conservation, Flood Zone 2, Critical Drainage Area, Locally Listed Buildings on site.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 193		Gross non-residential floorspace Employment 6,642 Main town centre 0		

Site allocation

- 14.28 Mixed-use redevelopment comprising compatible main town centre, commercial and residential uses. Public realm and environmental enhancements, including to the River Ravensbourne and public access to Waterlink Way.

Opportunities

- 14.29 This site occupies an important transitional position leading into the heart of Lewisham major centre from the south, with frontages along the western side of the High Street. Redevelopment and site intensification will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable public realm and access improvements, particularly around the River Ravensbourne, enhancing the site's qualities as a gateway to the centre.

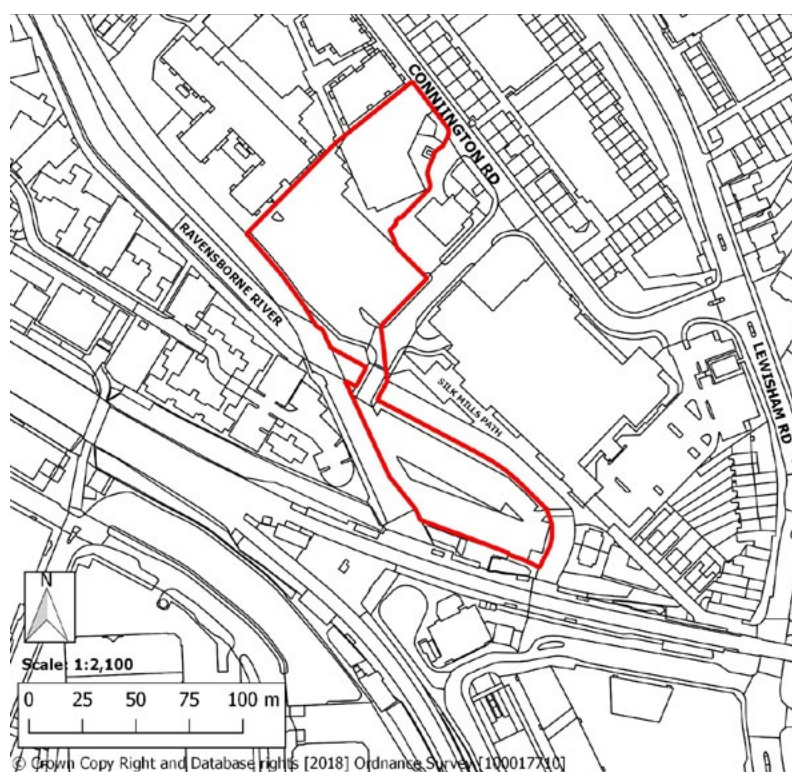
14.30 Development requirements

- Positive frontages along Lewisham High Street, with active ground floor frontages.
- Development will be required to retain or re-provide the existing employment floorspace, currently situated to the west of Engate Street, and must not result in a net loss of industrial capacity.
- Development must be designed to enhance the ecological quality and amenity value of the River Ravensbourne.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy including enhanced public access to Waterlink Way.

14.31 Development guidelines

- The development design must respond to the site's position relative to the wider town centre area. The site should function as a transitional zone into the centre, with moderately scaled development stepping up from Lewisham High Street.
- Development should enhance the continuity of the frontages along the High Street.
- Site redevelopment presents an opportunity to improve legibility and access to Waterlink Way at the northern part of the site. Proposals should also investigate opportunities to introduce a new east-west link through the site from the High Street to Waterlink Way and the River Ravensbourne.
- Proposals should be designed having regard to the Lewisham Shopping Centre site, to ensure continuity of the High Street and a coordinated approach to public realm.

5 Conington Road



SITE ADDRESS	209 Lewisham Road, Lewisham, London, SE13 7PY				
SITE DETAILS	Site size (ha) 1.11	Setting Central	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Car park
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Sites (2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1 and 3b.				
PLANNING STATUS	Full application DC/18/109184 refused by Mayor of London in March 2019.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 367			Gross non-residential floorspace Employment 0 Main town centre 550	

Site allocation

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

Opportunities

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

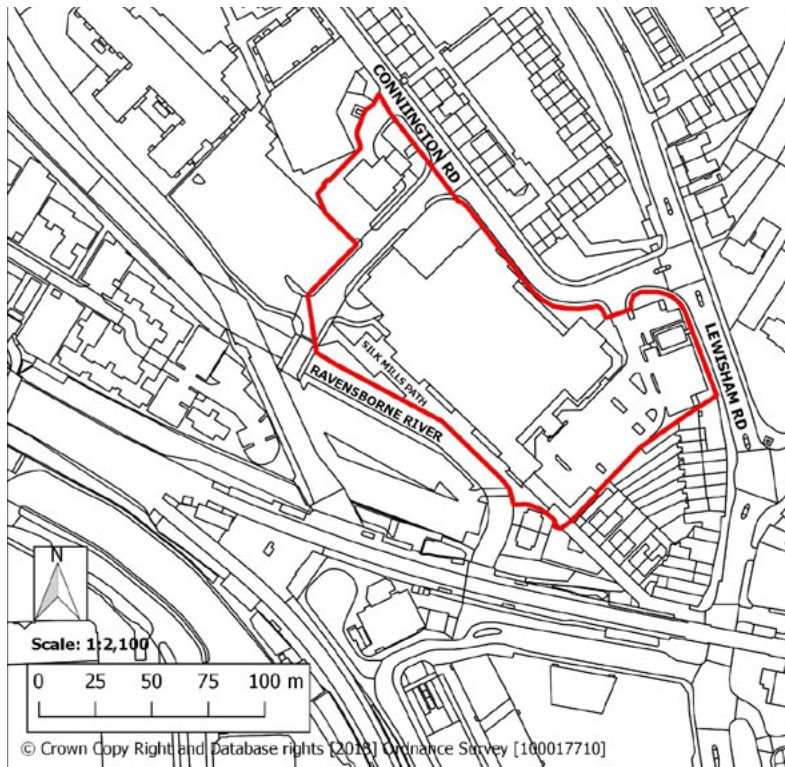
14.34 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to the residential areas and public spaces. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, centred on an improved Silk Mills Path.
- Positive frontages with active ground floor frontages along key routes.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A new public square linked to Silk Mills Path;
 - Direct links to Lewisham interchange;
 - A new public square adjacent to Lewisham Station's northern entrance;
 - River restoration and a riverside walk.
- Development must be designed to improve to the ecological quality and amenity value of the River Ravensbourne, including a riverside walk incorporating the existing bridges, with an attractive and robust embankment.

14.35 **Development guidelines**

- Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
- Development should provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
- Development should respond positively in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham interchange and the Lewisham Gateway site.
- Development should respond positively to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
- Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site.

6 Land at Conington Road and Lewisham Road (Tesco)



SITE ADDRESS	Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY				
SITE DETAILS	Site size (ha) 1.53	Setting Central	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Site (2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1 and 3a, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 380		Gross non-residential floorspace Employment 3,802 Main town centre 7,604		

Site allocation

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

Opportunities

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

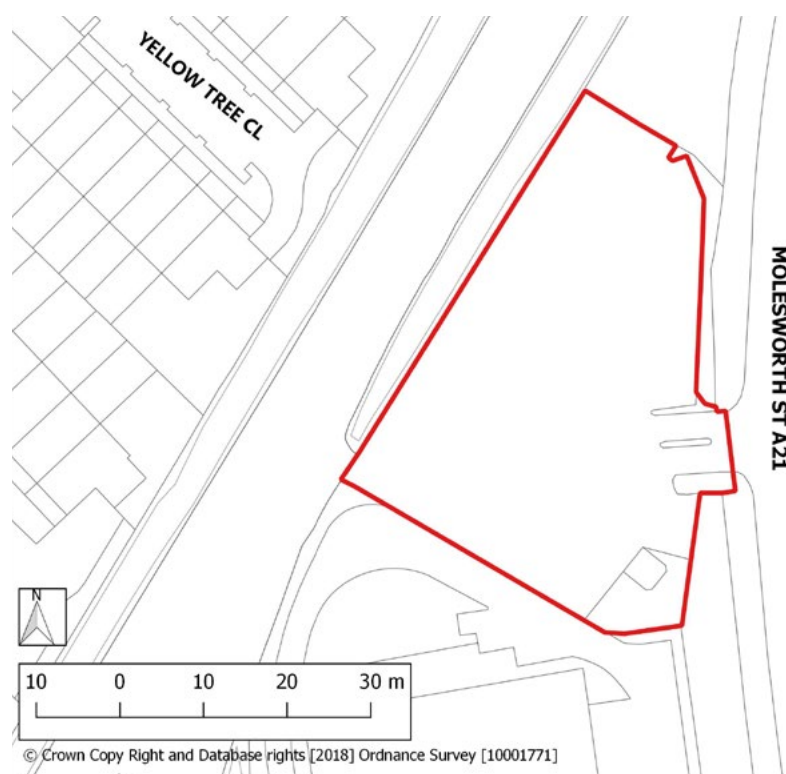
14.38 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to residential areas and public spaces. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, centred on an improved Silk Mills Path.
- Positive frontage with active ground floor frontages along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - A new public square linked to Silk Mills Path;
 - River restoration and a riverside walk
- Development must be designed to improve to the ecological quality and amenity value of the River Ravensbourne, including a riverside walk incorporating the existing bridges with an attractive and robust embankment.

14.39 **Development guidelines**

- Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
- The site should function as a transitional site, both in terms of land use and visual amenity, from the surrounding neighbourhoods into the transport interchange, Lewisham Gateway and the heart of the town centre. The design of development must respond positively to the residential properties at the site's eastern side, at Conington Road and beyond.
- New development should provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
- Development should respond positively in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange, Lewisham Gateway and the wider town centre environs.
- Development should respond positively to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
- Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site.
- Development should respond positively to Eagle House, which sits on the site's eastern edge fronting Lewisham Road. This building was constructed in approximately 1870 and is one of the original Anchor Brewery Buildings. It is of architectural and local significance.

7 Molesworth Street Car Park



SITE ADDRESS	Molesworth Street Car Park, Lewisham, London, SE13 7DS				
SITE DETAILS	Site size (ha) 0.18	Setting Central	PTAL 2015: 5-6a 2021: 5-6a 2031: 5-6a	Ownership Public	Current use Car park
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Area of Archaeological Priority, adjacent Site of Importance for Nature Conservation, Locally Significant Industrial Site, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Waterlink Way, Flood Zone 3b, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 0		Gross non-residential floorspace Employment 5,670 Main town centre 0		

Site allocation

- 14.40 Redevelopment of existing car park for commercial uses.

Opportunities

- 14.41 The site is located within Lewisham major centre and forms part of a Locally Significant Industrial Site, the majority of which is occupied by an operational multi-storey data centre. The site forms the residual land within the LSIS and is currently in use as a car park. Redevelopment of the site and the introduction of new workspace will provide a more optimal use of land to support the long-term vitality and viability of the town centre. There are also opportunities to deliver public realm enhancements along Molesworth Street.

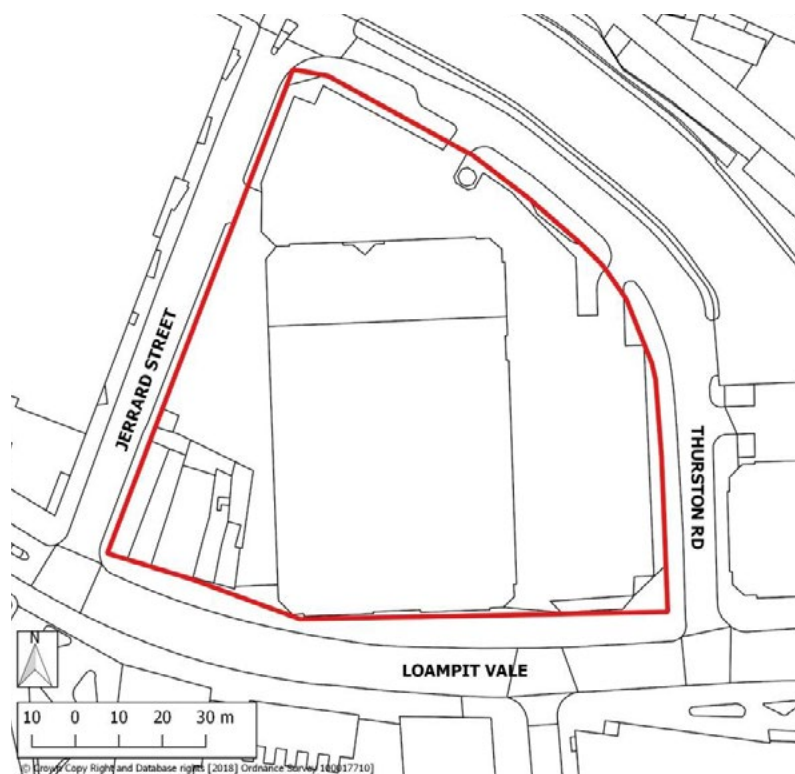
14.42 Development requirements

- Development must not compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- The nature of commercial uses must be compatible with and not harm the amenity of the main town centre and residential uses in proximity to the site.
- Positive frontage at the site's eastern edge, along Molesworth Street.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent to the site.

14.43 Development guidelines

- The design of development should respond positively to the existing residential properties to the west of the site and the Shopping Centre to the east.
- The site's location within the town centre and adjacent to the Lewisham Shopping Centre will necessitate that commercial uses are compatible with neighbouring uses and the local context. Use Class B2 and B8 commercial and industrial uses should therefore be avoided.
- Active ground frontages should be introduced along Molesworth Street, where possible.

8 Lewisham Retail Park, Loampit Vale



SITE ADDRESS	Lewisham Retail Park and Nos. 66-76 Loampit Vale, Lewisham, SE13				
SITE DETAILS	Site size (ha) 1.13	Setting Central	PTAL 2015:6b 2021: 6b 2031: 6b	Ownership Private	Current use Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a, Critical Drainage Area.				
PLANNING STATUS	Full application DC/16/097629 granted in March 2019.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 536			Gross non-residential floorspace Employment 2,171 Main town centre 2,171	

Existing planning consent

- 14.44 DC/16/097629 - Comprehensive redevelopment of the Lewisham Retail Park and Nos. 66 – 76 Loampit Vale including the demolition of all buildings on site to facilitate the provision of 4,343 m² of non-residential floorspace comprising (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafés, (B1) Business, (D1) Non-Residential Institutions and (D2) Assembly & Leisure uses and 536 residential units in buildings ranging from 4 – 24 storeys in height with private and communal open spaces, on-site energy centre, car and cycle parking, and associated landscaping and public realm works.

Site allocation

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

Opportunities

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

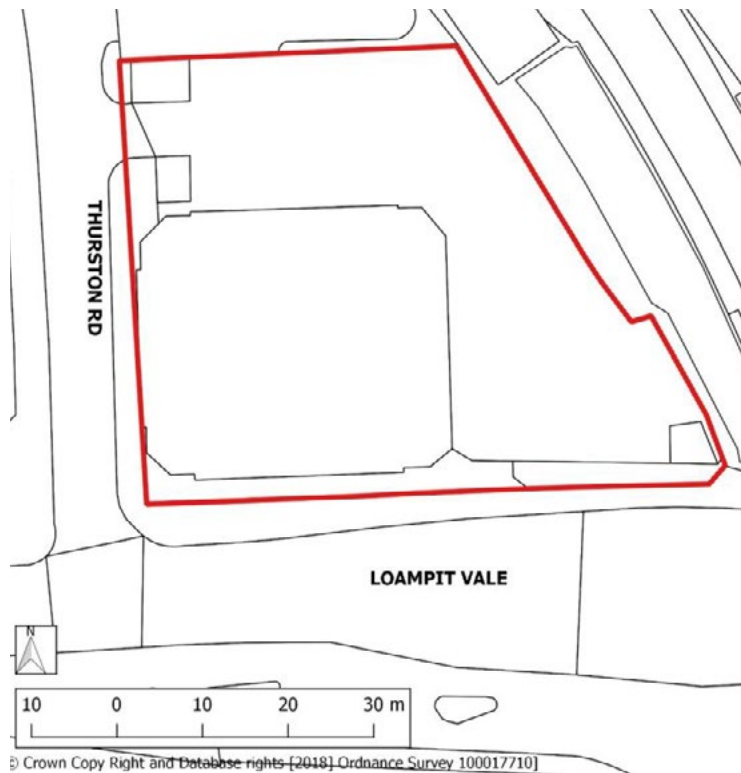
14.47 Development requirements

- Development must not prejudice the delivery of transport infrastructure, including the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced connections to Lewisham interchange. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including walking and cycle friendly boulevards along Loampit Vale, Jerrard Street and Thurston Road.
- Positive frontages with active ground floor frontages along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including a new station square.

14.48 **Development guidelines**

- The design of development should respond positively to the importance of Loampit Vale as a major route, and provide an appropriate transition in bulk, scale and massing, towards Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area. A landmark or way finding building signalling the entrance to Lewisham town centre from Loampit Vale to the west may be acceptable.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Development should be designed having regard to the Carpetright site to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
- Transport for London proposals for the extension of the Bakerloo line through Lewisham town centre could have an impact on the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.

9 Land at Loampit Vale and Thurston Road (Carpetright)



SITE ADDRESS	Carpetright Site, Loampit Vale, Lewisham, SE13 7SN				
SITE DETAILS	Site size (ha) 0.28	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Main town centre uses, Retail
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a , Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/102049 granted in February 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 242		Gross non-residential floorspace Employment 0 Main town centre 960		

Existing planning consent

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

Site allocation

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

Opportunities

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

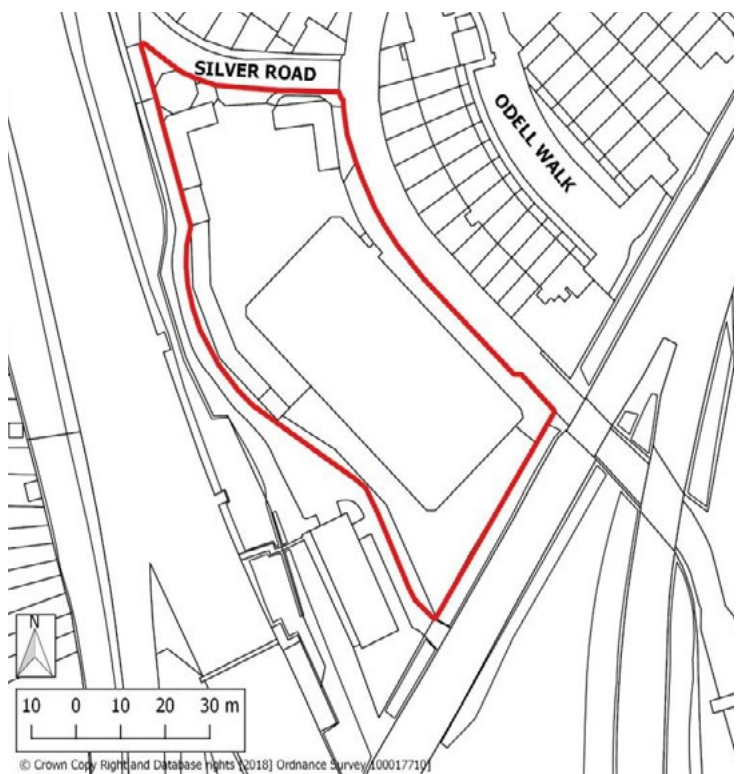
14.52 Development requirements

- Development must not prejudice the delivery of transport infrastructure, including the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced connections to Lewisham interchange. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including walking and cycle friendly boulevards along Loampit Vale and Thurston Road.
- Positive frontages with active ground floor frontages along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including a new station square.

14.53 **Development guidelines**

- The design of development should respond positively to the importance of Loampit Vale as a major route, and provide an appropriate transition in bulk, scale and massing towards Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Proposals should be designed having regard to the Lewisham Retail Park site to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
- Transport for London proposals for the extension of the Bakerloo Line through Lewisham town centre could have an effect upon the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.

10 Silver Road and Axion House



SITE ADDRESS	Axion House, 1 Silver Road, London, SE13 7BQ				
SITE DETAILS	Site size (ha) 0.48	Setting Urban Central	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Private	Current use Industrial, Vacant land
HOW SITE WAS IDENTIFIED	London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	Application submitted (DC/18/109972) – pending decision.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 136			Gross non-residential floorspace Employment 370 Main town centre 370	

Site allocation

- 14.54 Employment-led mixed-use redevelopment comprising compatible commercial and residential uses. Public realm enhancements including public access and landscaping along the River Ravensbourne.

Opportunities

- 14.55 The site comprises non-designated employment land located within a predominantly residential area in Lewisham major centre, next to the River Ravensbourne. There are several older commercial units on the site, including a large two-storey warehouse building. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre, including provision of modern workspace. Redevelopment will also enable public realm enhancements that maximise the amenity provided by the River Ravensbourne.

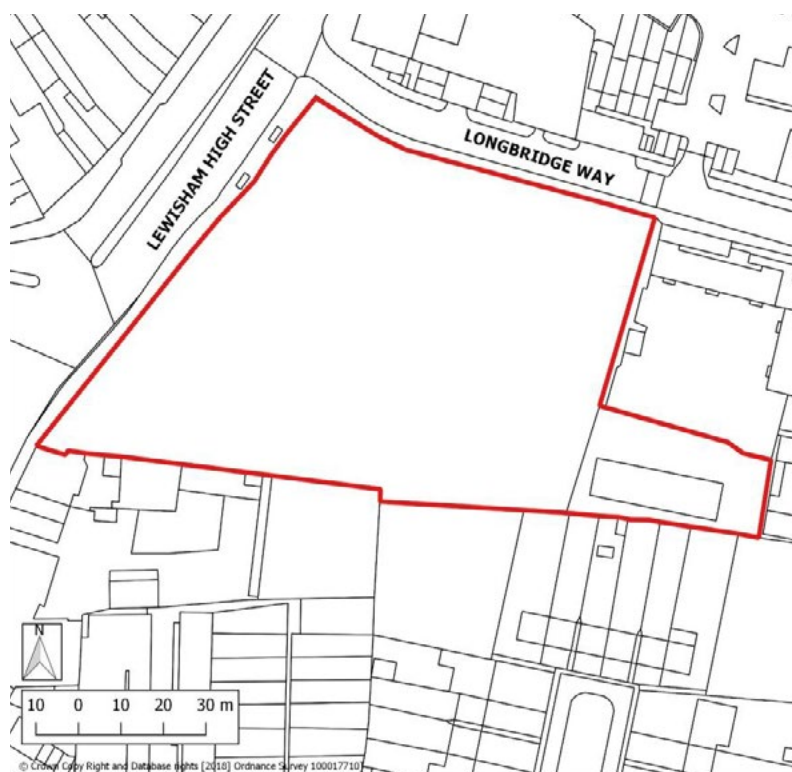
14.56 Development requirements

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public access to and landscaping along the river.

14.57 Development guidelines

- Development should respond positively to the River Ravensbourne and be designed to enhance its amenity value, with walking connections and views through the site to the river, and landscaped public realm alongside it.
- Development should maximise employment floorspace provision, including through reconfiguration of the existing buildings and spaces, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated employment floorspace.
- An element of affordable workspace should be delivered on-site.
- The site is situated within a predominantly residential area and consideration will need to be given to the amenity of neighbouring and surrounding properties, including for daylight and sunlight.

11 PLACE/Ladywell (Former Ladywell Leisure Centre)



SITE ADDRESS	Former Ladywell Leisure Centre, 261 Lewisham High Street, SE13 6NJ				
SITE DETAILS	Site size (ha) 0.93	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Residential, Retail, Employment, Community use
HOW SITE WAS IDENTIFIED	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, adjacent Urban Green Space, Major Centre, Night-time economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent for four years.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 224		Gross non-residential floorspace Employment 1,156 Main town centre 4,622		

Existing planning consent

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

Site allocation

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

Opportunities

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

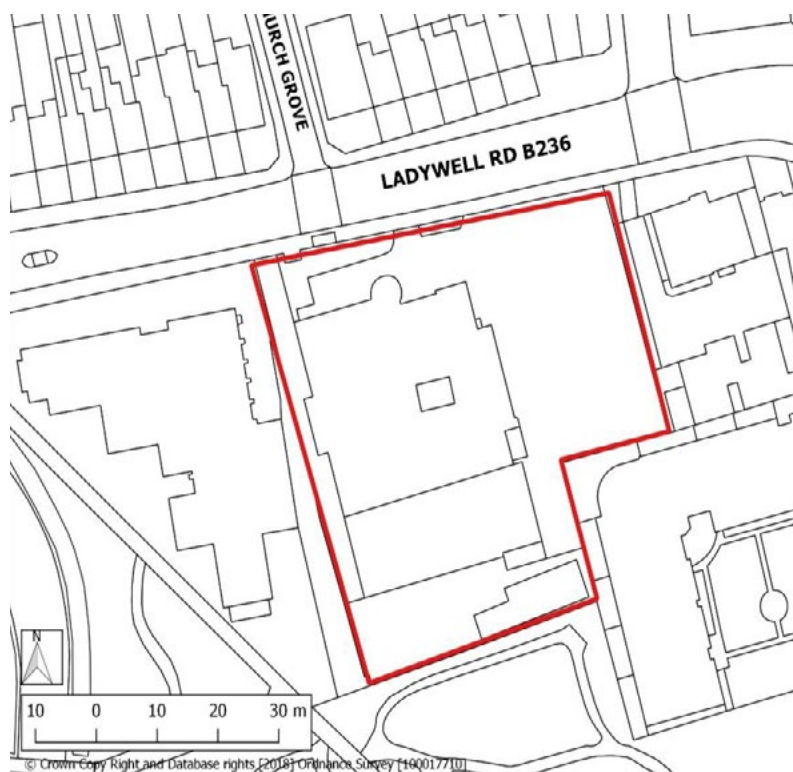
14.61 Development requirements

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

14.62 Development guidelines

- Development should set out and reinforce a clear hierarchy of streets, routes and building heights, both within the site and in response to the adjacent network of residential streets.
- Residential ground floor frontages may be acceptable away from the High Street including at Longbridge Way.
- The site is adjacent to St Mary's Conservation Area. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- Historic spires are in view of the St Mary's Church.

12 Ladywell Play Tower



SITE ADDRESS	Former swimming pool, Ladywell Road, Lewisham, SE13 7UW				
SITE DETAILS	Site size (ha) 0.32	Setting Central	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Former swimming pool, Vacant land
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, adjacent Metropolitan Open Land, Air Quality Management Area , Air Quality Focus Area , Waterlink Way, Flood Zones 2 and 3a, Critical Drainage Area, Listed Building on site.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre 1,459		

Site allocation

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

Opportunities

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

14.65 Development requirements

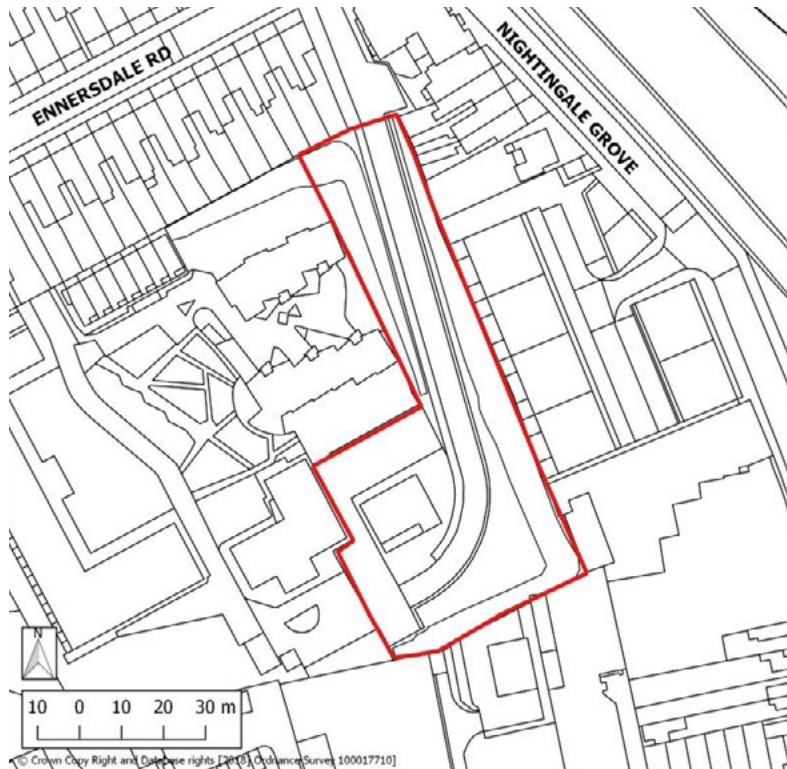
- A mix of complementary main town centre uses, including community uses. Residential development may be acceptable on the land surrounding Ladywell Baths.
- Development must preserve and enhance the significance of heritage assets and their setting. This includes the former Ladywell Baths, the Grade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

14.66 Development guidelines

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

- Large properties exist on either side of the site and there are terraced residential properties on the opposite side of Ladywell Road. To the west of the site is Ladywell Fields, a public open space designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation. To the south of the site, the grounds of St Mary's church are also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.

13 Driving Test Centre, Nightingale Grove



SITE ADDRESS	44 Ennersdale Road, London, SE13 6JD				
SITE DETAILS	Site size (ha) 0.41	Setting Central	PTAL 2015: 3 2021: 3 2031: 3	Ownership Public	Current use Driving Test Centre
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Management Area, Flood Zone 1.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 40		Gross non-residential floorspace Employment 1,386 Main town centre 0		

Site allocation

- 14.67 Mixed-use redevelopment comprising compatible residential and commercial uses.

Opportunities

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

14.69 Development requirements

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Development proposals must protect and seek to enhance green infrastructure, including existing mature trees.

14.70 Development guidelines

- The development design should respond positively to the existing residential properties surrounding the site.
- A fully residential scheme may be acceptable, subject to other policy requirements being satisfied.
- The site is in proximity to Nightingale Grove, which is part of the London Cycle Network, and Hither Green station. Site access is currently oriented towards automobile users and proposals should seek to enhance walking and cycle access to the site.
- There is an electricity sub-station located just beyond the site's southern boundary, which will need to be taken into account.

14 Land at Nightingale Grove and Maythorne Cottages



SITE ADDRESS	Maythorne Cottages, Nightingale Grove, London, SE13				
SITE DETAILS	Site size (ha) 0.43	Setting Central	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Car services, Employment, Community, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Site of Importance for Nature Conservation, adjacent to Green Corridor, Air Quality Management Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. Full applications DC/18/109200 and DC/18/110288 refused in January and April 2019.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 42		Gross non-residential floorspace Employment 1,440 Main town centre 0		

Existing planning consent

- 14.71 DC/13/084806 – the demolition of MOT testing station at 35 Nightingale Grove and construction of four storey building plus basement comprising an MOT testing station and 7 one bedroom and 1 two bedroom self-contained flats.
- 14.72 LE/792/35/TP (lapsed) demolition and replacement of MOT, 7 x 1 bed and 1 x 2 bed.

Site allocation

- 14.73 Mixed-use redevelopment comprising compatible residential, commercial and community uses. Public realm enhancements, including to the Hither Green station approach.

Opportunities

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

14.75 Development requirements

- Development must be designed to enhance the station approach and provide for improved legibility, safety and access to the station. Consideration must be given to the underpass and public footpath at the eastern edge of the site boundary.
- Positive frontages along Nightingale Grove and Maythorne Cottages.

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Development must retain or ensure appropriate re-provision of the existing day nursery, with priority given to on site re-provision, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Development proposals must protect and seek to enhance green infrastructure, including the Green Corridor and SINC adjacent to the railway embankment.

14.76 Development guidelines

- Development should enhance the station approach area through high quality public realm and the introduction of positive frontages along Nightingale Grove and Maythorne Cottages, with active ground floor frontages where possible.
- In order to improve legibility and access to the station, consideration should be given to the use of sensitively integrated external lighting at the site boundaries.
- Development must protect and wherever possible improve the amenity of the day nursery, particularly the outdoor play area.
- Height, scale and massing of development should respond to the residential properties at 41-49 Nightingale Grove and 15-17 Springbank Road.
- There are several electricity substations located within the site boundary which will need to be taken into account.

15 Church Grove Self-Build



SITE ADDRESS	Land at Church Grove, London, SE13 7UU				
SITE DETAILS	Site size (ha) 0.35	Setting Central	PTAL 2015: 5 2021: 5 2031: 5	Ownership Public	Current use Vacant land
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/104264 granted in December 2018. Started construction.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

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

Site allocation

- 14.78 Redevelopment for residential use (self-build) with complementary community uses. Public realm enhancements, including public access to the River Ravensbourne.

Opportunities

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

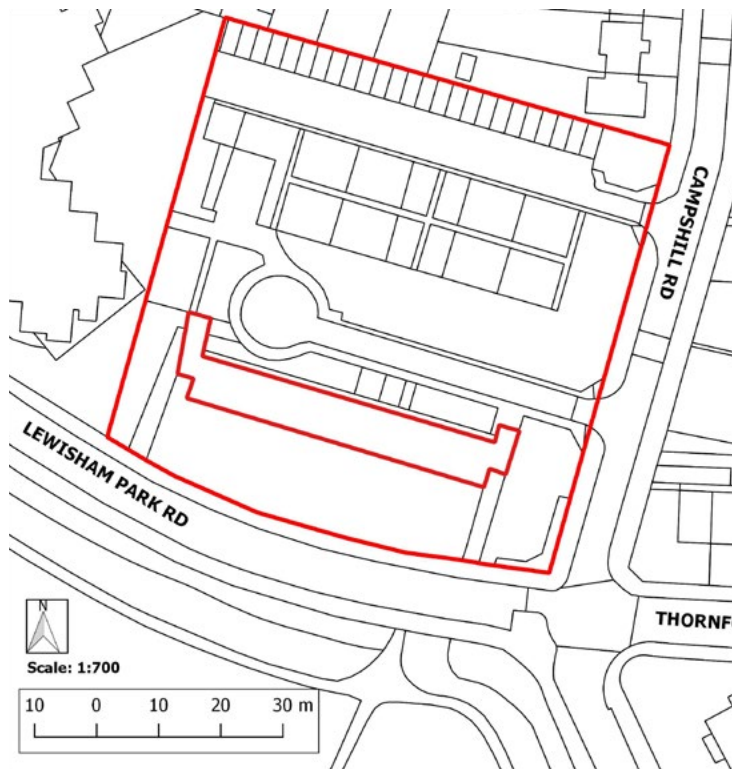
14.80 Development requirements

- Consistent with the planning consent, all residential development must be for self-build housing.
- Development must make provision of ancillary community facilities or community space.
- Development must protect and enhance amenity value of the River Ravensbourne, including by providing public access to the river and maintaining an open vista through the site.

14.81 Development guidelines

- The design of development should respond positively to the site's river setting as well as the surrounding grain along Church Grove.
- The southern boundary of the site abuts St Mary's Conservation Area and is within its setting, which development must conserve and enhance.

16 Land to the rear of Chiddingstone House



SITE ADDRESS	Lewisham Park, SE13 6QU				
SITE DETAILS	Site size (ha) 0.51	Setting Central	PTAL 2015: 4-5 2021: 4-5 2031: 4-5	Ownership Public	Current use Garages
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent to Conservation Area, Archaeological Priority Area, Air Quality Management Area.				
PLANNING STATUS	Full application DC/14/089027 granted in December 2014. Minor Material Amendment application DC/16/099284 granted in January 2017. Started construction.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 53		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 14.82 DC/14/089027 - The construction of a part 2, part 3 and part 4 storey building comprising 46, one bedroom and 5, two bedroom flats with associated communal spaces, car parking and landscaping, located on land to the rear of Chiddingstone House, Lewisham Park SE13 6QU together with alterations to the external areas of Chiddingstone House and replacement boundary treatments.
- 14.83 DC/16/099284: An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission (DC/14/89027) in order to allow an increase in two residential units (to-tal of 53).

Site allocation

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

Opportunities

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

14.86 Development requirements

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

14.87 Development guidelines

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

17 100-114 Loampit Vale



SITE ADDRESS	100-114 Loampit Vale, Lewisham, London, SE13				
SITE DETAILS	Site size (ha) 0.12	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Industrial, Car services
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 29		Gross non-residential floorspace Employment 984 Main town centre 0		

Site allocation

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

Opportunities

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

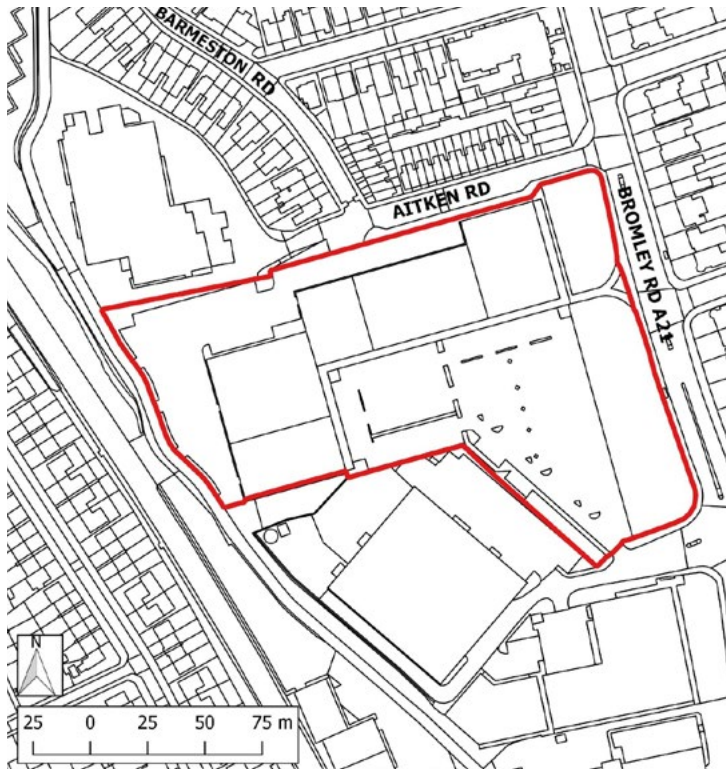
14.90 Development requirements

- Positive frontages along Loampit Vale, with active ground floor frontages.
- Development must respond to the site's transitional position at the edge of the town centre, and be designed to maintain and enhance the continuity of the building line to the west of the railway.
- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent to the site.

14.91 Development guidelines

- The replacement provision of employment floorspace should be in the B1 use class, which is more compatible with the neighbouring properties and the edge of centre location.
- The site presents an opportunity for a moderately scaled development to act as a visual transition to the town centre where taller buildings are located. The new building line should be consistent with and enhance the townscape, positively responding to the terraces to the west of the railway.
- Development may step up along Loampit Vale towards the railway embankment, where massing should be concentrated, particularly to minimise impact on the properties north and west.
- Design should ensure that amenity of neighbouring properties, including the adjoining public house and gardens, is protected, in line with the Agent of Change principle.
- Development will be expected to conserve and enhance the setting of the Tabernacle, at Algernon Road, which is a Grade II listed building. It is clearly visible from Loampit Hill and stands out as a local landmark, as helps to function as a wayfinder.
- The presence of the railway embankment and viaduct will require buildings to be set away to the east of the site.

18 Ravensbourne Retail Park



SITE ADDRESS	134 Bromley Rd, Bromley, London, SE6 2QU				
SITE DETAILS	Site size (ha) 2.46	Setting Central	PTAL 2015: 4 2021: 4 2031: 4	Ownership Private	Current use Out of centre retail
HOW SITE WAS IDENTIFIED	Call for Site (2015), London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, Archaeological Priority Area, adjacent to Strategic Industrial Land, Air Quality Management Area, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 343		Gross non-residential floorspace Employment 0 Main town centre 12,786		

Site allocation

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

Opportunities

- 14.93 The site is located on Bromley Road which forms part of the A21 corridor. It is currently occupied by an out-of-centre retail park consisting of large format retail buildings and car parking. The River Ravensbourne runs along the site's western boundary. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. Rationalising of the retail offer will support the long-term vitality and viability of Catford major town centre, which is located nearby. Re-development will also enable public realm enhancements, including river restoration works and improved access to the River Ravensbourne.

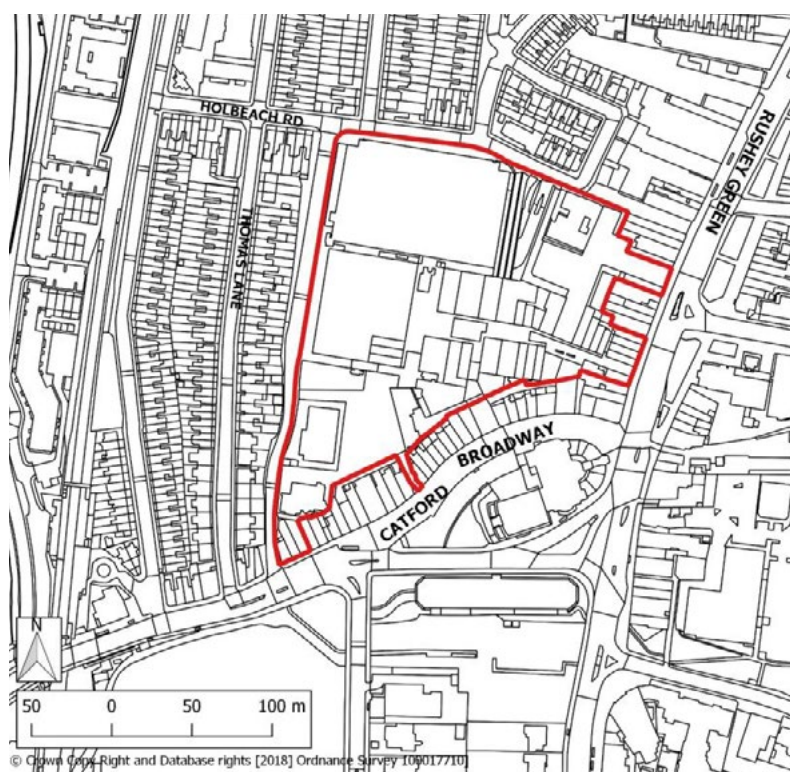
14.94 Development requirements

- Development proposals must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, with direct walking and cycle access to a riverside amenity space.
- Positive frontages along Bromley Road and Aitken Road.
- Development must be designed to improve the ecological quality and amenity value of the River Ravensbourne.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Provision of new public open and/or green space must be integrated into the site, linking to Aitken Road.
 - Public open space along the river
 - Public realm enhancements along Bromley Road to improve the walking and cycle environment

14.95 **Development guidelines**

- Development should clearly define the edge of the A21 corridor with a well-integrated building line, including by extending the established building line to the north.
- A positive frontage should be established along the south side of Aitken Road to create a 'two-sided' street which relates sympathetically to the properties to the north.
- Development should be designed so that primary vehicular access is from the A21 and Aitken Road. Opportunities should be explored to align the street network with Barmeston Road to create a contiguous layout, where this would help to improve circulation and not adversely impact on local amenity.
- Taller buildings that help with way finding along the A21 corridor may be acceptable, with development stepping up from Bromley Road. Taller elements should be positioned towards the centre of the site to manage and mitigate impacts on amenity, including overshadowing, on the surrounding residential areas.
- Part of the site falls within the Culverley Green Conservation Area, which development must respond positively to.
- Buffers between the adjoining employment sites will need to be introduced, and where they are existing, enhanced. These should include elements of green infrastructure wherever feasible.
- Commercial uses that are compatible with existing and new residential properties will be supported in principle. All such provision should complement existing uses at the Bromley Road SIL to reinforce the local node of employment generating activity.
- Where main town centre uses are incorporated these should not adversely impact on the town centre network. Development will be expected to achieve a significant reduction in the current amount of retail floorspace, with replacement retail provision focussed on servicing the site and its immediate surrounds.

19 Catford Shopping Centre and Milford Towers



SITE ADDRESS	Catford Shopping Centre, Winslade Way, Catford, SE6 4J				
SITE DETAILS	Site size (ha) 3.42	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Public	Current use Main town centre uses, Retail, Residential, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 2, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 1,084		Gross non-residential floorspace Employment 4,914 Main town centre 7,560		

Site allocation

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

Opportunities

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

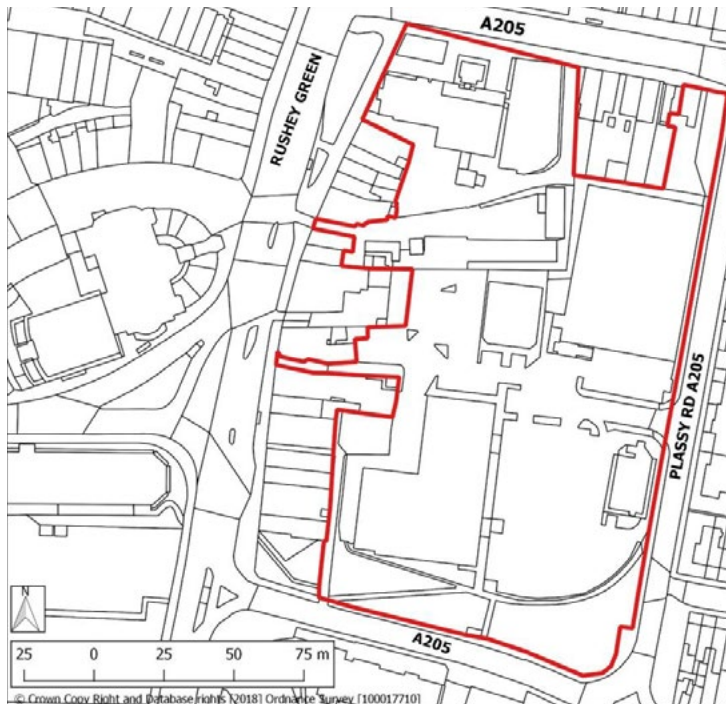
14.98 Development requirements

- Development must be delivered in accordance with the Catford Town Centre Masterplan.
- Access, servicing and public realm improvements must complement and integrate with measures set out in the A21 Corridor Intensification and Development SPD.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration, re-orientation and re-planning of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Positive frontages with active ground floor frontages within the Primary Shopping Area and along key routes.
- Protect and enhance Catford market.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - Improvements to Catford Broadway
 - Improvements to Rushy Green
 - Provision of a new public open space to support the scale of development.

14.99 **Development guidelines**

- It is important that development is designed to improve walking links through the site to Catford Broadway and Rushey Green. Routes should form part of and integrate with a network of new and existing connections to other key sites as well as to Catford and Catford Bridge stations.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility.
- Building heights, scale and massing should provide for an appropriate transition from the perimeter of the site and its surrounds.
- Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
- Active or animated frontages should be integrated on all main routes around and through the site, and within buildings that address the street, including at Thomas' Lane and Holbeach Road.
- Development must make appropriate provision for and enhance Catford Market, with public realm treatments to generate visual interest and attract footfall.

20 Plassy Road Island



SITE ADDRESS	Catford Island Retail Park, Plassy Road, Catford, SE6 2AW				
SITE DETAILS	Site siz (ha) 2.24	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Private	Current use Main town centre uses, Retail, Residential, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Catford Town Centre AAP (Withdrawn), Lewisham Call for Sites (2015 and 2018) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/17/103748 granted on appeal in March 2019.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 602		Gross non-residential floorspace Employment 6,206 Main town centre 6,206		

Existing planning consents

- 14.100 DC/17/103748 - The demolition of existing buildings at Catford Timber Yard, 161 Rushey Green, SE6 and the construction of an eight-storey building to provide 42 residential units and 261 sqm (B1a) office space, together with the provision of disabled parking, play area and landscaping.

Site allocation

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

Opportunities

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

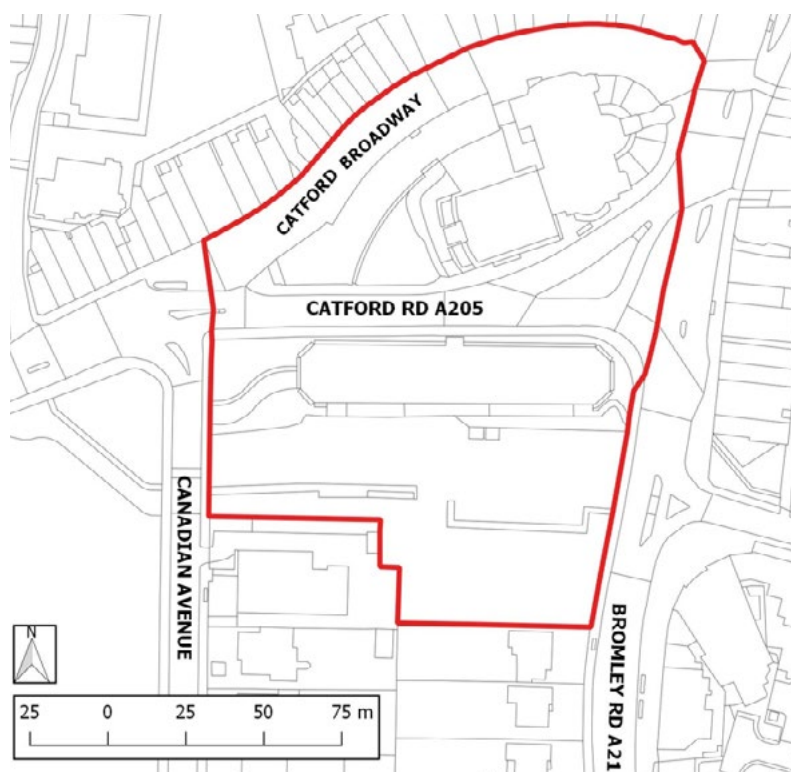
14.103 Development requirements

- Development must be delivered in accordance with the Catford Town Centre Masterplan, and the A21 Corridor Intensification and Development SPD.
- Development must not prejudice the delivery of transport infrastructure, including public realm enhancements associated with the re-alignment of the A205. The siting of buildings must ensure the traffic and transport improvements along the South Circular at Sangley Road, Plassy Road and Brownhill Roads can be implemented in full.
- The site must be re-integrated with the surrounding street network to improve access and permeability in the local area, and to better integrate the site with the Primary Shopping Area. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Positive frontages with active ground floor frontages along key routes.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy. This must integrate provision of new public open space appropriate to the scale of development.

14.104 **Development guidelines**

- In order to optimise the site's capacity, and to ensure a more complementary fit with the prevailing urban grain, 'out of centre' style low-density large format units or warehouses will be resisted. Development should create a positive relationship with the planned changes to and realignment of the South Circular, with active ground floor frontages complemented by appropriate buffers and set back distances.
- Retail and commercial elements should reflect the site's immediate town centre context, providing a mix of unit sizes and workspaces to support a wide range of uses and businesses.
- The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook walking routes within and adjacent to the site.
- The design of development should respond positively to the residential properties to the site's east, having regard to existing townscape features.
- Green space across the site should contribute towards a network of green infrastructure across the town centre.
- Options for the site currently occupied by Eros House should be explored to better integrate it into a comprehensive scheme for the wider site allocation.

21 Laurence House and Civic Centre



SITE ADDRESS	Laurence House, 1 Catford Road, Catford, London, SE6 4RU				
SITE DETAILS	Site size (ha) 2.21	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Civic Offices, Library, Car park
HOW SITE WAS IDENTIFIED	Call for Sites (2015), London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, Flood Zones 1 and 2, Critical Drainage Area, 1 Listed Buildings on site.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 262			Gross non-residential floorspace Employment 12,935 Main town centre 6,017	

Site allocation

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

Opportunities

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

14.107 Development requirements

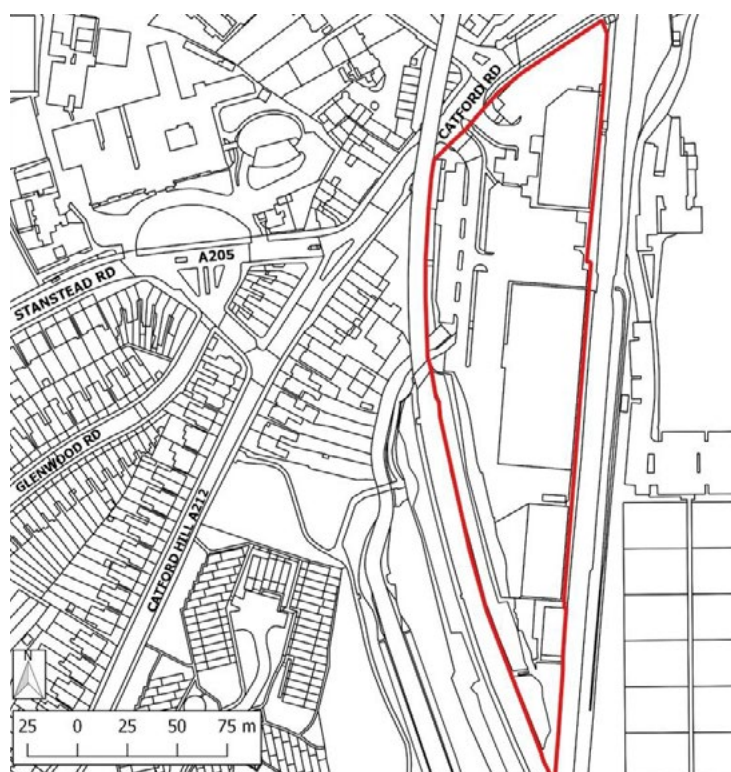
- To ensure comprehensive development of the site, proposals must be delivered in accordance with the Catford Town Centre Masterplan, taking into account the A21 Corridor Intensification and Development SPD.
- Provision of a mix of main town centre uses, incorporating civic and cultural uses.
- Applicants must work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.

- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public realm enhancements along Catford Road and Catford Broadway, with priority given to walking and cycle movements in order to improve connectivity between the site and the town centre to the north.
- Preserve or enhance the Broadway Theatre.

14.108 Development guidelines

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

22 Wickes and Halfords, Catford Road



SITE ADDRESS	1-7 Catford Hill, Catford, London, SE6 4NU				
SITE DETAILS	Site size (ha) 2.06	Setting Central	PTAL 2015: 4-6b 2021: 4-6b 2031: 4-6b	Ownership Private	Current use Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent Metropolitan Open Land, adjacent Urban Green Space, Major Centre, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, South-east London Green Chain Area, Waterlink Way, Flood Zones 2, 3a, 3b, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 512		Gross non-residential floorspace Employment 8,946 Main town centre 2,982		

Site allocation

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

Opportunities

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

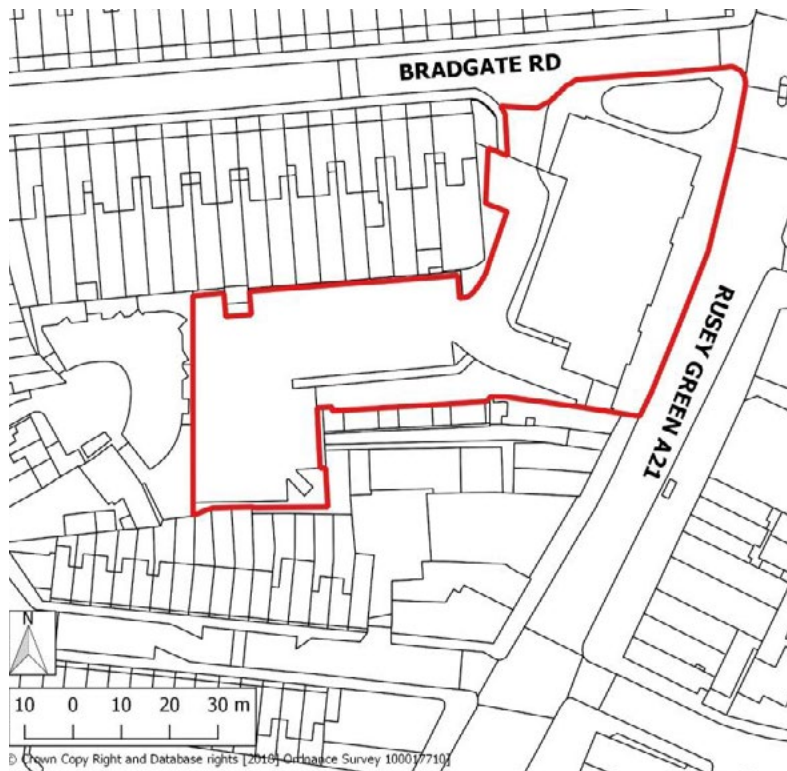
14.111 Development requirements

- Development must be delivered in accordance the Catford Town Centre Masterplan.
- Site layout and design should improve access to and permeability across the wider town centre area, with enhanced walking and cycle connections to Catford and Catford Bridge stations and Waterlink Way.
- A rationalised and/or re-positioned access onto Catford Road together with internal road layout, to create a safe, coherent and more legible vehicular access both to and through the site.
- Positive frontages with active ground floor frontages on key routes. with appropriate Residential uses will not be acceptable on ground floor or basement levels due to flood risk.
- Development must deliver public realm enhancements and improve the site's relationship with Catford and Catford Bridge stations as well as the A205 South Circular.
- Provision of new public open or green space around the River Ravensbourne, linking to Stansted Road.
- Retention of the Old Pumping Station located at the southern end of the site.
- Development proposals must conserve and seek to enhance green infrastructure.

14.112 **Development guidelines**

- The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook walking routes within and adjacent to the site.
- Innovative design solutions will be needed to overcome the level differences between the site and its surrounds, particularly to create an attractive boundary to the South Circular and to take advantage of the visual amenity provided by the Jubilee Ground.
- To minimise overshadowing on existing homes to the west, the taller elements of development should be located towards the eastern part of the site, whilst ensuring there is no adverse impact on the Metropolitan Open Land nearby.
- Waterlink Way runs along the site's western and northern boundaries, providing a direct connection to the South Circular and wider town centre area, and via subway to Catford and Catford Bridge railway stations. Development should provide a contiguous link for walking and cycle movement.
- Development should maximise opportunities to enhance the ecological quality and amenity provided by the River Ravensbourne, including by revealing the river through decluverting, repairing gaps in Waterlink Way and improving public access to it.
- Proposals should investigate and maximise opportunities to facilitate links through the railway arches.
- Commercial uses will be supported underneath the railway arches, at the western edge of the site, with priority given to uses that are likely to attract footfall to the town centre and are highly compatible with residential uses.

23 Land at Rushey Green and Bradgate Road (Aldi)



SITE ADDRESS	Rushey Green, Catford, London, SE6 4JD				
SITE DETAILS	Site size (ha) 0.50	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Private	Current use Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Major Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 119		Gross non-residential floorspace Employment 0 Main town centre 4,100		

Site allocation

- 14.113 Comprehensive mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

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

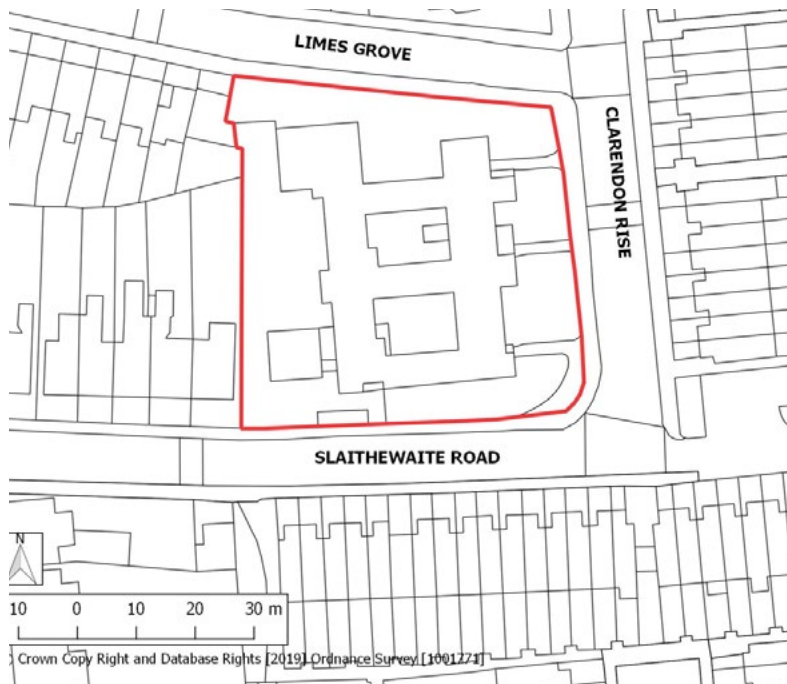
14.115 Development requirements

- Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Positive frontages along Rushey Green and Bradgate Road, with active ground floor frontages on Rushey Green.

14.116 Development guidelines

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

24 House on the Hill at Slaithwaite Road



SITE ADDRESS	47 Slaithwaite Road, SE13 6DL				
SITE DETAILS	Site size (ha) 0.31	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Overnight stay respite centre
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity area, Archaeological Priority Air Quality Management Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 36		Gross non-residential floorspace Employment 0 Main town centre 0		

Site allocation

14.117 Redevelopment for residential use.

Opportunities

14.118 The site comprises several buildings and a courtyard which were occupied by a residential institution, including provision of specialist short stay care. The main building, covering the majority of the site, is currently vacant. Redevelopment provides an opportunity bring the site back into active residential use, with opportunities to deliver an increase in housing units.

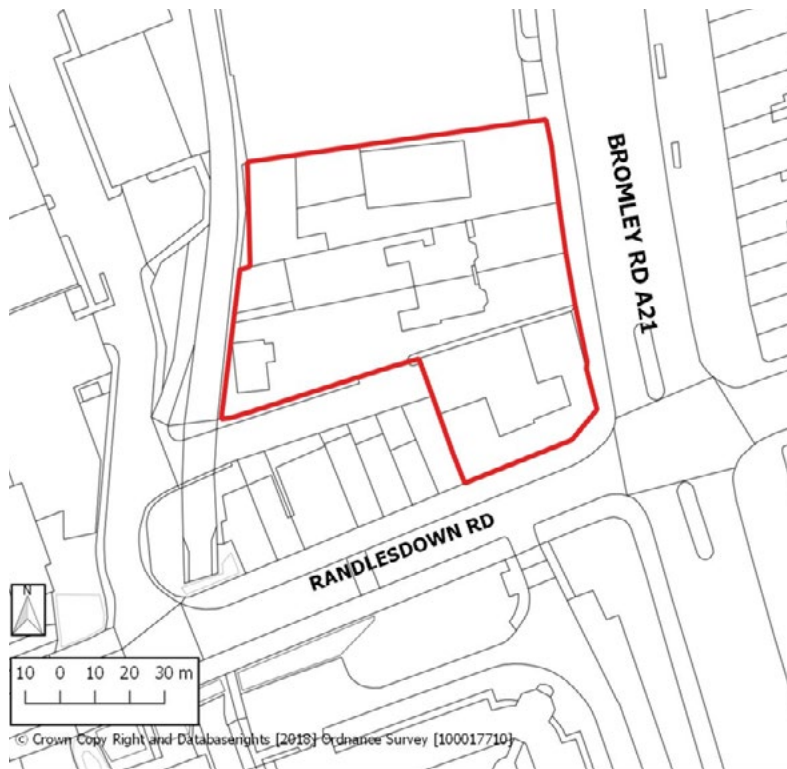
14.119 Development requirements

- Redevelopment of the existing residential institution will be subject to Policy HO7 (Supported Accommodation)
- There are a number of trees of quality located within the site, particularly along its boundary, which must be retained.

14.120 Development guidelines

- The site is located within a predominantly residential area and development should be designed to respond positively to the character of the surrounding properties.
- Development should be designed in response to the site topography, particularly in terms of building heights and site levels.

25 Land at Randlesdown Road and Bromley Road



SITE ADDRESS	Land at the corner of Randlesdown and Bromley Road, SE6 2XA				
SITE DETAILS	Site size (ha) 0.30	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Industrial Land, Archaeological Priority Area, Critical Drainage Area, adjacent Local Centre, adjacent Strategic Area of Regeneration.				
PLANNING STATUS					
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 0		Gross non-residential floorspace Employment 3,780 Main town centre 945		

Site allocation

- 14.121 Comprehensive employment-led redevelopment with compatible commercial and ancillary main town centre uses. Public realm enhancements, including to the Bellingham station approach.

Opportunities

- 14.122 The site is located within the Bromley Road Strategic Industrial Location and takes up a prominent position at the corner of Bromley Road and Randlesdown Road. It is currently occupied by a mix of commercial uses including a car wash, car dealers and open storage facility. The existing buildings and boundary treatments are of a poorer quality and detract from local area character. Redevelopment and site intensification will provide a more optimal use of the employment land, along with improving its environmental quality. Development will also enable public realm enhancements along the Bellingham station approach and the A21 corridor.

14.123 Development requirements

- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Commercial and industrial uses must be the principal uses, supported by ancillary main town centre uses appropriate to the industrial location.
- To Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Positive frontages along Bromley Road and Randlesdown Road.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public realm enhancements along Bromley Road and Randlesdown Road.

14.124 Development guidelines

- Where main town centre uses are incorporated they should be ancillary to the principal employment uses and function of the site, and located at the ground floor along Randlesdown Road to create a continuous shopping/commercial frontage at the Bellingham station approach.
- The Catford Bus Garage is located immediately to the north of the site and is in twenty-four hour operational use, which must be taken into account when considering amenity impacts.
- Site access and servicing arrangements should be considered in conjunction with those of the existing shops along Randlestown Road and other industrial occupiers within the SIL. The use of Franthorne Way must be addressed by the development design.

15 LEWISHAM'S NORTH AREA

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Context and character

- 15.1 Lewisham's North Area contains the neighbourhoods of North Deptford, Deptford, and New Cross. The waterway network helps to define the area, particularly the River Thames that establishes its northern boundary. The River Ravensbourne and Deptford Creek, the latter forming the boundary with Royal Borough of Greenwich, are also prominent physical features and reflect the Borough's unique Thames side character.
- 15.2 The North Area has a rich and varied historic environment with a number of listed buildings and conservation areas. Historic buildings and structures include churches, Georgian townhouses, Victorian terraces, industrial warehouses and railway viaducts. Local character is also strongly influenced by the historic dockyard and maritime industries, with the first residential areas developed around the Greenwich railway. The area was heavily damaged in WWII and redevelopment through the subsequent interwar and postwar periods has given rise to a mixed urban character, with a number of large estates featuring large plots and mid-rise, medium density housing, including the Pepys Estate.
- 15.3 The North Area contains much of the Borough's employment land stock, giving it a distinctive industrial character. There are designated and non-designated employment sites situated throughout, including the regionally important Strategic Industrial Location at Surrey Canal Triangle and clusters of locally significant sites around Deptford Creekside. Several larger industrial sites have recently undergone a plan-led process of regeneration. Contemporary mixed-use residential and employment schemes have been introduced, including larger tower blocks with taller elements situated on landmark sites. Continued renewal of older employment sites will influence the area's evolving character, whilst helping to improve its environmental qualities. Planning consent has been granted for major mixed-use developments at Convoys Wharf and Surrey Canal Triangle.
- 15.4 The character of the North Area is also strongly informed by the layout of historic roads and railway infrastructure that dissect much of the area. This infrastructure contributes to severance and limits permeability and circulation between neighbourhoods and places. There are key movement corridors within the area linking to other parts of London, such as Surrey Canal Road, Evelyn Street (B200) and New Cross Road (A2). However these main routes are dominated by vehicular traffic and typically suffer from poor quality public realm, limiting their suitability for movement by walking and cycling.
- 15.5 The historic high streets at Deptford and New Cross play a key role in shaping local character and identity. They offer provision of a rich and vibrant mix of shops, services and independent traders. Deptford market, situated at the heart of Deptford district centre, is a focal point for community activity and a well-known visitor destination. New Cross district centre is a vibrant town centre and thriving evening and night-time hub that serves its local catchment, including a large student population. The town centres benefit from their proximity to important cultural and educational institutions, including the Albany

Theatre, Goldsmiths College and Trinity Laban Centre, which exert a strong influence over the area. These institutions play a critical economic role and have been vital to the growth of the creative and digital industries in the Borough. The North Area includes one of London's first Creative Enterprise Zones.

- 15.6 The network of green infrastructure in the North Area, including parks and open spaces, are valuable natural and recreational assets within the predominantly urban context. Many newer developments have delivered public realm improvements, opening up access to and naturalising parts of Deptford Creek and the River Ravensbourne, as well as providing improved access to the River Thames. Many neighbourhoods however have a limited number of street trees and could benefit from urban greening.

Vision

- 15.7 By 2040 the maritime and industrial heritage of the North area, linked to its unique position along the River Thames, will be celebrated as a vital focus for cultural activity and regeneration. The character and role of vacant and underused industrial sites around the Thames and Deptford Creek will be re-imagined to provide well integrated employment areas and mixed-use neighbourhoods. A new Creative Enterprise Zone will cement Lewisham's position as a leader in the creative and cultural industries and support an inclusive local economy. The arrival of the Bakerloo line, with a new station at New Cross, will also open opportunities for everyone to benefit from.
- 15.8 The regeneration of larger brownfield sites will deliver a significant amount of new housing, including a high proportion of genuinely affordable housing, workspace and jobs, community facilities and open space. New mixed-use areas will be created at Convoys Wharf, the Timber Yard at Deptford Wharf and Surrey Canal Triangle. These will be well integrated with existing neighbourhoods and communities, including housing estates, ensuring all local residents enjoy access to decent homes, high quality living environments and good job opportunities. The historic high streets at New Cross and Deptford district centres will remain at the heart of community activity, reflecting the area's culture and diversity. The centres will form an integral part of the Creative Enterprise Zone (CEZ) featuring modern and affordable workspace, including artists' studio space, building on the presence of world renowned institutions such as Goldsmiths College, Trinity Laban Centre and the Albany Theatre. New workspace will be delivered through the renewal of industrial land, including sites around Surrey Canal Road and Deptford Creekside.
- 15.9 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The riverfront will be transformed into an attractive leisure destination that is well connected to its surrounding neighbourhoods. Enhancements to Waterlink Way at Deptford Creekside will also provide for improved access to the river valley corridor. A network of walking and cycle routes will enhance connections within and beyond the area, with Folkestone Gardens a focal point for linking key radial routes, including the route of the former Grand Surrey Canal. New Cross Road (A2) will also be transformed into a 'healthy street', with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient, particularly around New Cross and New Cross Gate stations.

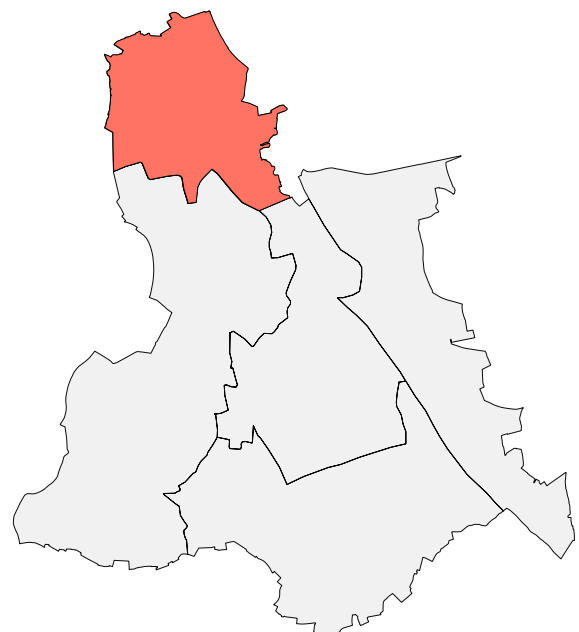


Figure 15.1: North Area

Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:

1	Secure the delivery of the Bakerloo line extension, with a new modern station at New Cross, to improve transport accessibility and to help unlock the development potential of the Opportunity Area.
2	Continue to deliver modern business space through the regeneration of larger vacant and underused industrial sites, such as Convoys Wharf, Timber Yard at Deptford Wharf and Surrey Canal Triangle. Create new high quality, residential and mixed-use areas that are well integrated with existing neighbourhoods and communities, including the Pepys Estate.
3	Secure the future of Millwall Football Club in the Borough with a modern stadium as part of a new leisure and community destination, supported by a new Overground station.
4	Protect and enable the renewal of industrial land at Surrey Canal Road. Re-configure Strategic Industrial Land to create a high quality mixed-used, employment quarter at the edges of Deptford Park and Folkstone Gardens, with an improved transition between residential and industrial uses in the area.
5	Create new opportunities for business by making better use of land around railways, including railway arches and the 'Bermondsey Dive Under'.
6	Establish a Creative Enterprise Zone to cement Lewisham's position as one of London's leaders in the creative, cultural and digital industries. Support and grow these industries through the renewal of industrial sites at Deptford Creekside Cultural Quarter, along with new workspace and artists' studio space elsewhere. Build on the presence of world renowned institutions, such as Goldsmiths College, Trinity Laban Centre and Albany Theatre.
7	Deliver heritage-led regeneration schemes to preserve and enhance Lewisham's industrial and maritime heritage, as well as the character and cultural identity of historic high streets at Deptford and New Cross. Ensure Deptford market remains a vibrant hub at the heart of the community.
8	Transform New Cross Road (A2) into a 'healthy street' with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Secure the removal of the Amersham Gyratory. Create a lively and continuous frontage along New Cross Road by repairing breaks in the townscape, such as through infill development and introducing active uses at the street level.
9	Maximise the recreational and amenity value of the River Thames and Deptford Creekside by transforming the riverside area into a vibrant neighbourhood and visitor destination. Enhance public access to the river, including by repairing breaks in the Thames Path and Waterlink Way, as well as enabling river bus services at Convoys Wharf.
10	Protect and enhance open and green spaces, including waterways. Continue to deliver and expand the North Lewisham Links, a connected network of high quality walking and cycle routes that link these spaces. Ensure these routes address existing barriers to movement, such as those caused by the tangle of railways and major roads.
11	Safeguard strategic waste management sites, including South East London Combined Heat and Power (SELCHP), and develop decentralised energy networks linked to this facility.

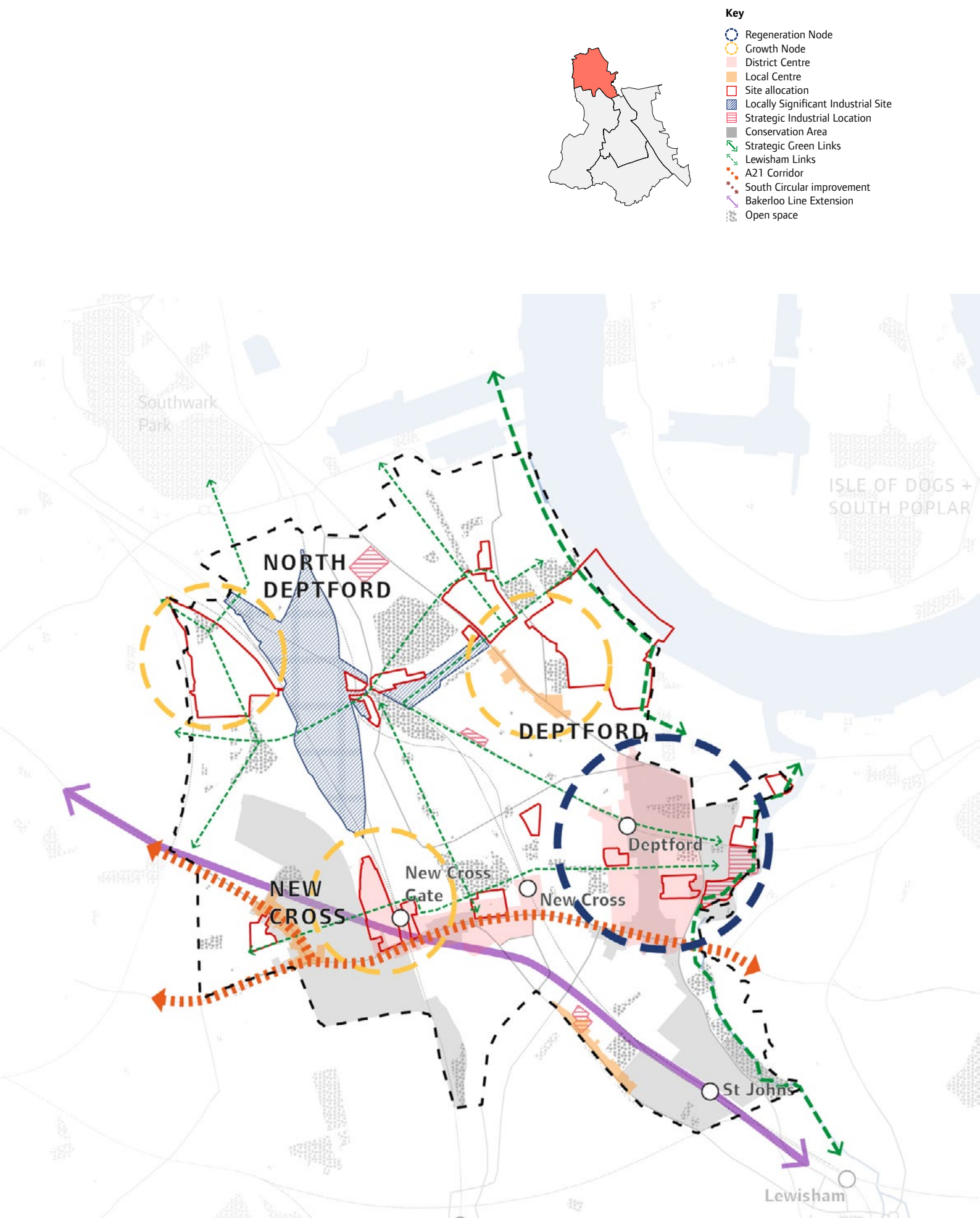


Figure 15.2: North Area key diagram

LNA1 North Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area⁵⁶ is fully realised. This will require that investment is appropriately coordinated within Lewisham's North Area and that:
- a. The comprehensive regeneration of strategic sites is facilitated to deliver new urban localities that are well-integrated with existing neighbourhoods, bringing a significant amount of new housing and workspace, along with community facilities and other supporting infrastructure. The includes regeneration of the Mixed-use Employment Locations of Convoys Wharf, Oxestalls Road and Surrey Canal Triangle;
 - b. New employment development is concentrated within town centres, Mixed-use Employment Locations, Locally Significant Industrial Sites and the Surrey Canal Road Strategic Industrial Location;
 - c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations. Cultural and creative industries will be promoted, in particular, in order to enhance existing clusters of commercial activity within Lewisham's Creative Enterprise Zone;
 - d. Development proposals reinforce and enhance the integral role of the Deptford Creekside and New Cross Cultural Quarters in supporting the cultural and creative industries; and
 - e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension), including:
 - i. Bakerloo line extension, including a new station interchange at New Cross;
 - ii. A new London Overground station at Surrey Canal Road; and
 - iii. River bus services at Convoys Wharf.
- B The transformation of the New Cross Road / A2 corridor into a well-functioning and healthy street that supports a well-connected network of neighbourhoods and places will be facilitated, in line with Policy LNA2 (New Cross Road / A2 corridor).
- C Development proposals should help to ensure the North Area benefits from a high quality network of walking and cycle 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 walking and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road.

⁵⁶ Refers to the New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside Opportunity Areas, as established by draft London Plan policy SD1 (Opportunity Areas).

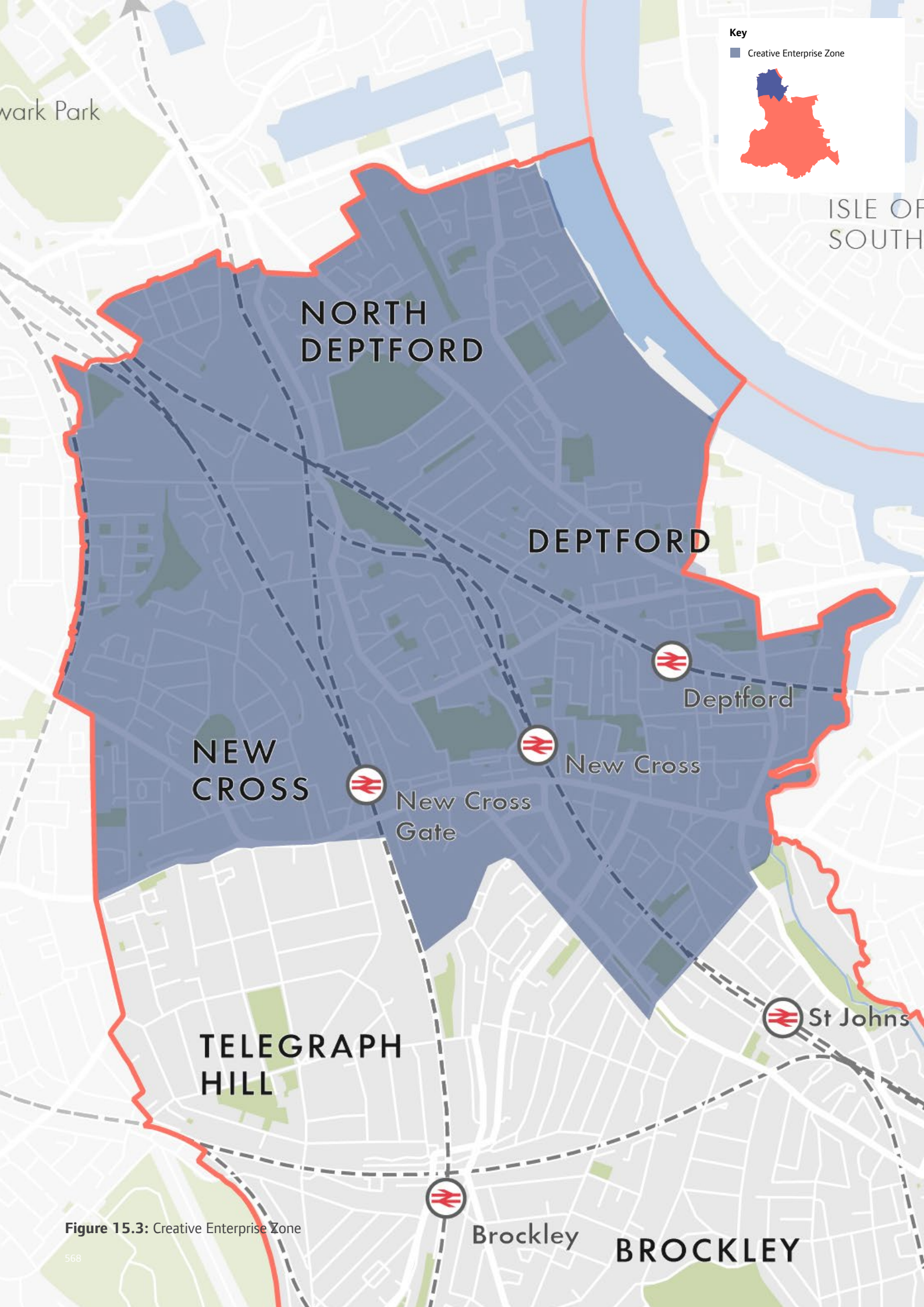
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- D Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, as well as the barriers to movement around and across other major roads, such as New Cross Road and Evelyn Street (A200).
- E Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals should address the historic environment as an integral part of the design-led approach. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that contribute to the area's character and identity, particularly where sites are delivered comprehensively through the masterplan process. This includes heritage assets associated with:
- a. Deptford's maritime and industrial heritage, including the Royal Naval Dockyard;
 - b. The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving access to it; and
 - c. The historic fabric and grain of the high streets at Deptford and New Cross.
- F The River Thames and Deptford Creek are defining features of the North Area which development proposals should respond positively to, having regard to Policy LNA4 (Thames Policy Area and Deptford Creekside). Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek.
- G Development proposals should respond positively to the historic and cultural character of New Cross and Deptford district town centres. A wide range of commercial, cultural and community uses will be supported within the centres, helping to ensure their long-term viability and broadening their role as key nodes of employment generating activity within the Creative Enterprise Zone.
- H Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, having regard to Policy EC 18 (Culture and the night-time economy).
-

-
- I Deptford market and market yard are at the heart of the Deptford district town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.
- J The Council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer and positively engage with these documents, including:
- a. Lewisham Characterisation Study (2019);
 - b. New Cross Area Framework and Station Opportunity Study (2019);
 - c. New Cross Gate Station SPD (forthcoming);
 - d. Surrey Canal Triangle SPD (2020); and
 - e. River Corridor Improvement Plan SPD (2015).
-

LNA2 New Cross Road / A2 corridor

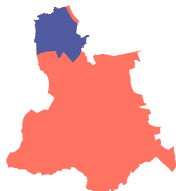
- A Development proposals should be designed to facilitate the transformation of the New Cross Road / A21 corridor into a well-functioning and healthy street, with a distinctive historic and cultural character. Proposals should make the best use of land to enable the delivery of a high quality, lively and thriving high street. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.
- B Development proposals along the New Cross Road / A2 corridor and its surrounds should enhance the place qualities of the corridor by:
 - a. Responding positively to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting;
 - b. Reinforcing the predominant commercial function and distinctive identity of the high street, taking opportunities to introduce a wider and richer mix of uses into the area;
 - c. Enhancing the continuity of the high street from Old Kent Road to Deptford by repairing breaks and activating frontages, particularly through the retention and introduction of commercial, cultural and community uses at the ground floor level;
 - d. Improving relationships between the northern and southern sides of New Cross Road to create a more cohesive high street, including through public realm enhancements that reduce barriers to movement and enable safe access along and across the road;
 - e. Delivering public realm improvements that make the corridor a more accessible and welcoming place;
 - f. Maximising opportunities to integrate urban greening measures; and
 - g. Supporting the continued evolution of the corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of strategic and other sites.
- C C. Development proposals must reinforce the role of New Cross Road as a strategic movement corridor, giving priority to the safe and convenient movement by walking and cycling, as well as the use of public transport. This principal east-west route should be supported by a complementary network of legible, safe and accessible routes, including cycle routes, that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross district centres, New Cross and New Gate Stations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Proposals will be expected to secure the continuity and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites.

-
- D A partnership approach will be pursued to help facilitate the transformation of the New Cross Road / A2 corridor into a healthy street, particularly to deliver strategic transport infrastructure and public realm improvements, including:
- a. A new high quality station interchange at New Cross Gate, necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;
 - b. Interventions to support a rebalancing of New Cross Road to prioritise movement by walking and cycling, including by widening pavements and reducing pinch-points; and
 - c. Improvements at key junctions to enhance safety for all road users, including at Amersham Gyratory.
- E Development proposals on sites along the New Cross Road / A2 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).
-



Key

■ Creative Enterprise Zone



ISLE OF SOUTH LONDON

Figure 15.3: Creative Enterprise Zone

LNA3 Creative Enterprise Zone

- A A Creative Enterprise Zone (CEZ) is designated in Lewisham's North Area. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham's distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development.
- B To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through:
- The regeneration of Mixed-use Employment Land;
 - Retaining and enhancing workspace provision at Deptford Creekside;
 - Focused renewal of industrial sites located at the convergence of Grinstead and Trundleys Roads to establish a revitalised employment-led mixed-use quarter; and
 - Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford district town centres, including night-time economic activities.
- C The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:
- 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;
 - Ensuring new development proposals are designed to enable full-fibre, or equivalent infrastructure, connectivity to all end users;
 - Encouraging the temporary use of vacant buildings and sites for creative workspace and cultural activities; and
 - Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.
- D Within the CEZ, development proposals involving the loss of B1 Use Class workspace that is currently occupied by, or suitable for, uses in the creative and cultural industries, including artists' workspace, will be strongly resisted. Proposals involving the redevelopment of this type of workspace will be required to:
- 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; or
 - Within a Mixed-use Employment Location, seek to maximise the provision of B1 Use Class workspace for uses in the creative and cultural industries, and demonstrate that reasonable efforts have been made to retain or re-provide such existing provision; and
 - Include an element of affordable workspace, in line with Policy EC4 (Providing suitable business space and affordable workspace).



Figure 15.4: Thames Policy Area

LNA4 Thames Policy Area and Deptford Creekside

- A Development proposals must respond positively to the distinctive character and environmental qualities of the River Thames and Deptford Creek. They should also support and seek to maximise the multifunctional social, economic and environmental benefits of the watercourses, having regard to Policy SD9 (Water management).
- B Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, will be expected to address the watercourse as an integral part of the design-led approach. New development should help to reinforce and enhance the site's relationship with the River Thames and Deptford Creek, including by:
 - a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore;
 - b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to:
 - i. Views, vistas, landmark features and other points of interest;
 - ii. Building lines, along with the orientation and spacing between buildings; and
 - iii. Physical connections to the river or creek, including walking and cycle routes that enable access to the waterfront;
 - c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way;
 - d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity and enhance visual connections with the river or creek;
 - e. Resisting encroachment into the creek or river and foreshore; and
 - f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies.
- C Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are investigated and implemented.



LNA5 North Lewisham Links

- A Development proposals will be expected facilitate the creation and enhancement of the North Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the North area.
- B On sites located adjacent to an existing or proposed route of the North Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the North Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- a. New or enhanced footpaths or cycleways;
 - b. Road realignment;
 - c. Street crossings or other safety measures;
 - d. Cycle parking;
 - e. External lighting;
 - f. Landscaping;
 - g. Tree planting or other green infrastructure;
 - h. Drinking water fountains;
 - i. Public conveniences.
- C To support the effective implementation of the North Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's North Area

15.10 Lewisham's North Area has a key role to play in accommodating growth and supporting our regeneration objectives. A large part of the area falls within a London Plan Opportunity Area. It is instrumental to the delivery of the spatial development strategy for London. There are pockets of deprivation in localities across the North Area. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the North Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension. It requires that new development is well integrated with existing neighbourhoods and communities, and maximises opportunities to deliver area improvements and transformational change for the benefit of everyone.

15.11 Mixed-use Employment Locations present the main opportunities for accommodating growth and securing new investment in the North Area. MELs are, for the most part, underused and vacant industrial sites. They are the Borough's largest reservoir of brownfield land suitable for redevelopment and include, for instance, the Convoys Wharf and Surrey Canal Triangle sites. The strategic approach for MELs was established by the Core Strategy. There are now a number of MELs with planning consent for mixed-use development and some sites have started to come forward. We will continue to support the comprehensive regeneration and renewal of MELs in order to improve the environmental quality of the North Area and to deliver significant amounts of new housing, workspace, community facilities and public realm improvements, including new open and green space. Site allocations have been

included in the plan to ensure certainty over the delivery of MELs. Guidance has also been prepared to support the Local Plan policies and provide clarity for the public over development opportunities and outcomes sought, including the Surrey Canal Triangle SPD and New Cross Area Framework.

15.12 The Local Plan designates a new Creative Enterprise Zone for North Lewisham. This is one of the first CEZs in the Capital and is backed by the Mayor of London. It reflects the strength of our cultural, creative and digital industries and their rapid growth in the Borough in recent years. The Local Plan aims to enable the conditions for these sectors to continue to prosper over the long-term. This includes a positive and proactive approach to managing industrial land in the North Area to intensify employment sites and secure the delivery of new high quality workspace, including affordable workspace. This approach is complemented by other measures targeted at boosting these employment sectors. They include the designation of Cultural Quarters at Deptford Creekside and New Cross as well as Night-time Economy Hubs. These other measures aim to build on the diversity and strengths of the area's historic high streets and their surrounds, as well its cultural assets and education institutions.

15.13 Lewisham is in many ways defined by its connection to waterways, particularly the River Thames and its tributaries. The Thames Policy Area is designated in the Local Plan. It requires that careful consideration is given to the character, amenity value and environmental quality of the River Thames and Deptford Creekside, along with the strategic function of the waterway network, including for passenger

travel. The river network also has an important role in shaping Lewisham's identity and character. The Borough has a strong maritime and industrial heritage, including the Royal Naval Dockyard and the Grand Surrey Canal, and there are opportunities for heritage-led regeneration.

- 15.14 An effective and resilient transport network is essential to the achievement of inclusive, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the North Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line extension, including a new station at New Cross Gate, along with a new station at Surrey Canal Road serving the East London Line (London Overground). Along with securing these investments in public transport, the Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of New Cross Road / A2 Corridor into a Healthy Street underpins this approach. New Cross Road is a prominent east-west route within the area linking important visitor destinations. It has significant potential for improving connections between neighbourhoods and places, along with site development opportunities to help enable public realm enhancements.

- 15.15 Elsewhere, the North Lewisham Links programme has been successfully delivered in key locations in the area, helping to improve accessibility to green spaces and other amenities. We will continue to support the delivery of these vital walking and cycling routes. The early success of this project has set a model for public realm enhancements in the Borough. The 'links' concept will therefore be extended to Lewisham's other character areas, so to create a borough-wide network of linked routes.

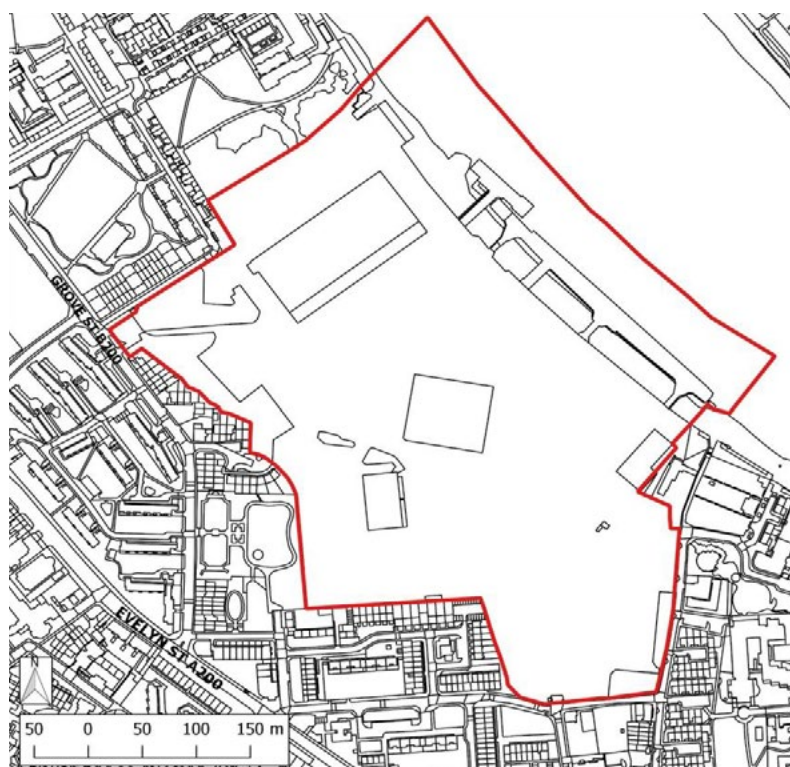


Figure 15.5: North Area site allocations

Site allocations

1 Convoys Wharf Mixed-Use Employment Location	578
2 Timber Yard, Deptford Wharves at Oxestalls Road Mixed Use Employment Location	582
3 Riverside Youth Club and 2000 Community Centre	585
4 Evelyn Court at Surrey Canal Road Strategic Industrial Location	587
5 Neptune Wharf Mixed-use Employment Location	590
6 Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road	593
7 Strategic Industrial Land (SIL) at Apollo Business Centre	596
8 Surrey Canal Triangle Mixed-use Employment Location	599
9 Former Hatcham Works, New Cross Road	603
10 Goodwood Road and New Cross Road	606
11 Former Deptford Green School (Upper School Site)	609
12 Albany Theatre	611
13 Land north of Reginald Road and south of Frankham Street (former Tidemill School)	613
14 Sun Wharf Mixed-use Employment Location	616
15 Creekside Village East, Thanet Wharf Mixed-Use Employment Location	619
16 Lower Creekside Locally Significant Industrial Site	622
17 Besson Street (Kender Triangle)	624
18 Achilles Street	627

1 Convoys Wharf Mixed-Use Employment Location



SITE ADDRESS	Convoys Wharf, London, SE8 3JF				
SITE DETAILS	Site size (ha) 20.46	Setting Central	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Private	Current use Former Shipwrights house, Employment
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Public Open Space, Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, 2 Listed Buildings on site.				
PLANNING STATUS	Full application DC/13/083358 called in by Sectary of State March 2014 and granted in March 2015				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 3,514		Gross non-residential floorspace Employment 15,500 Main town centre 50,400		

Existing planning consent

- 15.16 DC/13/083358 outline application - resolved to grant planning permission by Mayor of London in March 2014 and permission granted in March 2015, consisting of:
- 15.17 The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100 m² comprising:
- up to 321,000 m² residential floorspace (up to 3,500 units) (C3)
 - up to 15,500 m² employment floorspace (B1/ Live/Work units) including up to 2,200 m² for 3 no. potential energy centres
 - wharf with associated vessel moorings and up to 32,200 m² of employment floorspace (Sui Generis & Class B2)
 - up to 5,810m² of retail and financial and professional services floorspace (A1 & A2)
 - up to 4,520 m² of restaurant/cafe and drinking establishment floorspace (A3 & A4)
 - up to 13,000 m² of community floorspace (D1) and assembly and leisure (D2)
 - up to 27,070 m² of hotel floorspace (C1)
 - river bus jetty and associated structures
 - 1,840 car parking spaces and vehicular access from New King Street and Grove Street
 - retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site.
- 15.18 Reserved Matters applications.

Site allocation

- 15.19 Comprehensive mixed-use redevelopment with compatible residential, commercial, community, and main town centre uses. Safeguarding and appropriate use of the wharf and associated vessel moorings. Delivery of new and improved transport infrastructure including a new road layout and an integrated network of walking and cycle routes. Public realm and environmental enhancements, including new public open space and riverfront restoration.

Opportunities

- 15.20 Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that responds positively to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public realm and environmental enhancements. These will support the delivery of a new residential area and visitor destination that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.

15.21 **Development requirements**

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including publicly accessible routes to and along the River Thames.
- Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities.
- Appropriate safeguarding and re-activation of the existing wharf and associated vessel moorings, including for river based passenger transport.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf
 - New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares
 - Integration of central public square / open space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside
 - Enhancements to Sayes Court Park and its setting

- A high quality station approach to the jetty (for river bus services), including walking and cycle routes
- Re-instatement of the Thames-side pier with the creation a new riverfront park and public cultural space, incorporating the Thames Path, with opportunities for waterside activities.
- Positive frontages along key routes, with active ground floor frontages along the riverfront and elsewhere where possible
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.
- The design of the development must be demonstrably informed by and reflect the site's historical character and significance.

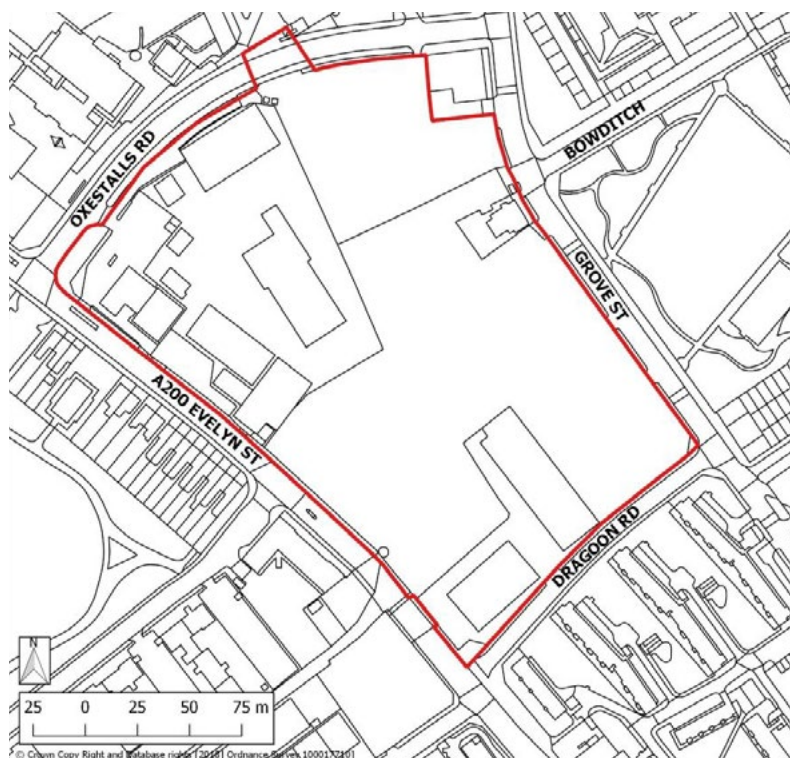
15.22 **Development guidelines**

- Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities.
- Development should provide for a main access route north/south of Deptford High Street/ New King Street to the Thames frontage, with measures to improve legibility and access to Deptford High Street
- The development should be designed to maximise views to and from the River Thames. Where tall and taller buildings are proposed, consideration will need to be given to protected views, vistas and landmark features, including the panorama towards the Maritime Greenwich World Heritage Site, and protected vistas of St Paul's Cathedral
- In response to the scale and location of the site, development should provide for complementary and distinctive character areas across it. These should reflect and reinforce the hierarchy

of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.

- Development should make provision of open space to enlarge Sayes Court Park and celebrate the sites historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should connect with the memory of John Evelyn's famous 17th century garden that once flourished on the site.
- Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south.
- Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes:
 - The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park.
 - Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
- The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location.
- Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II* Listed Master Shiprights on the adjacent site should be considered in the design of the site.
- Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features
- Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets.
- Transport for London and the Marine Management Organisation should be consulted on development and design options.

2 Timber Yard, Deptford Wharves at Oxestalls Road Mixed Use Employment Location



SITE ADDRESS	Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8				
SITE DETAILS	Site size (ha) 4.62	Setting Urban	PTAL 2015: 1b-3 2021: 1b-4 2031: 1b-4	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Outline application DC/15/092295 granted in March 2016. Started construction				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 1,600		Gross non-residential floorspace Employment 5,413 Main town centre 5,000		

Existing planning consent

- 15.23 DC/15/092295 outline application - The comprehensive Phase 1-3 redevelopment of land bounded by Oxestalls Road, Grove Street, Dragoon Road and Evelyn Street (excluding Scott House, 185 Grove Street) for the demolition of existing buildings (excluding former Public House on Grove Street) to provide up to 10,413 square meters (GEA) non-residential floorspace comprising:
- (A1) Shops,
 - (A2) Financial & Professional Services,
 - (A3) Restaurants & Cafés,
 - (A4) Drinking Establishments,
 - (A5) Hot Food Takeaways,
 - (B1) Business,
 - (D1) Non-Residential Institutions,
 - (D2) Assembly & Leisure uses and an energy centre,
 - up to 1132 residential units in buildings ranging from 3 to 24 storeys in height,
 - together with car and cycle parking, associated highway infrastructure,
 - public realm works and provision of open space and
 - detailed planning permission (Phase 1) for up to 562 residential units.
- 15.24 Reserved Matters applications.

Site allocation

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

Opportunities

- 15.26 The site comprises a former industrial area encompassing a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road. The site is situated in proximity to the Pepys Estate, Deptford Park and the River Thames, and the former route of the Surrey Canal runs through it. Planning permission for mixed-use redevelopment of the site has been granted, and construction has started. Redevelopment and site intensification will provide a more optimal use of land and support local area regeneration, including provision of new housing and modern workspace. Development will also enable public realm and environmental enhancements, with opportunities to re-instate the route of the former Surrey Canal and improve connections to Deptford Park and the River Thames.

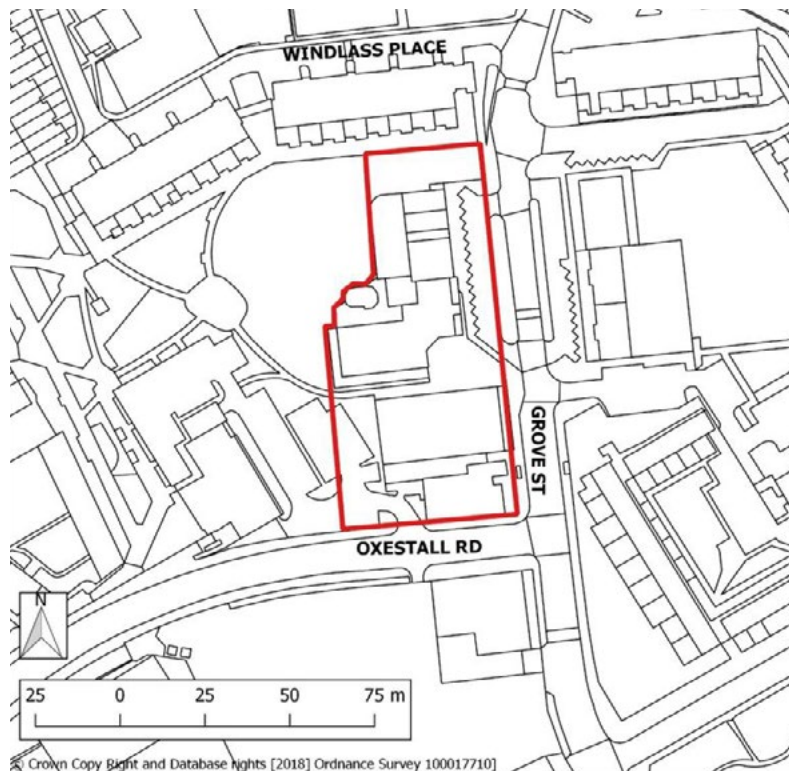
15.27 **Development requirements**

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Re-instatement of the route of the former Surrey Canal to form a high quality public open space linked to the wider walking and cycle network.
- Positive frontages along Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road and other key routes, with active ground floor frontages where possible.

15.28 **Development guidelines**

- Building heights should respond positively to the existing Victorian properties on the opposite side of Evelyn Street and the Victoria Pub and Scott House on Grove Street. Taller elements may be appropriate along Surrey Canal Way and opposite Pepys Park, to mark the significance of these open spaces and to enable more residents to benefit from outlook across them.
- Tall buildings will be most appropriate on the corners of Evelyn Street/Oxestalls Road and Grove Street/Dragoon Road, forming corners for the urban block, aiding with legibility and wayfinding.
- Development should respond positively to the social and built heritage of the site, whilst ensuring uses are well integrated with the surrounding communities and neighbourhoods. A range of materials should be used across the site to reflect the historic character, including the timber wharf, warehouses and Victorian Villas that existed on the site as well as to link with other buildings such as the Laban Centre.
- Development should be designed to enable vehicular access from Grove Street and restrict access from Evelyn Street.
- Development must address the future use of Blackhorse Bridge over the former Surrey Canal.
- Development should enhance connections and legibility through the site, with routes running between Evelyn Street and Grove Street, and by creating a permeable streetscape with improved walking and cycle links to Evelyn Street (including the Cycle Super Highway), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront.

3 Riverside Youth Club and 2000 Community Centre



SITE ADDRESS	185 Grove St, London, SE8 3QQ				
SITE DETAILS	Site size (ha) 0.51	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Community Centre, Retail, Pharmacy
HOW SITE WAS IDENTIFIED	Lewisham Call for Stes (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 72		Gross non-residential floorspace Employment 0 Main town centre 2,474		

Site allocation

- 15.29 Mixed-use redevelopment with residential and community uses, along with ancillary main town centre uses. Public realm enhancements, including improved access to Surrey Canal Linear Park.

Opportunities

- 15.30 The site comprises mainly of the Riverside Youth Club and 2000 Community Action Centre. Redevelopment and site intensification, along with the introduction of housing, will provide a more optimal use of land and enable enhancements to community facilities. Development will also enable public realm enhancements, including improved access to the Surrey Canal Linear Park from Grove Street.

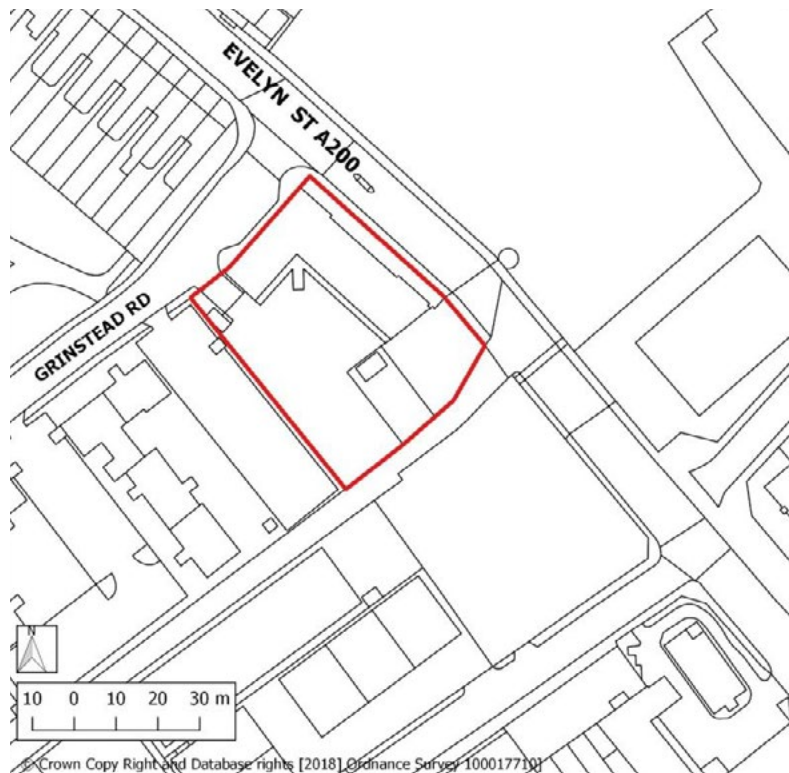
15.31 Development requirements

- Appropriate re-provision of the existing community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Well-integrated and high quality community facilities, including publicly accessible play space.
- Main town centre uses must be ancillary to the main residential and community use(s).
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including access improvements to Surrey Canal Linear Park.
- Positive frontages along Grove Street and Oxestalls Road, with active ground floor frontages where commercial uses are integrated.

15.32 Development guidelines

- The design of the development should take into consideration the proximity of the Eddystone Tower to the west of the site and the proposed development immediately south of the site, at The Timber Yard, Oxestalls Road.
- The design of new buildings on the site should be in keeping with the heights of the existing buildings immediately to the north and east of the site, taking into account amenity impacts.
- Landscaping should be designed as an integral part of the development, with an enhanced relationship with the existing adjoining public open space, with improved routes leading to the Surrey Canal Linear Park.
- Development should be designed to retain existing vehicular access onto Grove Street.
- Applicants should consult with Transport for London with respect to the existing bus stop at Grove Street.

4 Evelyn Court at Surrey Canal Road Strategic Industrial Location



SITE ADDRESS	Evelyn Court, Grinstead Road, London, SE8 5AD				
SITE DETAILS	Site size (ha) 0.27	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Mixed, public and private	Current use Employment
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Location (to be de-designated), Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 38			Gross non-residential floorspace Employment 1,310 Main town centre 0	

Existing planning consent

- 15.33 DC/14/88665 and DC/14/89442: Prior Approval for the change of use from offices (B1a) at Evelyn Court, Grinstead Road to residential (C3).

Site allocation

- 15.34 Comprehensive employment-led redevelopment. Co-location of compatible commercial and residential uses. Public realm enhancements, including improved connections to Deptford Park.

Opportunities

- 15.35 The site forms the north-eastern end of the Surrey Canal Road Strategic Industrial Location, with Deptford Trading Estate located immediately to the south-east. An office block takes up a significant part of the site, and there is an unimplemented Prior Approval for its conversion to housing. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and ensure the site maintains its employment function. Replacement provision of industrial land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements, including improved access to Deptford Park from the Timber Yard site, on the opposite side of Evelyn Street.

15.36 Development requirements

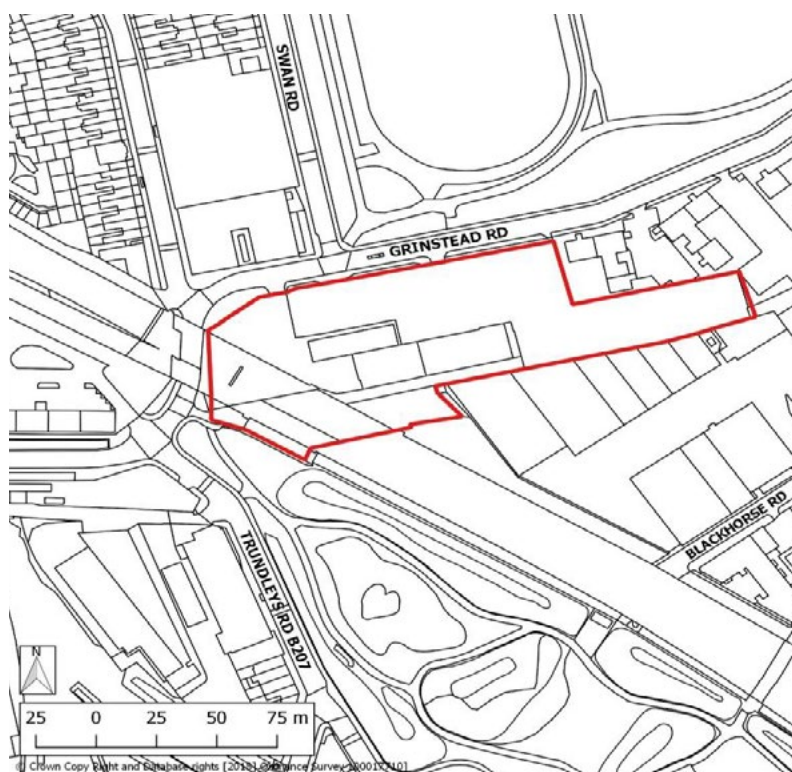
- Development must be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Positive frontages along Evelyn Street and Grinstead Road.
- New and improved public realm in accordance with a site-wide public realm strategy, including improved connections between The Timber Yard development, at Oxestalls Road, and Deptford Park.

15.37 Development guidelines

- Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
- Development should be designed to respond positively with development at The Timber Yard, Oxestalls Road MEL.
- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses, including uses at the adjacent Deptford Trading Estate.

- The bulk, massing, scale and height of the buildings should respond positively to the existing residential properties along Grinstead Road and the three to four storey terraced properties along Evelyn Street, along with the development on the opposite side of Evelyn Street (Timber Yard, Oxestalls Road).
- Landscaping should be designed as an integral part of the overall development, with an enhanced relationship with Deptford Park and enhancements to the amenity of the site, focused around an enhanced walking/cycle route running along the site boundary, also taking into account the proposed cycle superhighway on Evelyn Street.
- Development should be designed to retain existing vehicular access onto Grinstead Road.
- The demolition of the existing office block will be supported to enable the delivery of high quality, purpose built housing as a component of an employment-led mixed-use scheme.

5 Neptune Wharf Mixed-use Employment Location



SITE ADDRESS	Neptune Works, Parkside House, Grinstead Road, SE8 5B				
SITE DETAILS	Site size (ha) 1.14	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, Public Open Space, adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/10/075331 granted in March 2012. Started construction				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 199			Gross non-residential floorspace Employment 0 Main town centre 1,973	

Existing planning consent

- 15.38 DC/10/075331: The demolition of the existing buildings at Neptune Works, Grinstead Road SE8 and the phased redevelopment of the site to provide 6 blocks and 10 mews houses between 3 and 12 storeys, providing 199 residential units comprising 70 one bedroom, 100 two bedroom, 19 three bedroom and 10 four bedroom units; 1,973 m² of non-residential floorspace, comprising 1,874 m² of flexible B1/A1/A2 office space and 99 m² of café /bike repair shop uses fronting a public piazza and public realm, which links Deptford Park and Folkestone Gardens by the opening up the existing railway viaducts on the western edge of the site; parking for up to 276 cycle spaces, 10 motorbike/scooter spaces and 60 vehicular spaces including 7 disabled spaces.

Site allocation

- 15.39 Comprehensive mixed-use redevelopment with compatible commercial, residential and main town centre uses. Public realm enhancements including new public open space along with improved walking and cycle links.

Opportunities

- 15.40 The site comprises a Mixed-use Employment Location on Grinstead Road, which is situated between Deptford Park and Folkestone Gardens. Parts of the site have been cleared including land around the former Parkside House office block and Neptune Chemical Works, which were destroyed by fire. The remainder of the site is occupied by low intensity industrial uses, with a railway viaduct running along its western boundary. The land will be brought back into

active use through site redevelopment, with the delivery of high quality workspace that forms part of a new employment-led mixed use quarter, together with Trundleys Road and Apollo Business Centre SIL sites. Development will also enable public realm enhancements, including new and improved walking and cycle connections in the local area. Access to Deptford Park and Folkestone Gardens will be enhanced, with links created by opening up the railway viaduct.

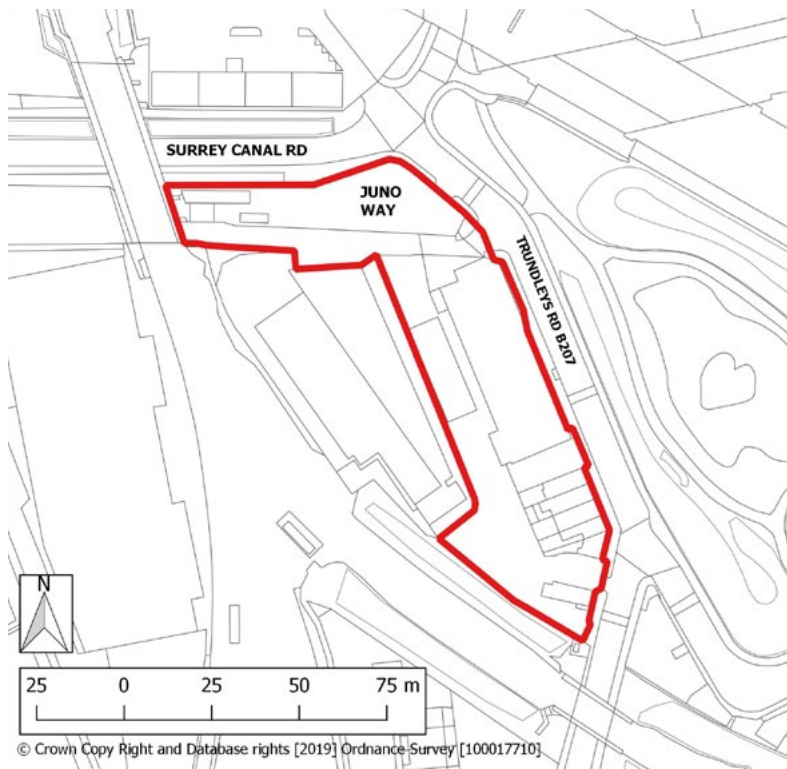
15.41 Development requirements

- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- New and improved public realm in accordance with a site-wide public realm strategy, including:
 - Safe and legible east-west walking routes and connections through the railway arches from Folkestone Gardens to Grinstead Road,
 - 'Future proofing' for the Canal Approach cycle lane to the rear of the site.
- Positive frontages at routes to and along Grinstead Road.
- A new vehicle entrance for cars and servicing on the eastern side of the site will make use of the Old Tow Path.
- A new vehicle entrance on the eastern side of the site to make use of the Old Tow Path.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.42 **Development guidelines**

- The rhythm of the frontage to Grinstead Road should relate well to Deptford Park, with development maximising the amenity provided by the park and active ground floor uses to improve the public realm and townscape along Grinstead Road.
- Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of new public realm, particularly around the railway arches, along Grinstead Road, along the Old Tow Path and within communal courtyards.
- The design of development should respond positively to Deptford Park, the neighbouring residential buildings, Sir Francis Drake Primary School and Old Tow Path. The tallest building point should form a key landmark that is clearly visible from south of the viaduct and is located at the western edge of the site, along the railway. Two storeys of commercial floorspace should be integrated, in order to lift the residential elements above the railway. Building heights should drop down along Grinstead Road adjacent to the park, ensuring adequate daylight is provided to the existing neighbouring buildings.
- The design of the development should allow views from Folkestone Gardens and Deptford Park, and across to Canary Wharf.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.

6 Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	Site size (ha) 0.55	Setting Urban	PTAL 2015: 1a-2, 2021: 1a-2 2031: 1a-2	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land (to be de-designated), Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 189		Gross non-residential floorspace Employment 2,400 Main town centre 0		

Site allocation

- 15.43 Comprehensive employment-led redevelopment. Co-location of compatible commercial, residential and complementary main town centre uses.

Opportunities

- 15.44 The site is situated within the Surrey Canal Road Strategic Industrial Location, on the south side of Surrey Canal Road and adjacent to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier at the western edge. It is occupied by a mix of industrial units and associated yard space, a scrap yard, and a small terrace of retail and residential uses at the southernmost end along Trundleys Road. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Apollo Business Centre SIL and Neptune Wharf MEL sites. Replacement provision of SIL land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment as well as the amenity of Folkestone Gardens and neighbouring residential areas.

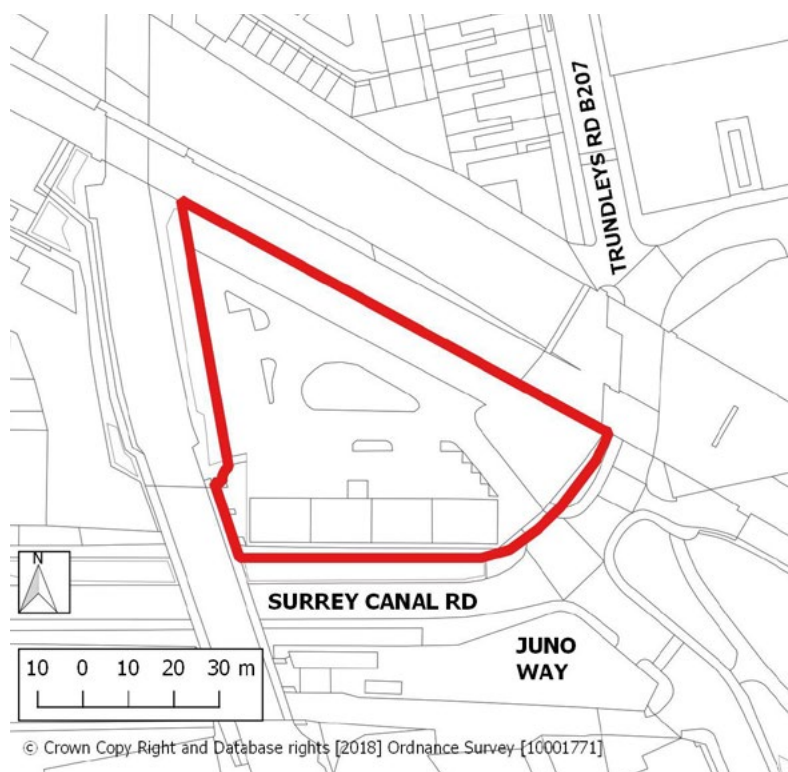
15.45 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Positive frontages along Trundleys Road and Surrey Canal Road.
- New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Trundleys Road and Surrey Canal Road to improve the walking and cycle environment, along with access to Folkstone Gardens and Deptford Park.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent the site.

15.46 **Development guidelines**

- Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
- Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.
- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses
- Opportunities for shared amenity space, capable of being used throughout the day, should be investigated.
- There is an existing rail substation located outside site's western boundary, south of Surrey Canal Road. Views to the west over the substation may benefit from mature planting around the boundary of the site.
- Proposals must investigate options to improve walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road.
- The scale, massing and height of buildings should positively respond to Folkestone Gardens, including consideration of impacts on sunlight onto the park.
- Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
- Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds, particularly around the railway viaduct.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- Network Rail should be consulted on development and design options.

7 Strategic Industrial Land (SIL) at Apollo Business Centre



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	Site size (ha) 0.42	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land (to be de-designated), Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, within 30m of electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 59			Gross non-residential floorspace Employment 2,037 Main town centre 0	

Site allocation

- 15.47 Comprehensive employment-led redevelopment. Co-location of compatible commercial, and residential and complementary main town centre uses.

Opportunities

- 15.48 The site is situated within the Surrey Canal Road Strategic Industrial Location, north of Surrey Canal Road and in proximity to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier along the north and western edges. It is currently occupied by a business centre. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Trundelys Road SIL and Neptune Wharf MEL sites. Replacement provision of employment land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment, along with the amenity of Folkestone Gardens and neighbouring residential areas

15.49 Development requirements

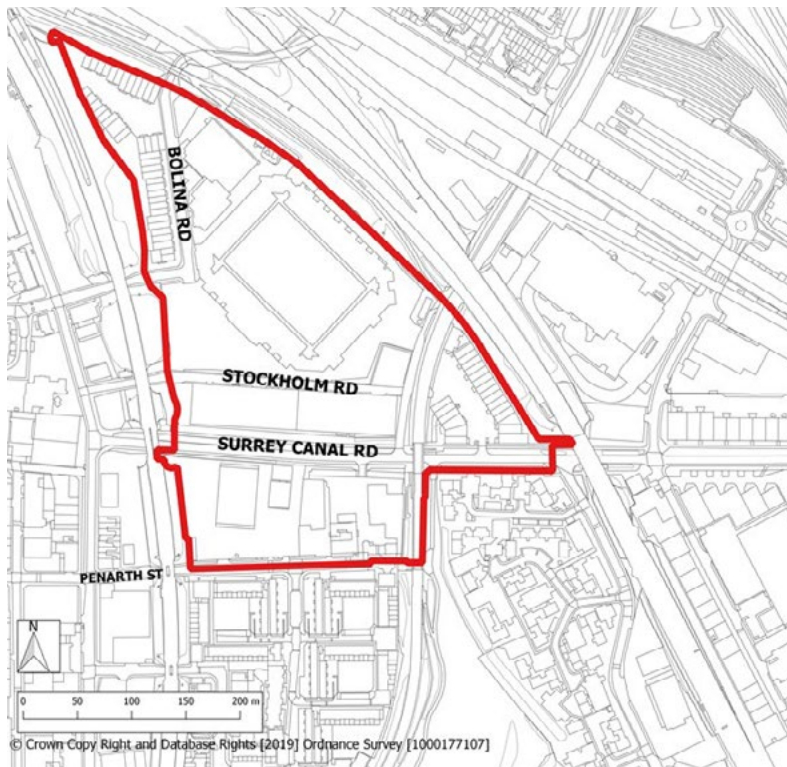
- Development must be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Positive frontages along Surrey Canal Road and across from the railway arches.
- New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Surrey Canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens

15.50 Development guidelines

- Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
- Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses
- Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone. Proposals should investigate options for improved walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Surrey Canal Road / Trundleys Road.
- The design of development (including the scale, massing and height of buildings) should respond positively to Folkestone Gardens.
- Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
- Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.

8 Surrey Canal Triangle Mixed-use Employment Location



SITE ADDRESS	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14				
SITE DETAILS	Site size (ha) 10.59	Setting Urban	PTAL 2015: 0-1b, 2021: 0-1b 2031: 0-1b	Ownership Private	Current use Football Stadium, Industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, South-east London Green Chain Area, Public Open Space, adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable.				
PLANNING STATUS	Full Application DC/11/076357 granted in March 2012				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 3,600		Gross non-residential floorspace Employment 15,000 Main town centre 32,000		

Existing planning consent

15.51 DC/11/076357 Outline permission for revisions for the comprehensive, phased mixed use development for up to 240,000m² consisting of:

- Class A1/A2 (Retail) up to 3,000 m²
- Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 m²
- Class A5 (Hot Food Takeaways) up to 300 m²
- Class B1 (Business) between 10,000 m² and 15,000 m²
- Class C1 (Hotels) up to 10,000 m²
- Class C3 (Residential) between 150,000 sq m and 200,000 m² (up to 2,400 homes of different sizes and types); 2,394 in line with recent pre-app discussions
- Class D1 (Community) between 400 m² and 10,000 m²
- Class D2 (Leisure and Entertainment) between 4,120 m² and 15,800 m²
- Ground persons store up to 140 m²
- Demolition of all existing buildings with the exception of Millwall DC Stadium, Guild House and Rollins House
- Alterations to Surrey Canal Road and realignment of Bolina Road, new streets and pedestrian/cycle paths
- Hard and soft landscaping and publically accessible open space
- District heating centre and ENVAC waste handling system.

15.52 DC/13/85143: minor material amendment.

Site allocation

15.53 Comprehensive mixed-use redevelopment with compatible residential, commercial, community and main town centre uses, along with the retention or re-provision of the football stadium. New and improved transport infrastructure, including a new rail station serving the East London line (London Overground). Reconfiguration of buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm and environmental enhancements, including new public open space.

Opportunities

15.54 Surrey Canal Triangle is a large brownfield site covering an area of more than 10 hectares. The site is bounded by railway lines and bisected by Surrey Canal Road, with the Millwall Football Club stadium occupying a prominent position within it. Comprehensive redevelopment of the site is integral to supporting regeneration in the area, with the creation of a new high quality mixed-use quarter and leisure destination that will help to secure a viable future for Millwall FC within the Borough. There is scope for transformational public realm and environmental enhancements to address existing issues of severance, and which are necessary to re-connect and better integrate the site with its surrounding neighbourhoods and communities, as well as the area's wider network of open spaces.

15.55 **Development requirements**

- Development must be delivered through a site-wide masterplan, in accordance with the Surrey Canal Triangle SPD.
- Development must capitalise on the opportunities presented by Millwall FC Stadium, including options for its re-provision and expansion, helping to secure the long term future of the football club in the Borough.
- Development proposals must demonstrate a comprehensive and coordinated approach to supporting healthy communities by integrating new and enhanced publicly accessible sports, leisure and recreation opportunities, including open spaces and community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A linked network of new high quality public open and green spaces as a central design feature
 - Enhancements to Bridgehouse Meadows and Bolina Gardens, including access improvements
 - High quality approaches to the existing South Bermondsey station and the future Overground station.

- Provision for the new transport infrastructure, including a new Overground station at Surrey Canal Road and accompanying walking and cycle bridge.
- Positive frontages along key routes, with active ground floor frontages where possible.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.56 **Development guidelines**

- Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities. Main town centre uses should be complementary in nature and scale and focussed on serving the development, whilst ensuring no adverse impact on existing town centres.
- A new east-west route linking Folkestone Gardens / Deptford Park and Old Kent Road should form a central design feature, along with a clear north-south route linking South Bermondsey station to Bridgehouse Meadows and the new Overground station.
- Quietway 1 runs along the eastern edge of the site, and should form a key focus for enhancements to the cycle network.
- The layout of the site should ensure that Millwall FC Stadium can continue to function as a large spectator destination on a long term basis. This includes appropriate arrangements for access, servicing and evacuation.

- The design of development (including bulk, scale, massing and height of the buildings) should respond positively to its surrounding context and skyline including the heights of the railway viaducts, the SELCHP to the east of the site as well as Millwall FC Stadium located within the site. The potential for tall buildings should be explored through the design-led process, taking into account protected views and vistas, including the panorama of the Bridge over the Serpentine
- New routes, public realm and open spaces should be designed to address severance caused by railways, embankments, roads and SELCHP. Public realm and access enhancements should include :
 - Walking and cycle routes along Bolina Road,
 - Walking and cycle routes to Surrey Quays north alongside the Overground,
 - Walking and cycle routes and access to the new railway station at Surrey Canal Road and South Bermondsey station
 - Improved links to Bridgehouse Meadows
 - Improvements to enable bus services within the site.
- The design of development should respond positively to the historical and industrial character of the area, including the unlisted historic buildings at Ilderton Road. Connectivity with the old gas holders on Old Kent Road in the borough of Southwark should also be considered.
- Proposals should maximise opportunities to for decentralised energy network development associated with South East London Combined Heat and Power Station (SELCHP).
- Transport for London and Network Rail should be consulted on development and design options.

9 Former Hatcham Works, New Cross Road



SITE ADDRESS	New Cross Gate Retail/Sainsbury’s Site, New Cross Road, London, SE14 5UQ				
SITE DETAILS	Site size (ha) 3.67	Setting Urban	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Retail, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable.				
PLANNING STATUS	None (Application withdrawn)				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 912		Gross non-residential floorspace Employment 4,560 Main town centre 18,240		

Site allocation

- 15.57 New and improved transport infrastructure, including land and facilities required to accommodate the Bakerloo line extension. Comprehensive mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

- 15.58 The former site of the Hatcham Works is currently occupied by a retail park, including a Sainsbury's supermarket. The site is strategically located within the New Cross Gate District Centre, immediately to the west of New Cross Gate station and fronting New Cross Road. Redevelopment will enable the delivery of new and improved transport infrastructure, including a new station to accommodate the Bakerloo line extension. Development can make a more optimal use of land, with site intensification and the introduction of a wider range of uses to support the vitality and viability of the District Centre.

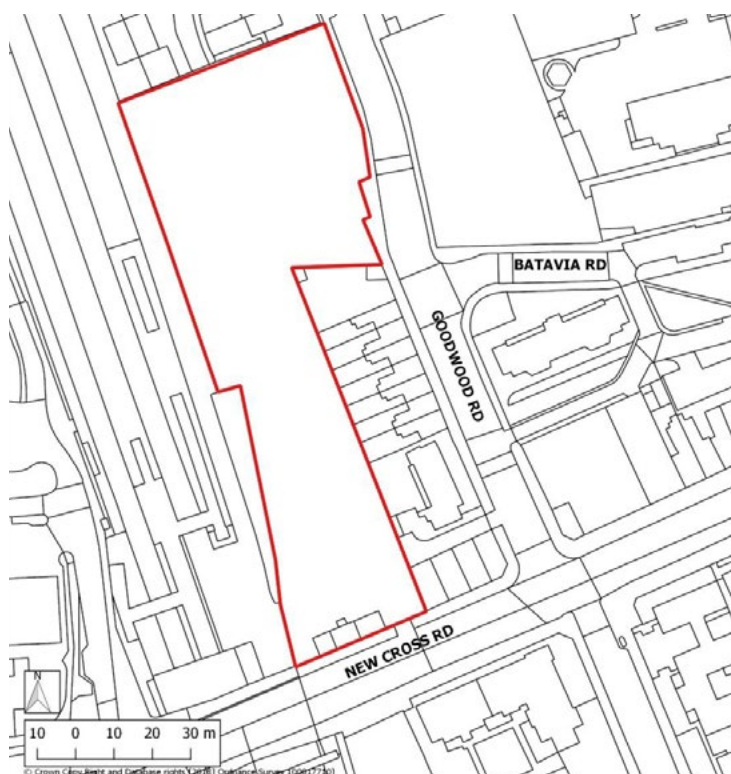
15.59 Development requirements

- Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the Goodwood Road / New Cross Road site, and any requirements associated with the transport network.
- Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension. This includes creation of a new Bakerloo Line station which should integrate with the existing station, in consultation with Transport for London and Network Rail.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - New walking and cycle access through the site from Hatcham Park Road / Hart's Lane. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - Public realm improvements to enhance the station approach, including along New Cross Road and Hearts Lane, with a well-integrated station square.
- Positive frontages along New Cross Road, Harts Lane and other key routes, with active ground floor frontages.

15.60 **Development guidelines**

- The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character and should seek to enhance the setting of the heritage assets in the area including within the adjoining Hatcham Conservation Area, adjoining Telegraph Hill Conservation Area and nearby Deptford Town Conservation Area. In particular:
 - There should be no tall buildings close to New Cross Road, to protect and maintain the character of the street.
 - Tall buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise views of taller development that will be visible above the existing roofscapes.
 - There should be a positive relationship with the site's western edge, including the junction of Hatcham Park Road, Harts Lane and access into the site.
 - Given the low-rise nature of the prevailing, historic context any as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
- The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycling and walking.
- Development should provide for a range of unit sizes to accommodate a rich mix of main town centre uses, with flexibly specified units that can be adapted for a variety of end users.
- Transport for London and Network Rail should be consulted on development and design options.
- Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site.

10 Goodwood Road and New Cross Road



SITE ADDRESS	Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL				
SITE DETAILS	Site size (ha) 0.62	Setting Urban	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Retail, Industrial, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 121		Gross non-residential floorspace Employment 564 Main town centre 2,257		

Existing planning consent

- 15.61 DC/11/77418 and 19 was approved in 2012 has been implemented but has not yet been built for a mixed use redevelopment to provide three blocks of 3 – 8 storeys comprising 148 residential units and 200m² of retail floorspace (A1-A5) together with car and bicycle parking, public and private amenity space, public realm and new pedestrian and servicing access onto Auburn Close and Goodwood Road.

Site allocation

- 15.62 Comprehensive mixed-use redevelopment comprising compatible residential and main town centre uses. Public realm enhancements, including new and improved walking and cycle routes.

Opportunities

- 15.63 This site is strategically located within New Cross Gate District Centre, to the immediate east of New Cross Gate station and fronting New Cross Road. Redevelopment can optimise the use of land by bringing the largely vacant site back into active use, and helping to support the vitality and viability of the District Centre. Development will also enable public realm and access improvements, with key opportunities to enhance the station approach as well as walking and cycle routes along and around New Cross Road.

15.64 Development requirements

- Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the former Hatcham Works site, and any requirements associated with the transport network.
- Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - New walking and cycle access through the site from Goodwood Road. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - Public realm improvements to enhance the station approach, including along New Cross Road.
- Positive frontages along New Cross Road and Goodwood Road, with active ground floor frontages along New Cross Road.

15.65 **Development guidelines**

- The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character, and should seek to enhance the setting of the heritage assets in the area including within the adjoining Deptford Town Conservation Areas and nearby Hatcham Conservation Area. In particular:
 - Tall buildings, as defined within the context of New Cross Gate, should not impact detrimentally on the views of the east end of the High Street, particularly the setting of the New Cross Inn (locally listed) and the Grade II listed Deptford Town Hall.
 - Tall buildings should be set back from New Cross Road and should be located more centrally in the site to minimise views of taller development that will be visible above the existing roofscapes.
 - Given the low rise nature of the prevailing, historic context any tall buildings as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
- The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycle, with generous space for movement by walking
- Transport for London and Network Rail should be consulted on development and design options.
- Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the west of the site.

11 Former Deptford Green School (Upper School Site)



SITE ADDRESS	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ				
SITE DETAILS	Site size (ha) 0.68	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Public	Current use Former school
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/15/095027 granted in July 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 120		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 15.66 DC/15/095027 - Construction of residential blocks ranging between 1 and 5 storeys in height comprising 120 residential flats, maisonettes and houses, together with the provision of refuse and cycle storage and associated landscaping at the land of the former Deptford Green School, Amersham Vale, SE14.

Site allocation

- 15.67 Redevelopment for residential uses.

Opportunities

- 15.68 This site comprises the former Deptford Green School, Upper School site, and associated grounds. It has been cleared and is now vacant following the relocation of the school. A new public park, Charlottenburg Park, has recently been created to the site's western boundary at the former Lower School site. The land will be brought back into active use through redevelopment, with new high quality housing that benefits from the amenity provided by the park.

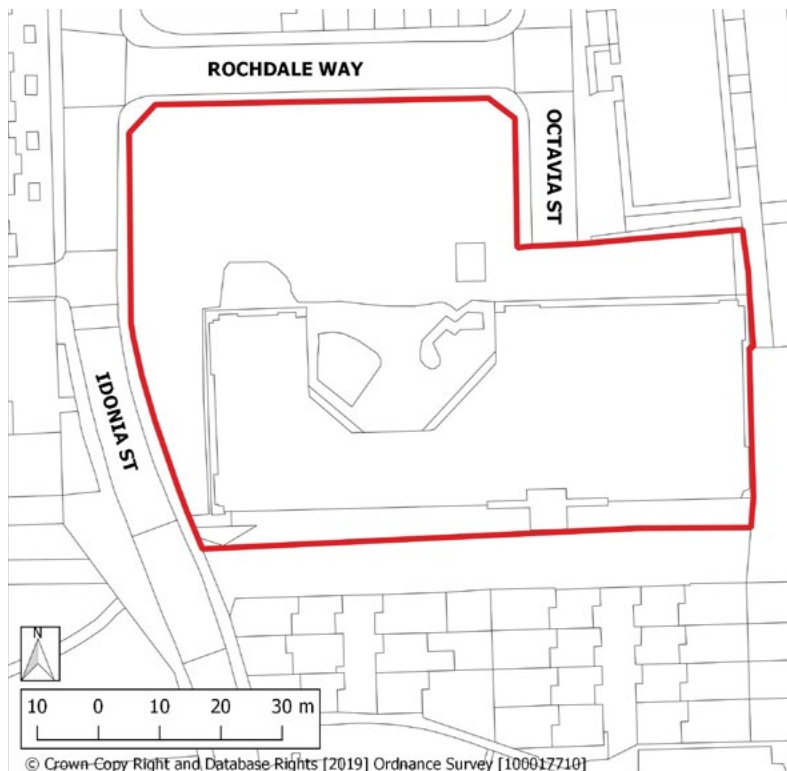
15.69 Development requirements

- Positive frontages along Amersham Grove, Edward Street and Amersham Vale.
- New and improved public realm in accordance with a site-wide public realm strategy, including safe and legible walking and cycle routes through the site to Charlottenburg Park.
- Protect and enhance the amenity value provided by Charlottenburg Park.

15.70 Development guidelines

- The layout of the site should be designed to open up the site for walking and cycle routes that are well-integrated with the surrounding street network. This may include a central mews street that creates a route across the site.
- Larger and taller building elements facing Charlottenburg Park may be appropriate in order to maximise the amenity value of the park, but careful consideration will be needed to ensure this is not compromised. A taller element at the northeast corner of the site, marking the corner of Amersham Vale and Edward Street, may also be acceptable.

12 Albany Theatre



SITE ADDRESS	Douglas Way, London, SE8 4AG				
SITE DETAILS	Site size (ha) 0.61	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Private	Current use Theatre
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Night-time Economy Hub, Cultural Quarter .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 102		Gross non-residential floorspace Employment 0 Main town centre 5,002		

Site allocation

- 15.71 Comprehensive mixed-use redevelopment comprising compatible main town centre and residential uses, including retention and enhancement of the Albany Theatre. Public realm enhancements, including public open space.

Opportunities

- 15.72 The Albany Theatre is situated within Deptford District Centre. It is of local historical, social and cultural significance, and a key feature of the Deptford Creekside Cultural Quarter. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable enhancements to the theatre that will help to secure its long-term future at this prominent location.

15.73 Development requirements

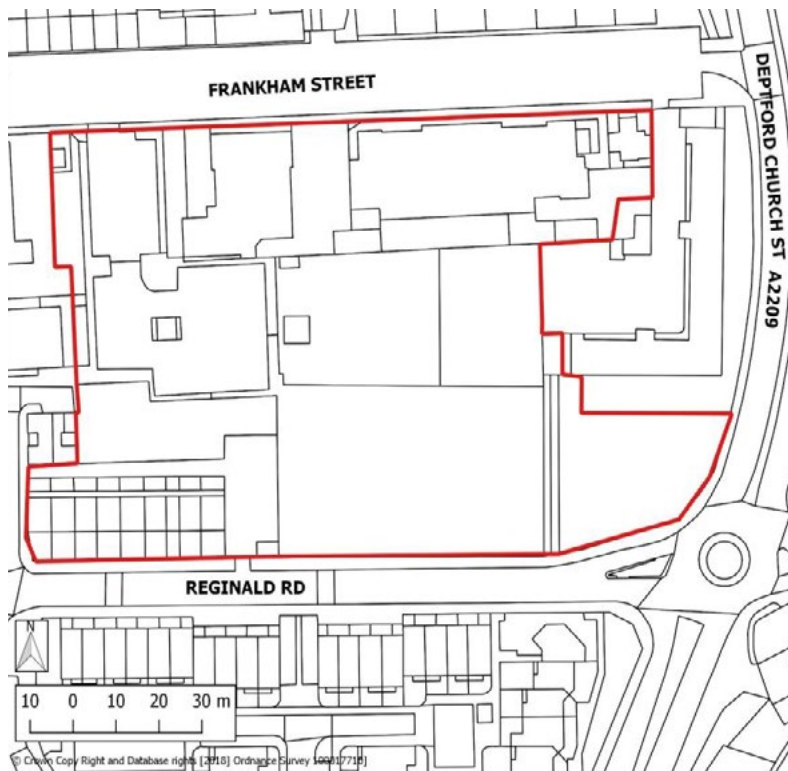
- Development must be delivered in accordance with a site masterplan to ensure coordination of uses across the site, including the Albany Theatre, and the market at Douglas Way adjacent to it.
- Retention or appropriate re-provision of the Albany Theatre on the site, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Development must be designed to respond positively to the setting of the Conservation Area and the Grade II listed Deptford Ramp.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including retention or re-provision of public open space within the site.

- Positive frontages along Douglas Way and Idonia Street to protect and enhance the amenity of the market along Douglas Way.

15.74 Development guidelines

- The bulk, scale, massing and height of buildings should ensure no unacceptable level of over shadowing of the existing open space in the northern part of the site, or any re-provided open space, and the residential properties to the north of the site. To avoid overshadowing taller elements should be concentrated to west of the site where the building would need to 'turn the corner' successfully.
- Development should create positive frontages onto Idonia Street and Douglas Way, with active ground floor frontages incorporated into the development wherever possible, taking into account the operational requirements of the theatre.
- The Albany Theatre is a non-designated heritage asset of historical, social and cultural significance. Deptford Conservation Area lies immediately east of the site. To the east of the site lies the Grade II listed Deptford Ramp, the oldest surviving railway structure in London, and was restored as part of the Deptford Market Yard development. The site also lies within an Area of Archaeological Priority.

13 Land north of Reginald Road and south of Frankham Street (former Tidemill School)



SITE ADDRESS	Land North of Reginald Road and South of Frankham Street, London, SE8 4RL				
SITE DETAILS	Site size (ha) 1.26	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Public	Current use Former school, Caretakers house
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area , Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2.				
PLANNING STATUS	Full application DC/16/095039 granted in July 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 209		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 15.75 DC/16/095039 - Demolition of the former caretaker's house on Frankham Street and 2-30A Reginald Road, partial demolition, conversion and extension of the former Tidemill School buildings and the construction of three new buildings ranging from 2 to 6 storeys at Land North of Reginald Road & South of Frankham Street SE8, to provide 209 residential units (80 x one bedroom, 95 x two bedroom, 26 x three bedroom, 8 x four bedroom) together with amenity space, landscaping, car and cycle parking.

Site allocation

- 15.76 Comprehensive redevelopment for residential uses.

Opportunities

- 15.77 This site comprises the former Tidemill Primary School and associated grounds, the Old Tidemill Wildlife Gardens, and is located within Deptford District Centre. It is now vacant following the relocation of the school. The site immediately to the north comprises the Deptford Lounge library and community facility. The land will be brought back into active use through redevelopment, with new high quality housing. Development will also enable public realm enhancements to improve the site's relationship with the Deptford Lounge, and also support the vitality and viability of the town centre.

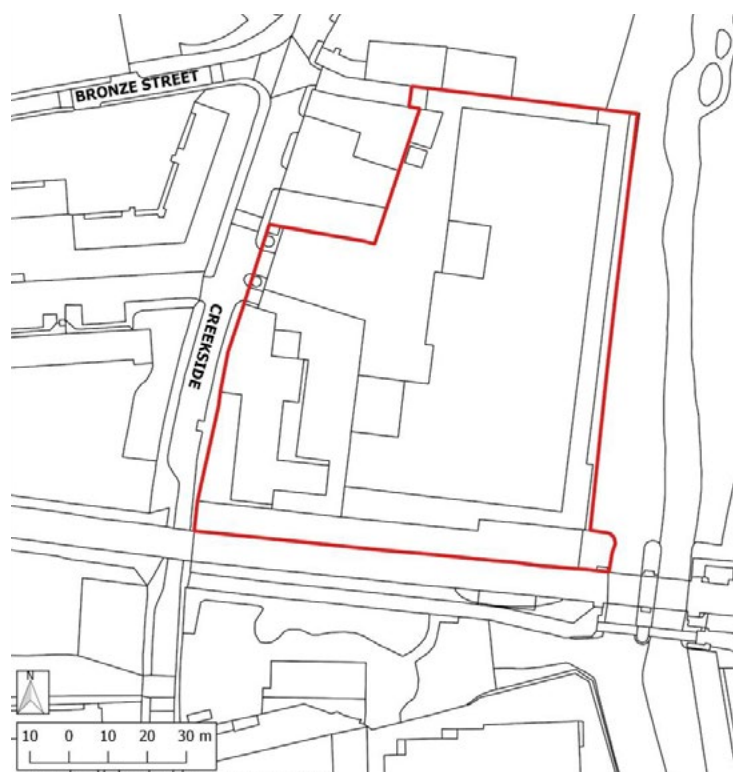
15.78 Development requirements

- Retention of the former school building and annexe, with conversions and roof extensions and the development of new additional buildings.
- Positive frontages along Frankham Street and Reginald Road.
- Delivery of new and improved public realm and public open space in accordance with a site-wide public realm strategy, including a new landscaped square, framed by new and converted buildings.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to the Deptford Lounge, Griffin Square, and the wider town centre area. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.

15.79 **Development guidelines**

- The design of development should respond positively to the surrounding building heights and take account of the proximity to the adjoining Deptford Town Conservation Area and nearby Deptford Creek Conservation Area and Crossfield estate, which has heritage significance. Development should not be visible from within Deptford High Street and should not detract from the setting, character and appearance of Griffin Square.
- To create a distinctive identity, different designs and scales across the site should be used to reflect different site conditions, spatial character and distinctive features and buildings that already exist on-site.
- A cohesive public realm should create strong relationships to public realm elsewhere in Deptford. New public realm should be able to accommodate a range of appropriate activities whilst retaining an overall tranquil environment. Destinations should be created through a series of courtyard spaces and landscaping should be used to soften spaces and create an interesting streetscape.
- Consideration should be given to the retention of mature trees, especially those adjacent to the annexe and along the Frankham House boundary.

14 Sun Wharf Mixed-use Employment Location



SITE ADDRESS	Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ				
SITE DETAILS	Site size (ha) 1.00	Setting Urban	PTAL 2015: 0-3 2021: 0-3 2031: 0-3	Ownership Private	Current use Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Application submitted				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 235		Gross non-residential floorspace Employment 1,933 Main town centre 0		

Site allocation

- 15.80 Comprehensive mixed-use employment led redevelopment with compatible commercial, cultural, main town centre and residential uses. Public realm and environmental enhancements, including riverside improvements and new links to Ha'penny Bridge.

Opportunities

- 15.81 The site is a Mixed-Use Employment Location comprising a mix of storage sheds and warehouse buildings. Existing occupiers include the Cockpit Arts, a business incubator facility supporting the creative industries. The site is bounded by the Grade II listed railway viaduct to the south and Deptford Creek to the east. The safeguarded Brewery Wharf, within the Royal Borough of Greenwich, is nearby. Redevelopment and site intensification, along with the integration of commercial, cultural and other uses, will provide a more optimal use of land to support the Deptford Creekside Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area, along with the wider setting of the Deptford Creek Conservation Area.

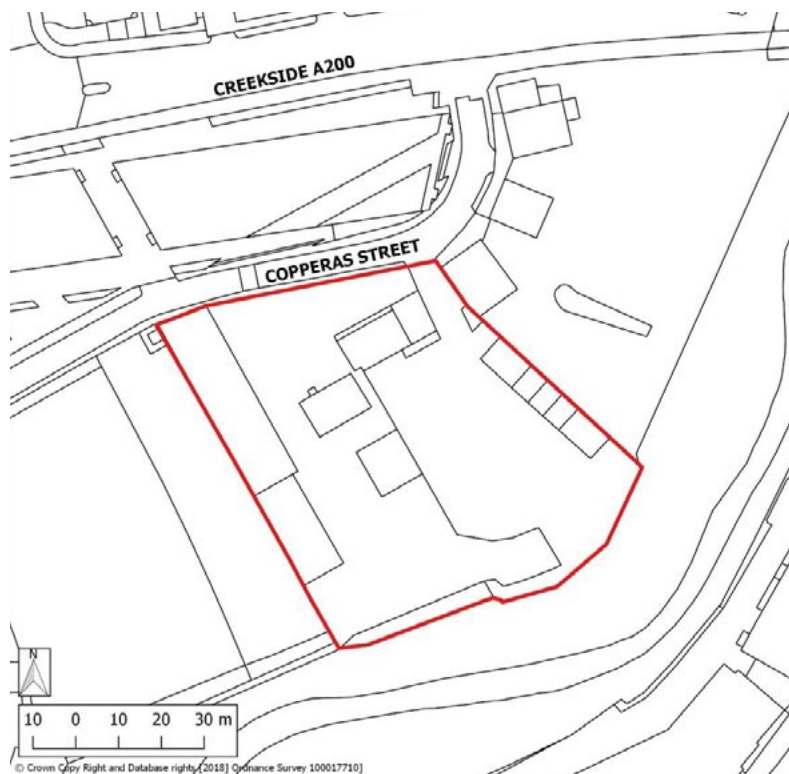
15.82 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- Positive frontage along Deptford Creek and Creekside, with active ground floor frontages where possible.
- Development must optimise the use of the railway arches for commercial, cultural and/or community activities.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A new public square;
 - New and enhanced waterside access including provision of a new public path along Deptford Creek;
 - A new walking link through the viaduct arches to Ha'penny Bridge.
- Development must improve the ecological quality and amenity value of the riverside environment at Deptford Creek.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek.

15.83 **Development guidelines**

- Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street.
- The development should be designed so that the Cockpit Arts building retains a visual presence from Creekside, including where the building is to be re-provided
- The design of the development should enable the viaduct arches to be opened up and refurbished for commercial, cultural and/or community uses.
- Artist studio space should be provided to complement creative uses that exist to the north and south of the site (Kent Wharf, Faircharm and Cockpit Arts), which together form an important cluster in the Cultural Quarter.
- The potential for taller building elements to reflect the surroundings should be considered, although this would need to ensure minimal impact on the Grade II listed railway viaduct and the Lifting Bridge Structure as well as the setting of the Grade I Listed St Paul's Church in Deptford. Taller elements should be located in the south western corner of the site, marking the junction of Creekside and the railway viaduct.
- The design of the development should respond positively to the character and nature of Deptford Creek and the existing street pattern and ensure increased permeability through the site with public access to a route running along Deptford Creek that connects into the wider Waterlink Way.
- Connections running south through the railway viaduct should also be explored.
- The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside and from within Sue Godfrey Park Site of Importance for Nature Conservation. Development should maximise the aspect over the waterway and enabling longer distance views beyond the waterway.
- Network Rail should be consulted on development and design options.

15 Creekside Village East, Thanet Wharf Mixed-Use Employment Location



SITE ADDRESS	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford				
SITE DETAILS	Site size (ha) 0.61	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 393			Gross non-residential floorspace Employment 0 Main town centre 757	

Site allocation

- 15.84 Comprehensive mixed-use employment led redevelopment with compatible commercial, cultural, community, main town centre and residential uses. Public realm enhancements, including improved connections to Deptford Creek.

Opportunities

- 15.85 This site comprises a Mixed Use Employment Location which is currently vacant. The site occupies an important position within the Deptford Creekside Cultural Quarter, with the Trinity Laban Centre to the immediate west and Deptford Creek to the south.. The land will be brought back into active use through redevelopment, with the integration of new commercial, cultural and other complementary uses that support the Deptford Creekside Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area, including access improvements via Waterlink Way.

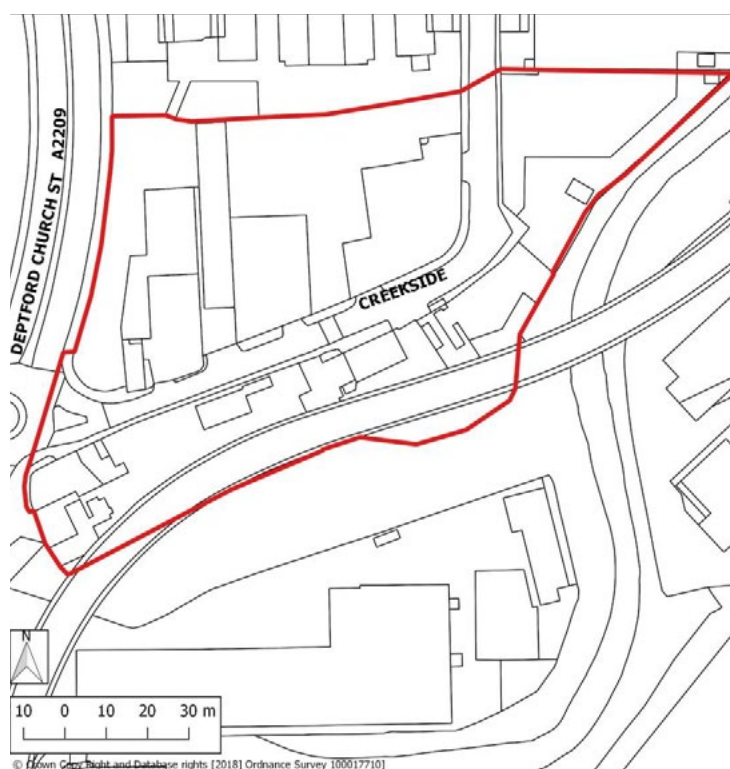
15.86 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations)
- Positive frontage along Copperas Street, Deptford Creek and at the western boundary of the site (facing Trinity Laban Centre), with active ground floor frontages where possible.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way; and
 - Clearly articulated routes to Trinity Laban Centre.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek.

15.87 **Development guidelines**

- Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street. A new education / community facility will be supported in principle, particularly where this enhances existing provision associated with the Trinity Laban Centre.
- The potential for tall buildings to reflect the surroundings should be considered through the design process, although this would need to ensure minimal impact on the setting of Grade I Listed St Paul's Church in Deptford and the nearby Deptford Creek Conservation Area. Tall buildings should be designed to act as a wayfinder for the Trinity Laban Centre.
- Development should respond positively to Deptford Creek, which is a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way. Protection should be given to the intertidal terrace and sand martin bank that have been previously enhanced, create ecological zones and a new tidal terrace, whilst retaining the right to navigate.
- Development should be designed to protect the biodiversity and amenity value of the nearby Sue Godfrey Park, which is partly a Site of Importance for Nature Conservation.

16 Lower Creekside Locally Significant Industrial Site



SITE ADDRESS	Creekside, London, SE8 4SA				
SITE DETAILS	Site size (ha) 1.10	Setting Central	PTAL 2015: 0-6a 2021: 0-6a 2031: 0-6a	Ownership Mixed, public and private	Current use Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area , Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 160		Gross non-residential floorspace Employment 8,201 Main town centre 0		

Site allocation

- 15.88 Comprehensive employment led redevelopment. Co-location of compatible commercial, residential and complementary uses. Public realm enhancements, including improved connections to Deptford Creek.

Opportunities

- 15.89 The site comprises a Locally Significant Industrial Site located within the Deptford Creekside Cultural Quarter, in proximity to the Faircharm estate and Trinity Laban Centre. It is occupied by a range of commercial uses, including workshops and offices focussed around the creative industries. Creekside Road runs through the site. Redevelopment and site intensification, along with the co-location of commercial and other uses will provide a more optimal use of land and support local area regeneration and the Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area.

15.90 Development requirements

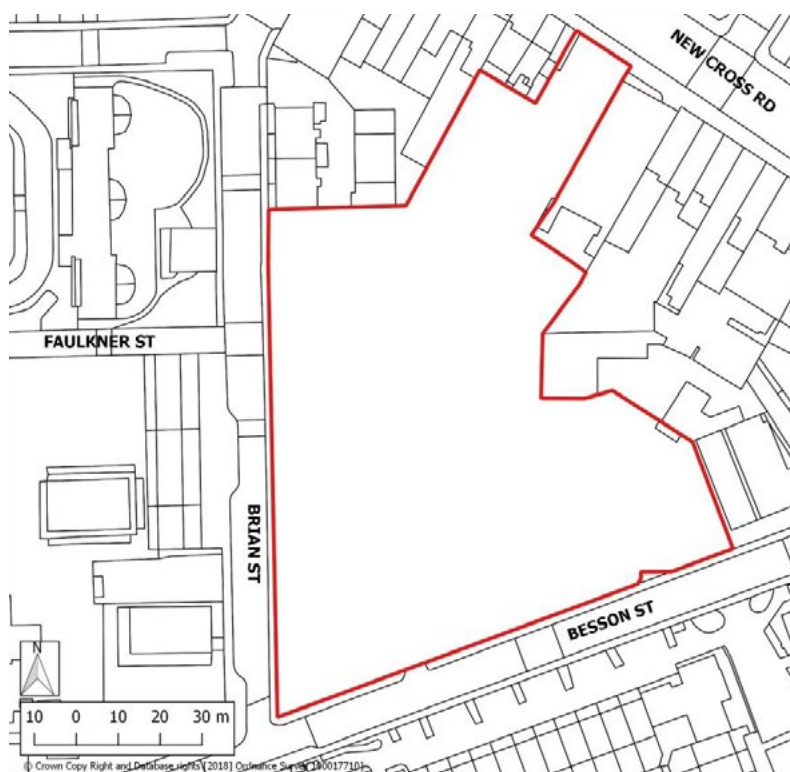
- Development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Positive frontages along Deptford Creek, Deptford Church Street and Creekside, with active ground floor frontages where possible.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including:

- Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek.

15.91 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter.
- The development should be designed having regard to the character and amenity of the the Trinity Laban Centre, the Faircharm site, the buildings opposite the Creek in Greenwich, development at the former Tidemill School and elevated DLR.
- Building heights will need to be designed having regard to impacts on the setting of Grade I Listed St Paul's Church in Deptford, the heritage setting of Deptford Church Street and Creekside and on the historic Crossfield Estate.
- Development should be informed through an understanding of the site's historic significance, and in particular it's past river related industrial activity and seek to preserve and enhance the Deptford Creek Conservation Area and the historic Crossfield Estate, including the green and open spaces that are integral to the character of the estate.

17 Besson Street (Kender Triangle)



SITE ADDRESS	Land on the rear of Besson Street, London, SE14 5AE				
SITE DETAILS	Site size (ha) 1.01	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Vacant land
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 3a.				
PLANNING STATUS	None., consent lapsed				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 324		Gross non-residential floorspace Employment 0 Main town centre 907		

Previous planning consent

- 15.92 DC/08/068448 was approved in 2009 but has since lapsed for 173 residential units, 2,020m² of D1 (including library, doctor's surgery, community uses), 815m² of D2 gym, 361m² of retail A1, A2, A3, A4 and 193m² A3 and a public square.

Site allocation

- 15.93 Comprehensive mixed use development comprising compatible residential, main town centre and community uses.

Opportunities

- 15.94 This vacant site is located in Kender Triangle, and is bounded mainly by Briant Street and Besson Street, with a small frontage onto New Cross Road to the north east. It is situated in proximity to New Cross Road local centre and New Cross Gate station. Site redevelopment will bring a vacant site back into active use and provide a more optimal use of land, with the introduction of a complementary range of uses, including new housing and community facilities. Redevelopment will also enable townscape improvements and public realm enhancements, including new public amenity space to act as a focal point for the neighbourhood.

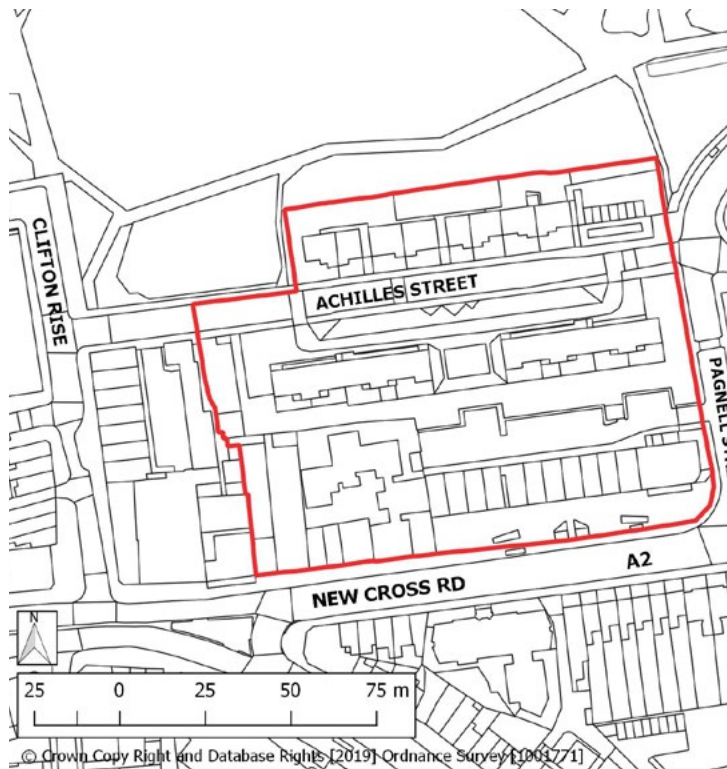
15.95 Development requirements

- Well integrated community facilities that create a new focal point for the neighbourhood.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability, with enhanced walking and cycle connections to residential areas and public spaces. This will require a hierarchy of routes with clearly articulated corridors between Briant Street, Besson Street and New Cross Road.
- Positive frontages along Briant Street, Besson Street and New Cross Road, with active ground floor frontages.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including a new public square as a central design feature.
- Development must be designed to ensure the protection of amenity of the Music Room, having regard to the Agent of Change principle.

15.96 **Development guidelines**

- Development should create positive frontages onto Besson Street and Briant Street to create a more coherent and unified street edge. A taller building on this junction may be appropriate to assist with wayfinding.
- The design of development should respond positively to the surrounding area, in particular:
 - Hatcham Conservation Area and Telegraph Hill Conservation Area.
 - The Locally Listed Music Room, All Saints Church and the low rise villas on New Cross Road, at 116-118 New Cross Road.
 - The small scale backland buildings visible at the end of Fisher's Court.
- Taller buildings will be most appropriately sited along Briant Street.
- A unique but sensitive frontage on New Cross Road should respond to its position without creating an overly dominant façade.
- Buildings should be focussed on the perimeter of the site to avoid overshadowing and wind tunnel effect.
- There should be multiple active entrances and clear sight lines across the new public square, along with architectural differentiation of community facilities and private residential uses.
- The layout of the site should create attractive and legible connections throughout the site, (including north-south from New Cross Road to Besson Street) enhancing links with neighbourhoods north and south of the site, and to Besson Street Gardens open space to the south west.

18 Achilles Street



SITE ADDRESS	New Cross Road, SE14 6AT				
SITE DETAILS	Site size (ha) 1.40	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Residential, Main town centre uses
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity area, Archaeological Priority Area , adjacent to Conservation Area, adjacent to Listed Building, adjacent to Public Open Space, Air Quality Management Area , Air Quality Focus Area , Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone** , Cultural Quarter.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 651		Gross non-residential floorspace Employment 0 Main town centre 2,716		

Site allocation

- 15.97 Regeneration of existing housing estate. Comprehensive redevelopment with residential, community and main town centre uses. Public realm and environmental enhancements, including improved walking and cycle routes and new public open space.

Opportunities

- 15.98 The Achilles Street Estate is located to the north of New Cross Road and adjacent to Fordham Park. A residents' ballot was recently undertaken, which resulted in support for regeneration of the estate. Site redevelopment will provide a more optimal use of land, with the creation of new high quality housing, including the re-provision of existing affordable housing along with additional units. Redevelopment will also enable the reconfiguration of buildings and spaces to improve the site's relationship with Fordham Park and maximise the amenity value provided by it.

15.99 Development requirements

- No net loss of affordable housing, including appropriate re-provision of existing housing on the estate, in line with Policy HO4 (Housing estate maintenance, renewal and regeneration).
- Estate regeneration, including the design of development proposals, must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including north-south routes through the site connecting the High Street to the park.

- Development design must respond positively to the character and enhance the amenity value of Fordham Park.
- Main town centre uses along New Cross Road, with positive frontages the street including active ground floor frontages.
- Positive frontages along Achilles Street and Fordham Park, with a high quality interface and improved connections to Fordham Park.

15.100 Development guidelines

- Development should be designed to respect and respond positively to the scale and grain of the High Street.
- Proposals should provide for an increase on the amount of town centre floorspace and existing number of shop units on the ground floor.
- Spaces between buildings facing Fordham Park should be designed as public spaces
- Development must be designed to protect the amenity of The Venue, having regard to the Agent of Change principle
- Development should be designed to improve access and permeability within and through the site, with particular consideration to routes to Fordham Park, as well as Lewisham Route 1.

16 LEWISHAM'S EAST AREA

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Context and character

- 16.1 Lewisham's East Area comprises the neighbourhoods of Blackheath, Lee and Grove Park. It is made up of historic villages that formed along the route to Greenwich, which expanded dramatically with the arrival of the railways. Burnt Ash Hill is an important historic north-south route that connects from Blackheath to Lee. The area forms the eastern edge of the Borough and this is reinforced by the continuous stretch of green and open spaces that run from the riverside and Blackheath in the area's north to Elmstead Wood in the south. This network of green infrastructure, including the Green Chain Walk connecting green spaces, is one of the area's defining features.
- 16.2 The East Area has a predominantly suburban character. This is reflected by the built form and layout of the Victorian terraces, the formal historic village of Blackheath, Georgian and Regency villas, as well as 20th century housing, interwar homes and Council estates. Residential developments typically feature wide plots, large gardens and generous street sections. The area's neighbourhoods are therefore some of the lowest density in the Borough.
- 16.3 The East Area contains the district centres of Blackheath and Lee Green. Blackheath is a significant historic area whose character centres on its heritage assets and strong village identity, along with the open expanses of the heath. Blackheath town centre serves a generally local function although its rich character and village qualities make it a visitor destination, with an active evening and night-time economy. Lee Green is one of the Borough's smallest district centres a serves its local catchment with a mix of shops and services. It includes several large format retail units and the Leegate Shopping Centre, the latter of which was built in the 1960s. The centre suffers from areas of poorer quality public realm, with two busy roads forming a junction that dominates the centre of the high street, and is not performing as well as others in the Borough.
- 16.4 Grove Park is located to the very south of the Borough and is somewhat disconnected from its surrounding areas. This is owing to railway lines to the northeast and southwest that create physical barriers and contribute to severance, along with the South Circular. Baring Road is a key route within the neighbourhood, as well as the historic corridor of Burnt Ash Road, although these routes are dominated by vehicular traffic and have a generally poorer public realm, limiting opportunities for movement by walking and cycling. Grove Park station and the local centre comprise a gateway and focal point in the neighbourhood.
- 16.5 The Quaggy River, the upper reaches of which are known as Kyd Brook, passes through parts of Lewisham's East Area at Chinbrook Meadows in Grove Park and Lee Green. At Chinbrook Meadows, the river channel has been naturalised with river banks reintroduced to encourage wildlife. Much of the subsequent length of the river to the boundary with the London Borough of Bromley is within concrete channels, or has been culverted.

Vision

16.6 By 2040 the abundance of high quality parks and green spaces in the East area will make it a distinctive part of Lewisham. This includes the open expanses of Blackheath which provide the setting for the Maritime Greenwich World Heritage Site and the village character of Blackheath district centre. These assets will help to strengthen the area's visitor economy, making it a key destination in London. The character and role of the town centres that formed along the historic route to Blackheath, including Grove Park and Lee Green, will be re-examined to ensure they remain thriving and vital hubs of community and business activity. Improved links across major roads and railways will enhance movement between town centres and green spaces, opening opportunities for everyone to benefit from.

16.7 The revitalisation of the area's town and local centres will ensure they remain thriving hubs of community and commercial activity as well as focal points for new housing, including a high proportion of genuinely affordable housing. The redevelopment of Leegate Shopping Centre will act as a catalyst for the renewal of Lee Green district centre, making it a vibrant, more welcoming and accessible place. The centre will feature enhanced gateways, aided by the transformation of Lee High Road (A20) into a 'healthy street', with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. The local centres of Burnt Ash, Staplehurst Road and Grove Park will play an integral role in supporting their neighbourhoods. New development will deliver public realm and access improvements, enhancing the station approaches, making the centres more attractive for visitors and businesses. Blackheath Village district centre will build on its unique

qualities as a visitor destination with a vibrant night time economy. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

16.8 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The area's linear network of green infrastructure, which spans from the riverside and Blackheath in the north to Chinbrook Meadows in the south, will remain one of its predominant features. This will be celebrated by the distinction of an 'urban national park' in Grove Park, along with the open spaces at Blackheath. A network of walking and cycle routes, including the Green Chain Walk, will link open and green spaces both within and outside of the borough.



Figure 16.1: Eastern sub area



Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Re-establish Lee Green district centre as a welcoming and thriving hub of commercial and community activity. Deliver public realm improvements and high quality, mixed-use developments through the renewal of Leegate Shopping Centre and other town centre sites. Address the dominance of vehicular traffic at the centre's main junction.
2	Preserve and enhance the distinctive qualities of Blackheath Village district centre whilst building on its strengths as a key visitor destination.
3	Reinforce the role of Grove Park local centre in supporting the neighbourhood. Improve the quality of the townscape and environment through the redevelopment of larger sites within the centre.
4	Strengthen the role of Burnt Ash local centre in supporting the neighbourhood. Improve the quality of the townscape around Lee Station, and the station approach, through the renewal of sites within and around Chiltonian Industrial Estate.
5	Protect and enable the renewal of industrial land at Blackheath Hill and other smaller industrial sites, with the delivery of new employment-led mixed-use development.
6	Transform the South Circular (A205, Baring Road) and Lee High Road (A20) into 'healthy streets' with public realm improvements that make walking, cycling and use of public transport safer and more convenient.
7	Preserve the Outstanding Universal Value of the Maritime Greenwich World Heritage Site Buffer Zone at Blackheath, along with protecting strategic views to and from it.
8	Protect and enhance the linear network of open and green spaces, along with improving public access to them.
9	Deliver a connected network of high quality walking and cycle routes that link open and green spaces, taking advantage of the Green Chain Walk. Ensure these routes address existing barriers to movement, such as those caused by railways and major roads.
10	Enhance the environmental quality and amenity value of the River Quaggy by re-naturalising the river near Lee High Road.

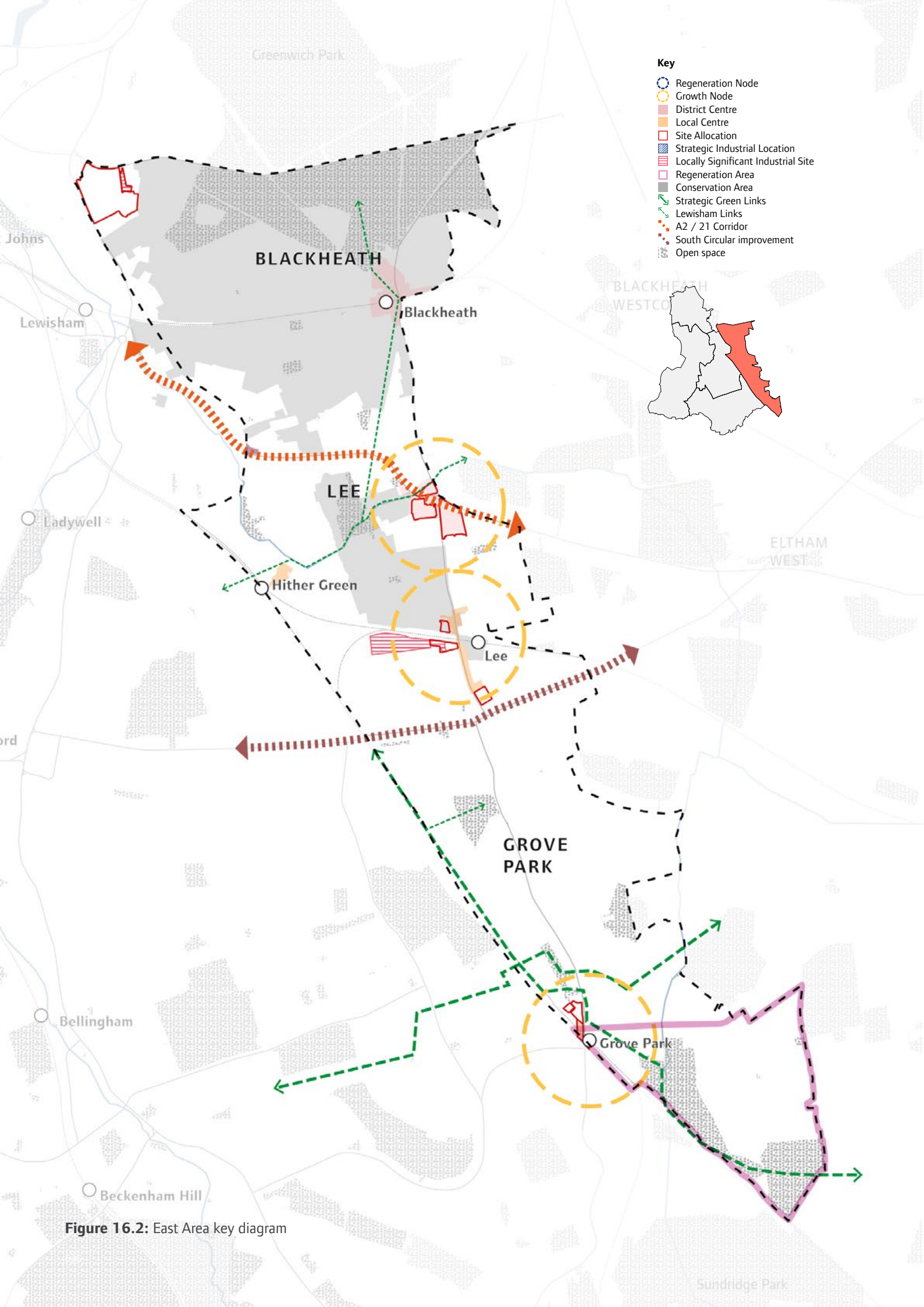


Figure 16.2: East Area key diagram

LEA1 East Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and strategic sites. This will require that investment is appropriately coordinated within Lewisham's East Area and that:
 - a. The comprehensive redevelopment of strategic sites, and the renewal of other sites, within and around Lee Green district town centre is facilitated to secure the centre's long-term vitality and viability and to enhance its role as key focal point for community activity, in line with Policy LEA2 (Lee Green district centre and surrounds);
 - b. The renewal of sites at Grove Park and Staplehurst Road local centres and their surrounds, including the station approaches, is facilitated to support the long-term vitality and viability of the centres;
 - c. Burnt Ash local centre plays a more prominent role in supporting the local area with provision of modern workspace, services and community facilities;
 - d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Blackheath Hill and Manor Lane; and
 - e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on LSIS, along with improving the environmental quality of employment locations.
- B Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its 'Outstanding Universal Value', as well as its setting and the views to and from it, in line with Policy HE2 (Designated heritage assets).
- C Development proposals should respond positively 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, evening and night-time economy, whilst ensuring the locality benefits from a high standard of amenity.
- D The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into well-functioning and healthy streets that support a well-connected network of neighbourhoods and places will be facilitated, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Development proposals should seek to enhance the walking and cycle environment through the provision of public realm improvements and positive frontages along the roads including, where appropriate, the infilling of vacant and underused sites. Proposals that are designed to improve safe movement along and across the South Circular and Lee High Road will be strongly supported.

-
- E The intensification of sites within the Lee Green district centre and those fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park station and Heather Road/Bramdean Crescent), and along the South Circular will be supported.
- F Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the South Circular (A205) and rail lines, particularly within the northeast and southwest parts of the East Area, and well as those that establish the boundary with Lewisham's Central and South Areas.
- G Burnt Ash will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Lee station. To help secure the long-term viability of the local centre, development proposals should:
- a. Enhance the character and accessibility to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of walking and cycle routes; and
 - b. Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial and other uses.
- H The sensitive intensification of established residential neighbourhoods will be supported where new development responds positively to their distinctive local character, including the landscape setting. The Council will prepare a Small Sites Guidance SPD which development proposals should have regard to.
- I Opportunities should be taken to direct new investment to the Grove Park neighbourhood to address the pockets of deprivation within it, having regard to Policy LEA3 (Area for Regeneration, Grove Park). New development proposals should respond positively to the character and design qualities of the Chinbrook Estate.
- J The network of green infrastructure within the East Area and its surrounds, including outside of the Borough, contributes to the area's distinctive character and environmental qualities. Development proposals should contribute to protecting and enhancing this network of green infrastructure, including by integrating greening measures that establish new linkages and greater continuity between green and other open spaces, in line with Policy LEA4 (Linear network of green infrastructure).
- K Development proposals should help to ensure the East Area benefits from a high quality network of walking and cycle connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LEA5 (East Lewisham Links).
-

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- L The River Quaggy is a defining feature of the East Area which development proposals should respond positively to. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront. This includes opportunities to deculvert and naturalise the River Quaggy near Lee High Road, as well as to deliver improved access and views to it, particularly around the town centre.
- M The Council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer and positively engage with these documents, including:
- a. Lewisham Characterisation Study (2019);
 - b. Small Sites Guidance SPD (forthcoming);
and
 - c. River Corridor Improvement Plan SPD (2015).
-

LEA2 Lee Green district centre and surrounds

- A Development proposals should contribute to securing the long-term vitality and viability of Lee Green district town centre by enhancing the place qualities of the centre, as well as reinforcing its role as a key focal point for community activity in the East Area. Development proposals must contribute to a coordinated process of town centre renewal that responds positively to the area's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial and community role is maintained and enhanced.
- B The comprehensive redevelopment of strategic sites within the town centre should provide a catalyst for its renewal. Development proposals on strategic sites will be expected to optimise the use of land, having regard to other Local Plan policies. Strategic sites should be delivered through the masterplan process, taking into account their relationship with adjoining and neighbouring sites, to ensure a coordinated approach to town centre renewal. This is particularly for development proposals at the Leegate Shopping Centre, Sainsbury's Lee Green and the land at Lee High Road and Lee Road, which together form a central focus for renewal.
- C Development proposals must contribute to enhancing the public realm in order to promote walking and cycling, and to make the town centre a significantly more accessible, safer and attractive environment. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of routes running through and connecting key commercial, leisure and cultural destinations, along with public open spaces. Particular consideration will need to be given to movements along and across the main junction, Lee High Road, Lee Road, Burnt Ash Road, Taunton Road, Leyland Road and Hedgley Street.
- D Development proposals should respond positively to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.
- E Positive frontages should be integrated within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.
- F Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Quaggy and to improve public access to it.

LEA3 Strategic Area for Regeneration, Grove Park

- A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of Lewisham's South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within the area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.
- B Development proposals and stakeholders should seek opportunities to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, taking into account policies for the wider Strategic Area for Regeneration in the Borough's south, as set out in Policy LSA2 (Strategic Area for Regeneration).

LEA4 Linear network of green infrastructure

- A The East Area contains a linear network of green infrastructure that will be protected and enhanced, in line with other Local Plan policies. Development proposals should respond positively to the linear network of green infrastructure as a vital environmental asset within the Borough and defining feature of the Blackheath, Lee and Grove Park neighbourhoods.
- B Development proposals should maximise opportunities to reinforce and enhance the character, amenity and environmental value of the linear network of green infrastructure, including by:
 - a. Integrating greening measures to enhance existing green linkages, and create new linkages, between the different elements of green infrastructure within the area, particularly to support the achievement of a continuous linear and connected ecological network;
 - b. Seeking opportunities to restore or introduce habitats, particularly priority habitats, to support species and enhance the biodiversity value of the network;
 - c. Maintaining and enhancing the Green Chain walk as a key route for public access to and between spaces within the network;
 - d. Making provision for safe public access to and throughout the network, where appropriate, including by improving or introducing walking and cycle routes, pathways and access points, such as gates; and
 - e. Ensuring that development is designed in a manner that is sensitive to character of the network and the landscape setting.
- C The effective management of the linear network of green infrastructure, including initiatives that promote interpretation and appreciation of the network (including its local, historical and ecological significance), will be encouraged.

LEA5 East Lewisham links

- A Development proposals will be expected facilitate the creation and enhancement of the East Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the East area.
- B On sites located adjacent to an existing or proposed route of the East Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the East Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- a. New or enhanced footpaths or cycleways;
 - b. Road realignment;
 - c. Street crossings or other safety measures;
 - d. Cycle parking;
 - e. External lighting;
 - f. Landscaping;
 - g. Tree planting or other green infrastructure;
 - h. Drinking water fountains;
 - i. Public conveniences;
 - j. Way-finding signage.
- C To support the effective implementation of the East Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's East Area

- 16.9 Lewisham's East Area is largely made up of the historic villages that formed along the route to Greenwich. These greatly influenced the area's development and the predominantly suburban character that persists today. The East Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. Yet generating investment to improve the quality of neighbourhoods and opportunities for local people remains a priority. This is particularly in the Borough's Area for Regeneration, which extends to parts of Grove Park, where interventions are required to address the causes of deprivation. The Local Plan sets out a strategy to help facilitate new investment within the East Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets. This includes Blackheath and the Maritime Greenwich World Heritage Site Buffer Zone.
- 16.10 Town and local centres present the main opportunities for accommodating growth and securing new investment. The East Area's strategic development sites are generally located within or around these centres. There is significant potential to reinforce the role of Lee Green District Centre through targeted renewal. It contains a number of sites, including the Leegate Shopping Centre, whose comprehensive redevelopment will significantly enhance the place qualities of the centre whilst delivering new housing, improved retail provision and community facilities. There are also a number of local centres that play a vital role as community hubs serving the area's neighbourhoods, and where new development can help to support their long-term vitality and viability. This includes Grove Park, Burnt Ash and Staplehurst Road. Blackheath Village is an important visitor destination whose strategic role as a Night Time Economy hub is supported through the plan.
- 16.11 To make the best use of land and maximise opportunities for new investment in the East Area, the Local Plan seeks to facilitate the intensification of its neighbourhoods. The development of small housing sites provides a key means to realise the sensitive intensification of established residential areas. The Lewisham Characterisation Study (2019) has informed this approach and is useful in indicating where there is such scope in the East Area. We will prepare a Supplementary Planning Document to identify opportunities and to help ensure that all such development responds positively to its local context. Intensification of employment land is also promoted, particularly to deliver new workspace and secure the long-term viability of employment sites. Site intensification will be delivered primarily through the co-location of employment and other compatible uses on LSIS at Blackheath Hill and Manor Lane.
- 16.12 The Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into Healthy Streets underpins

this approach. These are principal movement corridors within the East Area, and have potential for accommodating growth and improving connections between neighbourhoods and places.

- 16.13 The linear network of green infrastructure is a defining feature of the Blackheath, Lee and Grove Park neighbourhoods and contributes to the East Area's distinctiveness. The network includes an expansive series of open spaces and parks, nature conservation sites and the river corridor, along with walking and cycle routes that are of strategic importance, including the Green Chain Walk. It is imperative that the environmental and place qualities of this network of green infrastructure are protected and enhanced. The Local Plan sets the strategic priorities for the network which community groups, including neighbourhood forums, are encouraged to support, whether through community projects or neighbourhood plans. The East Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it, particularly by walking and cycling.



Chinbrook Meadows, Grove Park



Baring Road, Grove Park

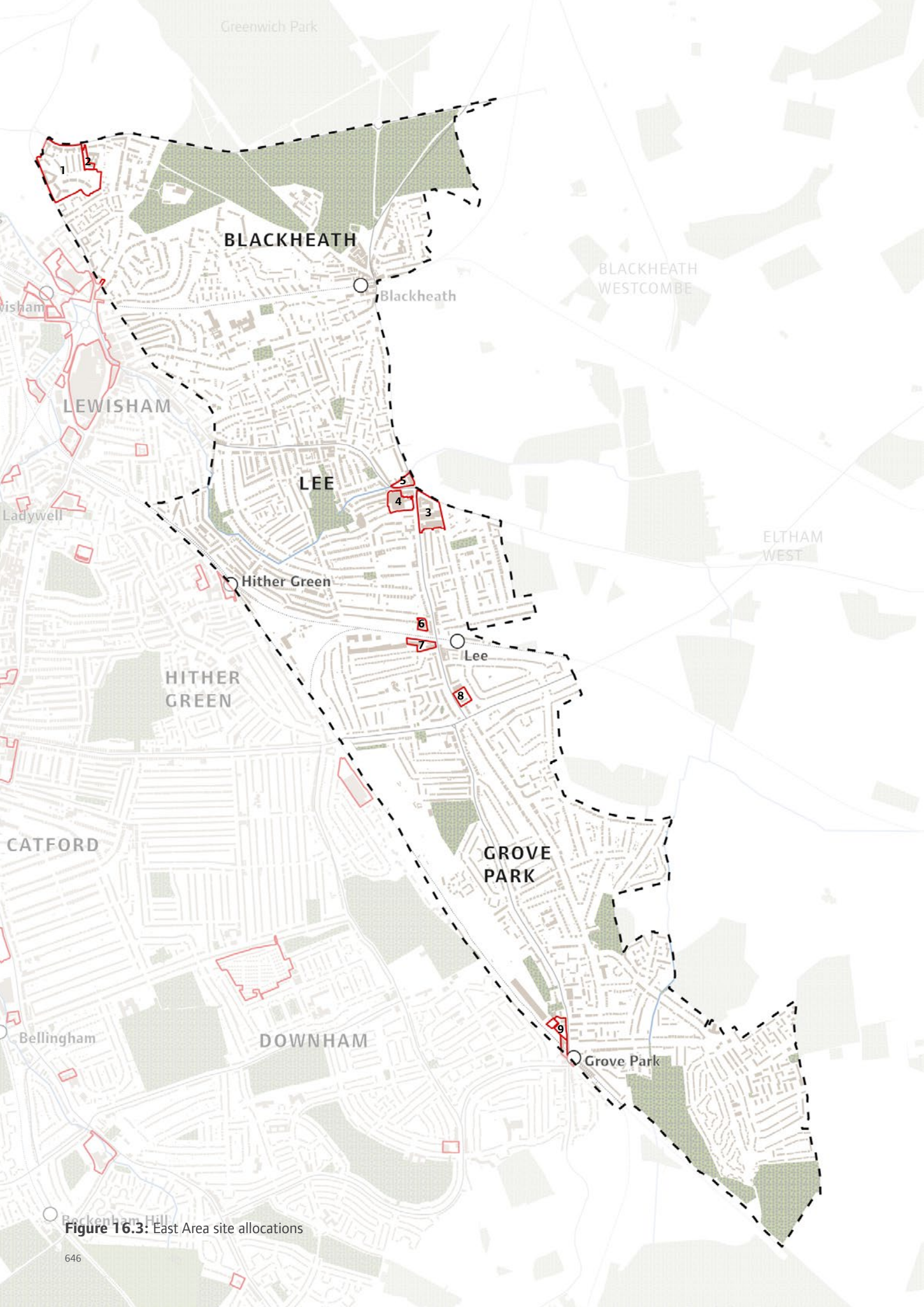


Figure 16.3: East Area site allocations

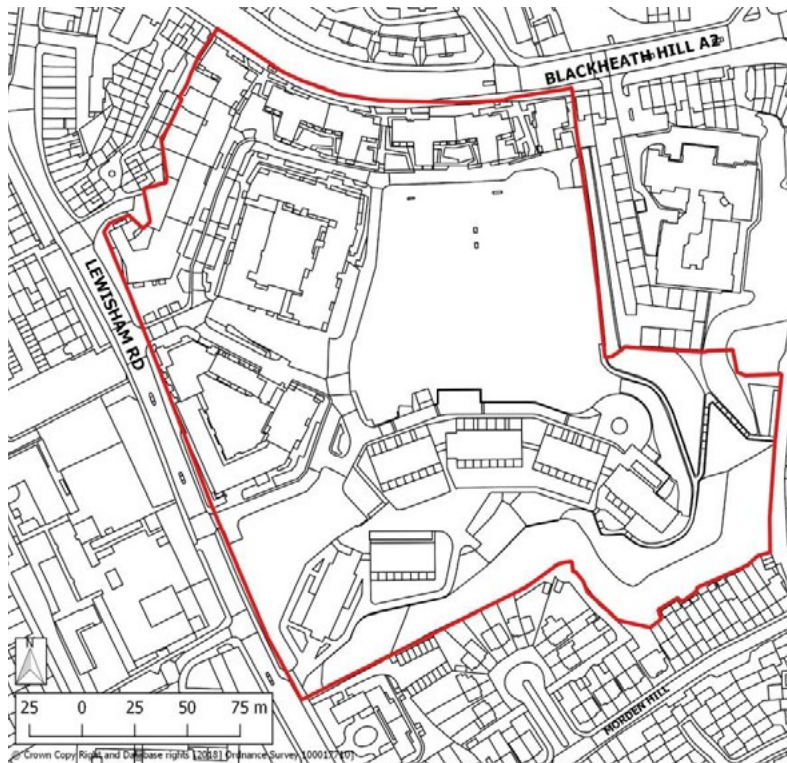
Site allocations

1 Heathside and Lethbridge Estate	649
2 Blackheath Hill Locally Significant Industrial Site	652
3 Leegate Shopping Centre	654
4 Sainsbury's Lee Green	657
5 Land at Lee High Road and Lee Road	659
6 Southbrook Mews	661
7 Travis Perkins and Citroen Garage	663
8 Mayfields Hostel, Burnt Ash Hill	666
9 Sainsbury Local and West of Grove Park Station	668



New development at Heathside and Lethbridge (BPTW)

1 Heathside and Lethbridge Estate



SITE ADDRESS	Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10				
SITE DETAILS	Site size (ha) 6.07	Setting Urban	PTAL 2015: 2-5 2021: 2-5 2031: 2-5	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. Construction started and development is partially complete				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30 Yes	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 443			Gross non-residential floorspace Employment 0 Main town centre 0	

Existing planning consent

- 16.14 DC/09/072554 as amended by DC/10/075627, DC/10/075395, DC/10/075536, DC/12/081165, DC/12/081169, DC/14/087835, DC/14/087333, DC/14/087335, DC/15/090624, DC/15/092670, DC/17/101616, DC/17/101686, DC/17/104709, DC/18/106053 and DC/18/107715 - for 512 square metres of retail floorspace, 768 square metres of community floorspace, an energy centre and buildings ranging from 3 to 17 storeys in height, together with car and cycle parking, associated highway infrastructure, public realm works and provision of open space; and phase 1 (138 residential units), phase 2 (190 units), phase 3 (218 units), phase 4 (236 units), phase 5 (284 units) and phase 6 (159 units).

Site allocation

- 16.15 Comprehensive regeneration of existing housing estate comprising residential, community and ancillary main town centre uses. Redevelopment of existing buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site, along with open space, public realm and environmental enhancements.

Opportunities

- 16.16 The Heathside and Lethbridge estate is located to the north of Lewisham major town centre and situated within a predominantly residential area. A Site of Importance for Nature Conservation is located at the eastern and south eastern boundaries. Regeneration of the housing estate is currently in progress, with the some phases now built and construction started on the remaining phases. Regeneration of the estate will secure a new high quality residential area including affordable housing, community facilities and public realm enhancements.

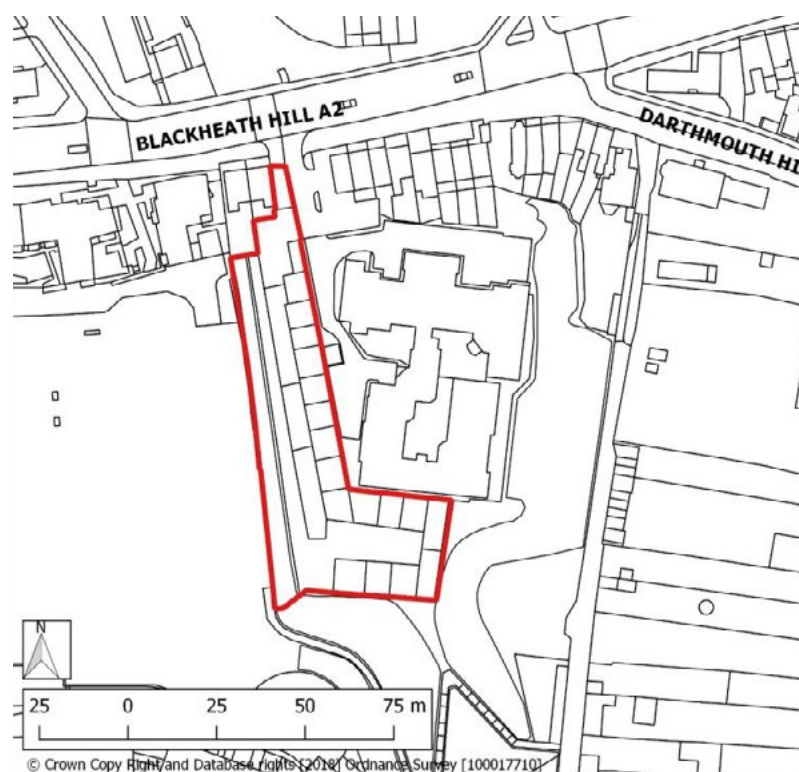
16.17 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site, as well as the surrounding area.
- Delivery of new and improved public realm, including new public open space as a central design feature,
- Provision of community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.

16.18 **Development guidelines**

- The remaining phases should be designed to respond positively to the surrounding residential area. This includes integration of perimeter blocks with views through to internal courtyards, along with through-routes between Blackheath Hill and Lewisham Road,.
- Site topography should be addressed to ensure that taller elements are located and designed to avoid adverse impacts on local character. This includes consideration of the Blackheath Conservation Area, along with Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.
- The design of development should respond positively to the character of existing residential properties surrounding the site. In particular, the heights and style of adjacent properties within the Blackheath Conservation Area to the south and east of the site and the Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.
- Development should have regard to the woodland area designated as SINC along the eastern and southern site boundaries.

2 Blackheath Hill Locally Significant Industrial Site



SITE ADDRESS	Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA				
SITE DETAILS	Site size (ha) 0.31	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Locally Significant Industrial Site, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 30			Gross non-residential floorspace Employment 1,038 Main town centre 0	

Site allocation

- 16.19 Comprehensive employment-led redevelopment. Co-location of compatible commercial and residential uses.

Opportunities

- 16.20 The site comprises the Blackheath Hill Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of the land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also provide public realm and environmental enhancements to improve local area amenity.

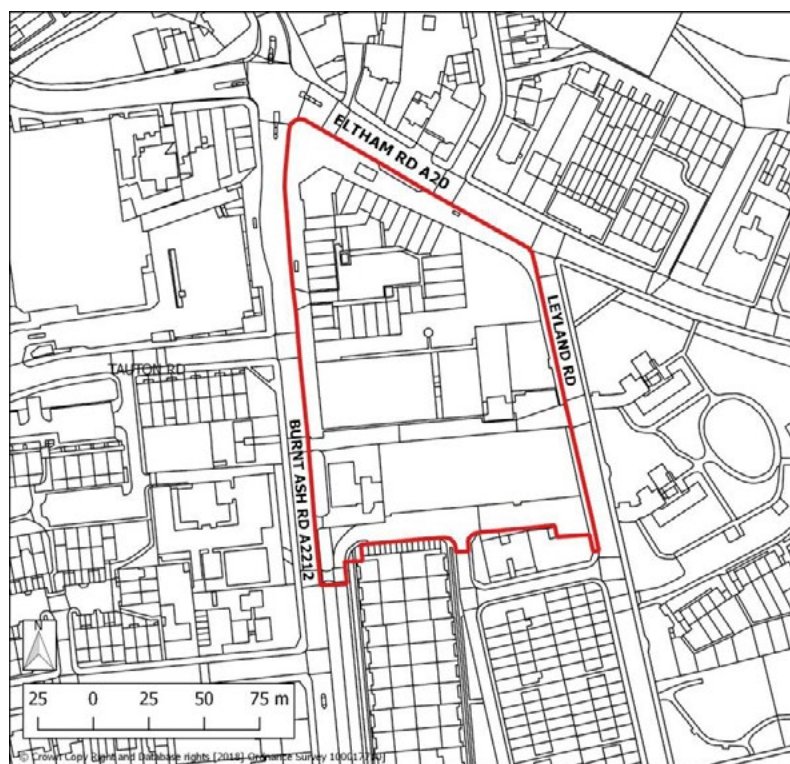
16.21 Development requirements

- All development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Development proposals must protect and seek to enhance green infrastructure, including the SINC that abuts the site at its south and eastern boundaries.

16.22 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Development should be designed having regard to the heritage assets adjacent to the site, including the setting of the Blackheath Conservation Area, as well as Listed and Locally Listed Buildings to the east, on Dartmouth Row.
- The irregular shape of the site will require careful consideration of site access and layout, particularly for commercial and servicing vehicles.

3 Leegate Shopping Centre



SITE ADDRESS	Leegate Shopping Centre, London, SE12				
SITE DETAILS	Site size (ha) 1.90	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Main town centre uses, Retail, Employment, Residential, Car park
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/14/090032 received resolution to grant permission in May 2016. New full application DC/18/107468 submitted in June 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 450			Gross non-residential floorspace Employment 805 Main town centre 5,449	

Existing planning consent

- 16.23 DC/14/090032 - proposed development at Leegate Shopping Centre for the demolition of the existing buildings and redevelopment to provide a retail led mixed use development, including residential (Use Class C3), food store (Use Class A1), retail units (Use Class A1-A4), assembly and leisure (Use Class D2), non-residential institutions (Use Class D1), public realm, associated car and cycle parking parking, highways and access works and landscaping. This application received a resolution to grant permission but the section 106 was not agreed.

DC/18/107468 – Full application was submitted in June 2018 but has not yet been determined.

Site allocation

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

Opportunities

- 16.25 This site takes up a prominent position within Lee Green district town centre. It is currently occupied by the 1960s Leegate Shopping Centre, two office blocks (Leegate House and Cantilever House), a multi-level car park, a community centre and housing. It is key to the renewal and revitalisation of the town centre, and will play a critical role in linking sites and neighbourhoods surrounding it. Comprehensive redevelopment will deliver a significant amount of new housing together with modern retail and employment space, leisure, community and cultural facilities to support the long-term vitality and viability of the town centre. Development will also enable public realm enhancements to improve connections to and through the area.

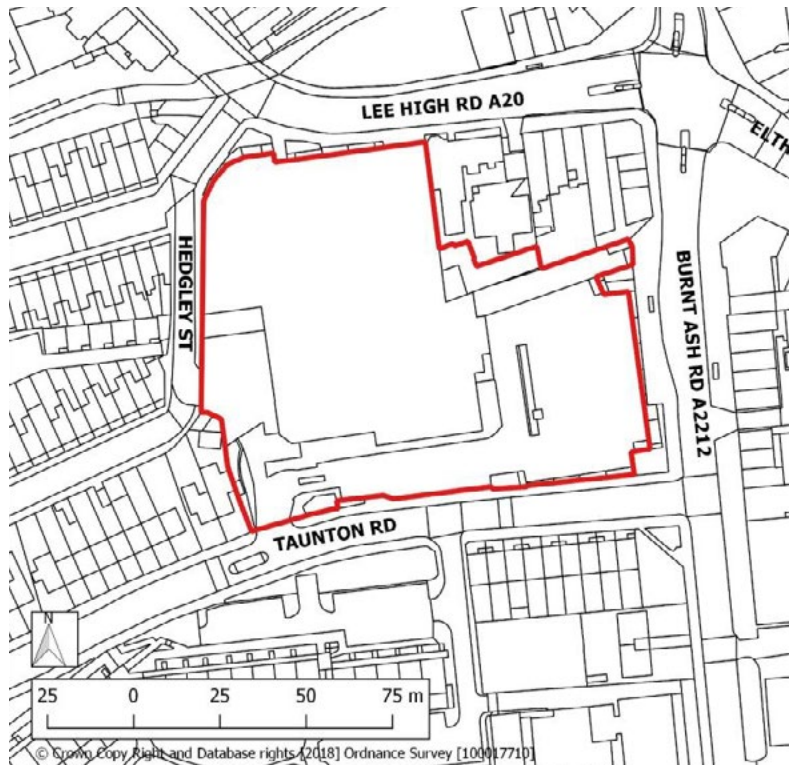
16.26 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

16.27 **Development guidelines**

- Careful consideration must be given to the integration of walking and cycle routes through the site to Eltham Road, Burnt Ash Road, Leyland Road and Taunton Road.
- Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses.
- Development should make more optimal use of the land by reviewing options for the existing multi-storey car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting public transport accessibility levels.
- Public realm should be redistributed across the site, with a new public square set back from Burnt Ash Road. Consideration should be given to external seating areas, landscaping and playspace as well as communal courtyard gardens, private amenity spaces and improved public realm along Eltham Road and Burnt Ash Road.
- Large canopy tree planting on south east corner should be used to improve the public realm and link the Burnt Ash Road Avenue of trees with the mature trees on the site.
- Development should seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area. The local history information board that currently exists on the south east side of the site should be protected or replaced and incorporated into the new scheme.

4 Sainsbury's Lee Green



SITE ADDRESS	14 Burnt Ash Road, Lee, London, SE12 8PZ				
SITE DETAILS	Site size (ha) 1.05	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, adjacent Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Flood Zones 1, 2, 3a, adjacent Listed Building Primary Frontage within Lee Green District Centre, adjacent to Conservation Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zones 2 and 3.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30		2030/31 – 2034/35	2035/36 – 2039/40
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 120			Gross non-residential floorspace Employment 0 Main town centre 4,123	

Site allocation

- 16.28 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Reconfiguration of existing buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm enhancements.

Opportunities

- 16.29 This site takes up a prominent position within Lee Green district town centre. It is currently occupied a large format retail building and surface level car parking. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable public realm enhancements, better connecting the site to its immediate surrounds and wider town centre area.

16.30 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

16.31 Development guidelines

- Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses.
- Development should make more optimal use of the land by reviewing options for the existing car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the public transport accessibility levels.
- Development should be designed to enhance movement by walking and cycling, with improved permeability through the site, in particular providing new routes between Hedgley Street, Brightfield Road, Taunton Road and Lee High Road.
- Development should create a positive frontage along Burnt Ash Road and Lee High Road, aligned with adjacent properties. Tree planting should be introduced to improve amenity and the public realm, filling in the gaps in the avenue of trees on Burnt Ash Road.
- Development should respond positively to the adjoining Lee Manor Conservation Area and the Grade II Listed Building Police Station.
- Staggered building heights should be used to respect the surroundings, with smaller grained development in the western side of the site to avoid overshadowing of existing residential units along Brightfield Road and with taller buildings located along the southern edge and in the north eastern corner of the site, away from the Listed Building.
- Development should seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.

5 Land at Lee High Road and Lee Road



SITE ADDRESS	Lee High Road and Lee Road, SE12 8RU				
SITE DETAILS	Site size (ha) 0.43	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Commercial, Residential
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Primary Shopping Area, Air Quality Management Area , Area of Special Local Character, Locally Listed Building on site, within 30m buffer of electricity cable, Flood Zone.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 55		Gross non-residential floorspace Employment 256 Main town centre 1,023		

Site allocation

- 16.32 Mixed-use redevelopment of existing car dealers comprising compatible main town centre and residential uses. Public realm enhancements including improved access to the River Quaggy.

Opportunities

- 16.33 This site is located within Lee Green district town centre. The western part of the site is occupied by a car dealers and its associated showroom parking. The eastern part of the site comprises a terrace of properties with a mix of residential and main town centre uses, including a public house, and is an integral feature of the townscape. The River Quaggy runs along the back of the site. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm enhancements, with improved access to the River Quaggy.

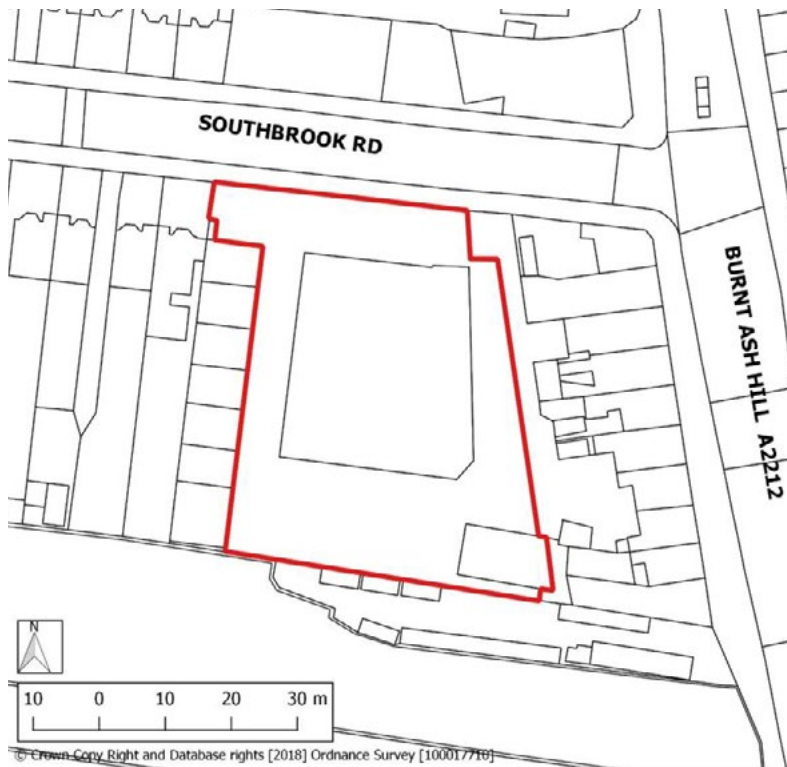
16.34 Development requirements

- Retention of the existing terrace of properties at the eastern part of the site, including the public house.
- Positive frontages with active ground floor frontages within the Primary Shopping Area, including at Lee High Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, including:
 - Improvements to enhance access to and amenity value of the River Quaggy
 - Along Lee High Road and Lee Road, improvements to the forecourt at the road junction

16.35 Development guidelines

- The design of development should respond positively to the existing terrace at the eastern edge of the site.
- Development should be designed to enhance access to the River Quaggy which runs along the northern edge of the site, and to improve its ecological quality and amenity value.

6 Southbrook Mews



SITE ADDRESS	Southbrook Mews, Lee, London, SE12 8LG				
SITE DETAILS	Site size (ha) 0.24	Setting Urban	PTAL 2015: 3 2021: 2-3 2031: 2-3	Ownership Private	Current use Employment, Commercial
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, adjacent 5 locally listed buildings, within 30m of an electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 23		Gross non-residential floorspace Employment 804 Main town centre 0		

Site allocation

- 16.36 Employment led mixed-used redevelopment with compatible commercial, main town centre and residential uses.

Opportunities

- 16.37 This site comprises a non-designated employment site which is located adjacent to Burnt Ash local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will enable the delivery of new and improved workspace and help to support the long-term vitality and viability of the local centre. Development will also provide public realm enhancements that improve local area amenity, with potential new access to Lee station.

16.38 Development requirements

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- A positive frontage and public realm improvements along Southbrook Road.
- Investigate opportunities to, and where feasible, improve access to Lee station by creating a new access to the site at its south east corner.
- Development must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

16.39 Development guidelines

- There may be scope for the integration of main town centre uses, but these uses should be restricted to the frontage along Southbrook Road and function to complement the existing provision at Burnt Ash local centre.
- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Building heights should be staggered, with taller elements located away from existing residential properties, the locally listed Northbrook Public House and the locally listed two storey mews building. Taller elements will be more appropriately located adjacent to the railway in the southern part of the site.
- Opportunities should be investigated to remove the boundary wall.
- Screening or communal amenity space should be considered to shield the back of existing properties on Burnt Ash Road.
- In order to support commercial uses, development should be designed to ensure vehicular access from Southbrook Road.
- Development should respond positively to the Lee Manor Conservation Area and the locally listed buildings adjacent to the site.

7 Travis Perkins and Citroen Garage



SITE ADDRESS	Holme Lacey Road, Lee, London, SE12 0HR				
SITE DETAILS	Site size (ha) 0.54	Setting Urban	PTAL 2015: 1b-3 2021: 1b-3 2031: 1b-3,c	Ownership Private	Current use Employment, Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, within 30m of an electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30		2030/31 – 2034/35	2035/36 – 2039/40
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 52			Gross non-residential floorspace Employment 1,809 Main town centre 0	

Site allocation

- 16.40 Comprehensive employment-led redevelopment. Co-location of compatible commercial, residential and main town centre uses. Public realm enhancements including improvements to the Lee station approach.

Opportunities

- 16.41 The site comprises part of the Manor Lane Locally Significant Industrial Site (also known as the Chiltonian Industrial Estate) and adjoining land to the east. It is located in close proximity to Lee station and forms part of the station approach. The western part of the site is currently occupied by a builders' merchants and the eastern part by a car dealers and associated showroom. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support long-term viability of the LSIS. Development will also provide public realm enhancements to improve local area amenity, including improvements to the station approach.

16.42 Development requirements

- All development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- A positive frontage along Burnt Ash Hill and Holme Lacey Road, particularly to improve legibility and safe access to Lee station.
- Development must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment

16.43 **Development guidelines**

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- There may be scope for the integration of main town centre uses, but these uses should be restricted to the frontage along Burnt Ash Hill and function to complement the station approach and local centre.
- The Travis Perkins site benefits from a separate access point and segregates it from the rest of the industrial estate and creates a buffer.
- Building heights should be staggered, with taller buildings located away from existing residential properties and adjacent to the railway in the northern part of the site.
- The design of development should enhance the character and appearance of the adjoining Conservation Area. Where possible the setting of the Conservation Area should be enhanced adjacent to the railway bridge by reinstating/ exposing the brick bridge revetment.
- Along Holme Lacey Road development should be aligned with adjacent properties and introduce planting to improve amenity. New development should be set back along Burnt Ash Hill, enabling the creation of public realm with tree planting along this frontage and contributing to the vitality of the local centre.

8 Mayfields Hostel, Burnt Ash Hill



SITE ADDRESS	Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE				
SITE DETAILS	Site size (ha) 0.49	Setting Central	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Hostel
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/103886 granted in August 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 47			Gross non-residential floorspace Employment 0 Main town centre 0	

Existing planning consent

- 16.44 DC/17/103886 - The demolition of the existing hostel and the construction of a five/six storey building comprising 24 two bedroom, 16 three bedroomed self-contained flats, a two storey commercial space (flexible use classes A1 / A2 / A3 / B1(a) / D1 (crèche, education, museum, art gallery) and 7 two storey houses at Mayfields 47 Burnt Ash Hill, disabled car parking and bicycle spaces, bins storage and associated landscaping.

Site allocation

- 16.45 Residential-led mixed use redevelopment with compatible residential, main town centre, commercial and community uses.

Opportunities

- 16.46 This site is located on Burnt Ash Hill, south of Burnt Ash local centre. It is currently occupied by Mayfields Hostel providing specialist accommodation. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and facilitate the re-provision of high quality housing, along with delivering new services and/or community facilities.

16.47 Development requirements

- Development must make provision for an appropriate mix of non-residential uses, including community and cultural uses, which are ancillary to and complement the principal residential use.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Retention of existing mature trees and trees of value.
- A positive frontage along Burnt Ash Hill.

16.48 Development guidelines

- The design of development should respond positively to the character of the site surroundings, including the adjacent church and residential development on Pitfold Road and Burnt Ash Hill.
- Development should be set back from Burnt Ash Hill to ensure alignment with adjacent properties and the retention of the existing line of mature trees.
- Landscaping should contribute positively to the setting of the area, including the existing mature tree planting to the north, east and west boundaries.

9 Sainsbury Local and West of Grove Park Station



SITE ADDRESS	Sainsbury's Local and West of Grove Park Station, London, SE12 0DU				
SITE DETAILS	Site size (ha) 0.90	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Private	Current use Main town centre uses, Retail, Transport, Garage, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 78		Gross non-residential floorspace Employment 362 Main town centre 1,449		

Site allocation

- 16.49 Mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements including improvements to the Grove Park station approach.

Opportunities

- 16.50 The site allocation comprises of a number of sites located within Grove Park local centre, which are situated in proximity to Grove Park station. The sites are currently occupied by a range of main town centre uses along with a petrol station, bus station and housing. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the local centre. Redevelopment can also enable public realm enhancements, including improvements to the station approach.

16.51 Development requirements

- The site must be well integrated with the surrounding street network to improve access and permeability through the centre, and along the station approach.
- Positive frontage with active ground floor frontages along Baring Road.
- Applicants must consult with Transport for London to investigate options for the existing bus station, including retention or appropriate re-provision, where necessary.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Development must protect and seek to enhance green infrastructure, including the green corridor along the railway embankment.

16.52 Development guidelines

- The bus garage is in operational use. Applicants should consult with Transport for London to investigate future options for the garage, including its continued use, which the site masterplan should address.
- Development must be designed to conserve or enhance the significance of the Grade II Listed Building Baring Hall Hotel, which is a prominent feature within the townscape.
- The design of development should reflect the historic development of Grove Park, taking into account the early development of an artistic colony.

17 LEWISHAM'S SOUTH AREA

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Context and character

- 17.1 Lewisham's South Area includes the neighbourhoods of Bellingham, Downham and Bell Green. It derives much of its character from the interwar homes constructed by the London County Council (LCC). These estates were influenced by 'garden city' principles and provide for a relatively homogenous form of low density housing throughout the area. There are clusters of higher density residential uses around Grove Park and Beckenham Hill stations, and pockets of Victorian housing in Bell Green. The South Area contains a number of historic buildings and Conservation Areas that also contribute to its local character.
- 17.2 The South Area includes the district town centre of Downham that serves the local catchment, however it has a limited range of services and convenience shopping compared to other district centres in the Borough. The LCC estates strongly influence the character Bellingham and Downham, and the area is generally characterised by wide residential streets punctuated by smaller shopping parades serving the immediate localities, with few community facilities and limited employment opportunities. This means that residents often have to travel out of the area to access key services and jobs. The area has a relatively low population density and has not benefitted from the same level of outside investment as other parts of the Borough owing, in part, to the lack of strategic development sites.
- 17.3 Many of the train stations and town centres in the South Area are poorly connected to their surrounding neighbourhoods. Good linkages between key destinations are limited, and the area suffers from low levels of public transport accessibility. Along many of the key movement corridors there is a poor public realm, including along Bromley Road, Southend Lane, Perry Hill, and Stanton Way, with many of these routes dominated by vehicular traffic.
- 17.4 The Bell Green neighbourhood is known for its out-of-centre retail park, including a superstore and other large format outlets, as well as their associated surface car parking. These retail uses are adjoined by two former gas holders, which are prominent local landmarks. Some contemporary blocks of flats have been developed on the edge of these Bell Green sites however new development has generally been delivered in a piecemeal way.
- 17.5 The South Area is characterised by its green and open spaces, including waterways. The Pool and Ravensbourne rivers run north-south through the area. The Pool River, in particular, is a key feature and provides a valuable natural corridor of significant ecological and biodiversity value, along with public access to the Waterlink Way. Beckenham Place Park is emerging as a key visitor destination in London and the wider southeast, and has recently received significant investment, including by a new outdoor swimming pond, landscape and public realm improvements.

Vision

- 17.6 By 2040 the distinctive character of the South area, derived from its open spaces, river valleys and garden city / cottage estates, will be celebrated and reinforced. These assets and features will provide the wider setting for regeneration, building on new and improved transport links, including the Bakerloo line extension. The role and character of large tracts of commercial land in Bell Green and Lower Sydenham, along with the major roads that adjoin them, will be re-imagined to provide a high quality, mixed-use neighbourhood. This new focus for community activity in Lewisham will act as a catalyst for growth and investment. Stakeholders will work together and alongside communities to deliver improvements that address the causes of deprivation in the Borough's south, opening opportunities for everyone to benefit from.
- 17.7 The regeneration of brownfield sites in Bell Green and Lower Sydenham will deliver a significant amount of new housing, including a high proportion of genuinely affordable housing, workspace and jobs, community facilities and open space. A new mixed-use neighbourhood will be created through the redevelopment of out-of-centre retail buildings, the former gasholders, industrial land around Stanton Way and other sites. This will be coordinated by a masterplan, informed by the local community, ensuring the area is well integrated with existing neighbourhoods and communities. The garden city / cottage character of neighbourhoods in Bellingham and Downham will be reinforced, with their sensitive intensification providing for area improvements, helping to ensure people have access to high quality housing and living environments.
- 17.8 The A21 (Bromley Road) and Ringway (Southend Lane and Whitefoot Lane) will be transformed into 'healthy streets' that better connect neighbourhoods, with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. Along these corridors, opportunities will be taken to renew land and underused sites to create new homes, jobs and community facilities. New development within and around the town and local centres along the corridors, such as Downham district centre and Southend Village, will help them to become more thriving and vibrant places.

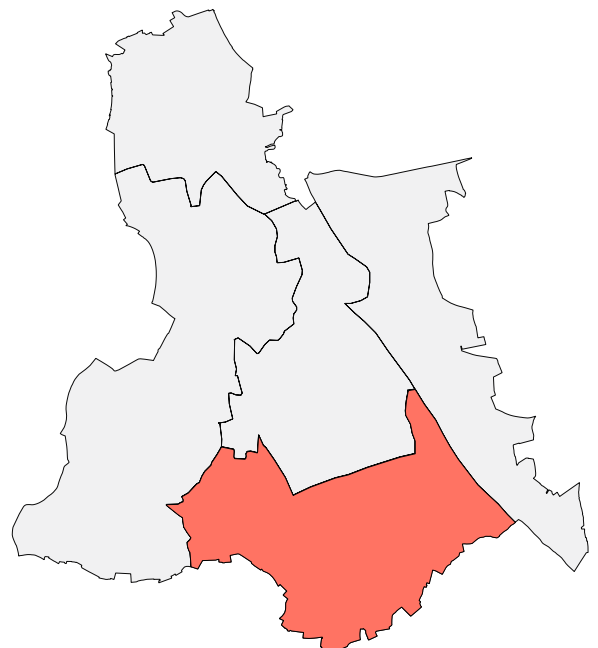


Figure 17.1: South Area



- 17.9 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Beckenham Place Park will evolve as one of the Borough's most important green spaces and a key visitor destination in south London. The river valley network will have greater prominence. Improvements to the environmental quality and amenity value of the Ravensbourne and Pool rivers will be realised through their re-naturalisation. Waterlink Way and the Pool River Linear Walk, along with the Green Chain Walk, will be enhanced to form key features of a network of walking and cycle routes that link open and green spaces both within and outside of the Borough.

Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Secure the delivery the Bakerloo line extension and other infrastructure to significantly improve transport accessibility, address existing barriers to access and unlock the area's development potential.
2	Coordinate new investment in the Bell Green and Lower Sydenham area to enable it to become a London Plan Opportunity Area.
3	Deliver the regeneration of the former gasholders, Bell Green Retail Park and other sites nearby to create a new high quality residential-led mixed-use area that is well integrated with existing neighbourhoods and communities. Preserve and enhance the heritage value of the Livesey Memorial Hall and Gardens.
4	Develop decentralised energy networks, taking advantage of opportunities presented by the redevelopment of larger sites around Bell Green / Lower Sydenham.
5	Create a high quality mixed-used, employment led quarter through the renewal of industrial land at Stanton Way and Worsley Bridge Road.
6	Transform the Ringway corridor (Southend Lane and Whitefoot Lane) and the A21 corridor (Bromley Road) into 'healthy streets' with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Address severance caused by the Bell Green gyratory.
7	Enhance the place qualities of the Ringway and A21 corridors by integrating new high quality housing development and revitalising centres along it, particularly to secure the long term viability of Downham district centre.
8	Reinstate and enhance the historic character and identity of Southend Village and its surrounds, building on the presence of local assets including the Green Man centre and Peter Pan pond and through the redevelopment of the out-of-centre retail (Homebase) site.
9	Maintain the 'garden city' and cottage estate character of residential areas in Bellingham and Downham. At the same time, attract investment and deliver new homes through their sensitive intensification.
10	Support balanced neighbourhoods and communities by effectively managing Houses in Multiple Occupation and preventing against their overconcentration.
11	Protect and enhance open and green spaces, including by expanding the role of Beckenham Place Park as a key visitor destination. Deliver a connected network of high quality walking and cycle routes that link these spaces, taking advantage of the Green Chain Walk.
12	Enhance the environmental quality and amenity value of the Ravensbourne and Pool Rivers. Improve public access to the rivers with new and improved routes, focussing on Waterlink Way and the Pool River Linear Park.



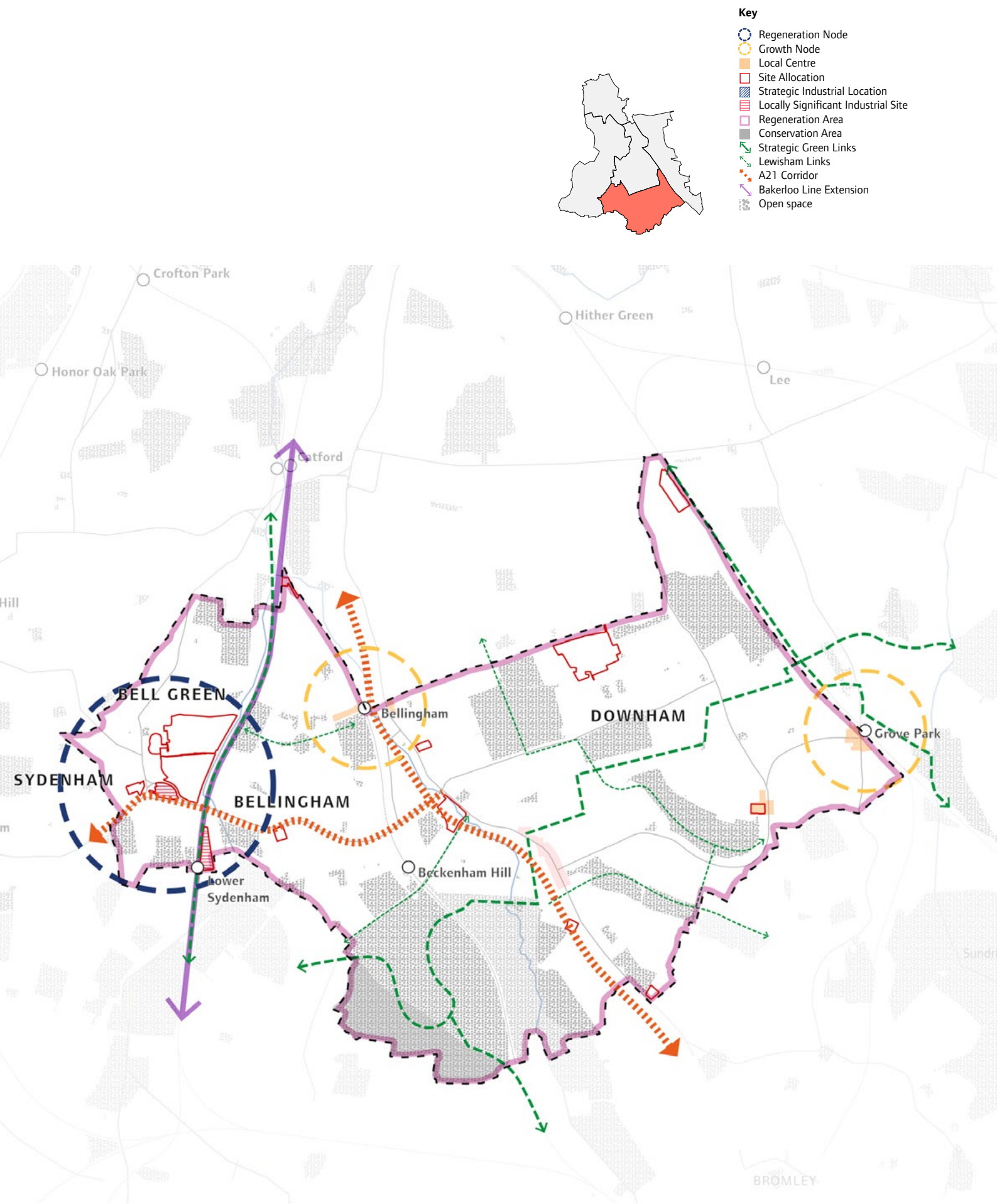


Figure 17.2: South Area key diagram

LSA1 South Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth and focussed regeneration, particularly to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation locally. This will require that investment is appropriately coordinated within Lewisham's South Area and that:
 - a. The out-of-centre Retail Park, former Gas Works and other sites at Bell Green and Lower Sydenham are comprehensively redeveloped to create a new high quality residential, mixed-use neighbourhood that is well-integrated with its surrounding neighbourhoods;
 - b. New development is directed to the A21 corridor (Bromley Road), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
 - c. Opportunities are taken to deliver new high quality housing, along with new or improved community facilities, through the sensitive intensification of sites within established residential neighbourhoods;
 - d. New employment development is concentrated within town centres and Locally Significant Industrial Sites;
 - e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, as well the redevelopment of the sites at Bell Green and Lower Sydenham, along with improving the environmental quality of employment locations;
 - f. Land is safeguarded to secure the delivery of strategic transport infrastructure, including the Bakerloo line extension south to Hayes, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension).
- B Development proposals on strategic and other sites within the Bell Green and Lower Sydenham area must demonstrate how they will positively contribute to a coordinated process of local area regeneration, in line with Policy LSA3 (Bell Green and Lower Sydenham).
- C Development proposals should optimise the use of land and capacity of sites, taking into account the Bakerloo line extension and other infrastructure that will enable significant future improvements to public transport accessibility levels in the South Area. The Council will seek that development is appropriately phased in order to ensure there is adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.
- D Development proposals should respond positively to distinctive and historic character of Southend Village and its surrounds, and seek opportunities to enhance its unique place qualities and functions, having regard to Policy LSA3 (A21 corridor / Bromley Road).

-
- E Opportunities should be taken to direct new investment to established residential neighbourhoods of Bellingham and Downham, including new high quality housing, enhanced community facilities and public realm improvements. The sensitive intensification of these neighbourhoods, including through the infilling of sites, will be supported where new development responds positively 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 Sites Guidance SPD, which development proposals must have regard to.
- F Development proposals should respond positively to the role of Downham district centre in meeting the day-to-day shopping and service needs of the local area. A wide range of commercial, leisure and community uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:
- a. Retain units for appropriate main town centre uses, particularly for A1 retail uses; and
 - b. Enhance the quality of the streetscape and townscape, along with the environmental quality of the centre, including through the improvements to shopfronts and the public realm.
- G Bellingham will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Bellingham station and the A21 corridor. To help secure the long-term viability of the local centre, development proposals should:
- a. Enhance access to and along the centre and station approach, including by improving public realm and the legibility of walking and cycle routes; and
 - b. Enhance the character of the area through improvements to shopfronts and the renewal of employment land at the southern end of Bromley Road Strategic Industrial Location, at Randlesdown Road.
- H Development proposals should contribute to supporting inclusive and mixed communities, including by protecting family housing and preventing against the overconcentration of Houses in Multiple Occupation in the local area, having particular regard to Policy HO8 (Housing with shared facilities).
- I Development proposals should help to ensure the South Area benefits from a high quality network of walking and cycle connections and routes that better link neighbourhoods and places, including green spaces and waterways, having regard to Policy LSA4 (South Lewisham Links). Opportunities to introduce cycle routes, including Quietways, should be maximised, particularly in the established residential areas where wider street layouts are well suited to accommodating routes.
- J Public realm and access improvements should be introduced along the A21 corridor / Bromley Road (including active frontages uses
-

along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road).

- K The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. The Council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.
- L The river valley network is a defining feature of the South Area which development proposals should respond positively to by:
- a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise;
 - b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
 - c. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.
- M A partnership approach will be pursued to help facilitate local area regeneration, particularly to deliver strategic transport infrastructure. This includes infrastructure necessary to ensure the development potential of the Bell Green / Lower Sydenham area can be fully realised, including:
- a. The Bakerloo line extension to Hayes, including required station improvements; and
 - b. Improvements at key junctions to enhance safety for all road users, including at the Bell Green gyratory.
- N The Council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the South Area, and to help ensure coordination in the delivery of new investment. Development proposals should have regard to and positively engage with these documents, including:
- a. Lewisham Characterisation Study (2019);
 - b. A21 Design Guidance SPD (forthcoming);
 - c. Bell Green and Lower Sydenham Area Masterplan and/or SPD (forthcoming);
 - d. Small Sites Guidance SPD (forthcoming); and
 - e. River Corridor Improvement Plan SPD (2015).

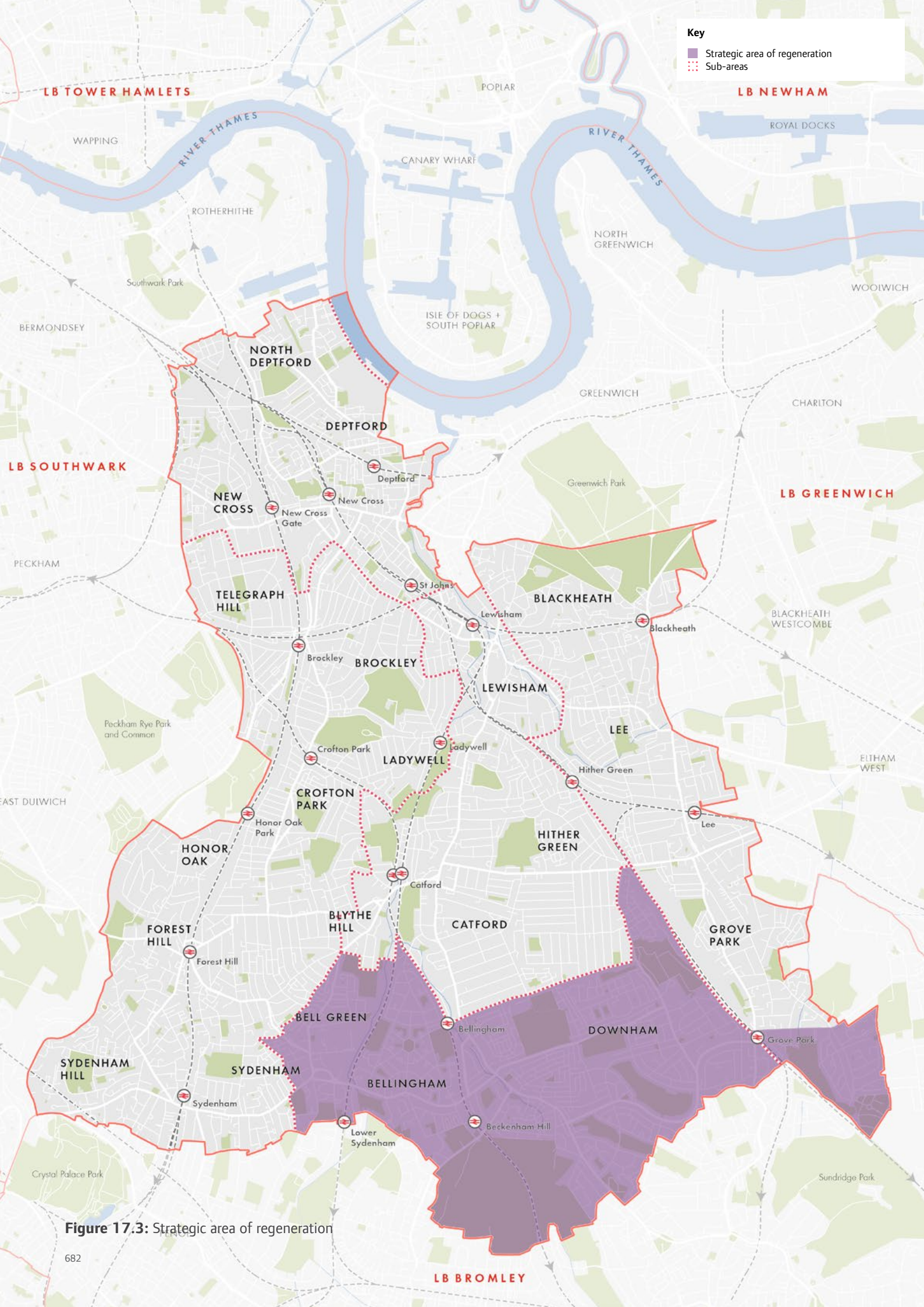


Figure 17.3: Strategic area of regeneration

LSA2 Strategic Area for Regeneration

- A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of the South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within this area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.
- B In order to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, stakeholders and development proposals should seek opportunities to:
- a. Significantly improve transport accessibility in the area, particularly by:
 - i. Enhancing provision of and access to high quality public transport infrastructure, including bus services;
 - ii. Addressing barriers to movement by enhancing the network of walking and cycle routes connecting to transport nodes, town and local centres, schools and training facilities, and employment locations;
 - b. Plan positively for social infrastructure to meet local needs, particularly community facilities and services catered to children and young people;
 - c. Support the vitality and viability of town and local centres, helping to ensure they make provision for a wide range of accessible shops and services;
 - d. Improve the environmental quality of neighbourhoods, including by reducing and mitigating pollution along main roads and junctions;
- C Investment to support the achievement of safe, healthy and liveable neighbourhoods within the Strategic Area for Regeneration should be facilitated through a variety of approaches, including::
- a. Partnership working with key stakeholders to secure the delivery of new and improved infrastructure, including transport infrastructure such as the Bakerloo line extension, to significantly improve access to high quality services and community facilities, along with training and employment opportunities, whether within the Borough or elsewhere in London and beyond;;
 - b. The comprehensive redevelopment of strategic sites, and renewal of town centres and employment locations, in the Bell Green and Lower Sydenham area, to help shift the focus and spread the benefits of investment southwards within the Borough;;
 - c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.

Bell Green
Retail Park


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pets at home

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LSA3 Bell Green and Lower Sydenham

- A The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported.
- B To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that future development within the area supports the delivery of the spatial strategy for the Borough, the Council will prepare a Supplementary Planning Document and/or Masterplan. This will complement the Local Plan in setting a long-term development and investment framework for the area. Development proposals must be delivered through the masterplan process, and in accordance with relevant site allocation policies and guidance documents.
- C To ensure that regeneration in Bell Green and Lower Sydenham is delivered through a coordinated process of targeted investment and managed change, development proposals will be required to:
 - a. Safeguard the land required to secure the delivery of the Bakerloo line extension south to Hayes, and optimise the capacity of sites having regard to future improvements in public transport accessibility levels enabled by this infrastructure, in line with other Local Plan policies;
 - b. Deliver the comprehensive redevelopment of strategic sites in accordance with site allocation policies, including the former Bell Green gas holders, Bell Green Retail Park; and Sainsbury's Bell Green;
 - c. Protect the employment function of the Locally Significant Industrial Sites at Stanton Square and Worsley Bridge Road, whilst seeking to deliver new high quality workspace, taking into account opportunities for the co-location of employment and other compatible uses;
 - d. Facilitate the delivery of public realm improvements to reduce barriers to movement, improve permeability and enhance the walking and cycle environment, particularly around the Bell Green gyratory and along major routes, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road; and
 - e. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.
- D Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by:
 - a. Renewing brownfield land, such as underused and vacant sites, to create a new high quality, residential-led mixed use quarter with a distinctive urban character that relates positively to its surroundings;
 - b. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area's integration with surrounding neighbourhoods and places. This includes enhanced walking and cycle routes to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;

-
- c. Integrating new publicly accessible open space into development;
 - d. Responding positively to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and
 - e. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.

E Through the preparation of the Local Plan, consideration will be given to the designation of a new town centre in the Bell Green and Lower Sydenham area. This centre will support the new mixed-use neighbourhood to be delivered through the comprehensive regeneration of sites, and reconfiguration of existing out-of-centre retail provision. The centre's role and function (i.e. position within the Borough's town centre hierarchy) will be established having regard to further detailed assessments and public consultation.



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LSA4 A21 corridor / Bromley Road

- A The transformation of the A21 corridor (Bromley Road) and its immediate surrounds into a series of liveable, healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use residential quarters within this South Area location. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.
- B Development proposals along the A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by:
 - a. Responding positively to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Design Guidance SPD;
 - b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;
 - c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham district town centre and its edges;
 - d. Maximising opportunities to integrate urban greening measures; and
 - e. Enhancing connections between neighbourhoods surrounding the corridor through the delivery of new and improved public realm.
- C Development proposals should respond positively 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:
 - f. Enhancing the place qualities of the village by designing development to create a more coherent urban grain along Bromley Road;
 - g. Making provision for a complementary mix of main town uses along the parade at the ground floor level, with positive and active frontages; and
 - h. To and along Coninsborough Crescent; and
 - i. Enabling improved visitor access to Southend Village by enhancing the network of connections within the local area, including provision of legible and safe walking and cycle routes:
 - i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefoot Lane;
 - ii. At the route connecting Whitefoot Lane with Beechborough Green and Gardens.
- D Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to safe and convenient movement by walking and cycling, 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.

- 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.
- 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 healthy neighbourhoods).



LSA5 South Lewisham Links

- A Development proposals will be expected facilitate the creation and enhancement of the South Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the South area.
- B On sites located adjacent to an existing or proposed route of the South Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the South Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- a. New or enhanced footpaths or cycleways;
 - b. Road realignment;
 - c. Street crossings or other safety measures;
 - d. Cycle parking;
 - e. External lighting;
 - f. Landscaping;
 - g. Tree planting or other green infrastructure;
 - h. Drinking water fountains;
 - i. Public conveniences;
 - j. Way-finding signage.
- C To support the effective implementation of the South Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's South Area

17.10 Lewisham's South Area will play an important role in helping to deliver more inclusive, healthier and liveable neighbourhoods in the Borough. It has the potential to accommodate a significant amount of growth over the plan period. However, the level of this growth will be contingent on the delivery of strategic infrastructure necessary to support both new developments and existing neighbourhoods. This includes transport infrastructure and particularly the Bakerloo line extension. The South Area does not benefit from the same levels of good public transport accessibility as many other parts of the Borough. This is one of the key factors contributing to the deprivation experienced locally and the need to designate a Strategic Area for Regeneration. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the South Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension to Hayes. It requires that stakeholders work together and alongside local communities to tackle deprivation by directing investment in a joined up way. The phasing of new development of strategic sites will be critical to delivering area improvements and transformational change for the benefit of everyone. This is recognising the Bakerloo line extension will open new possibilities for optimising the capacity of sites.

17.11 The Bell Green and Lower Sydenham area is poised to become one of London's next Opportunity Areas. There are a number of large strategic sites in proximity to one another with the potential to be comprehensively redeveloped. They include the former Bell Green Gas Holders,

an out-of-centre retail park and buildings, and several designated employment locations. The Local Plan establishes the principles for their regeneration and renewal. However, a more detailed framework will be prepared to ensure coordination between landowners in the delivery of a new high quality, residential-led mixed-use neighbourhood. This will be led by the Council working in collaboration with local communities and key stakeholders. Particular consideration will need to be given to the area's relationship with and connections to Sydenham District Centre. The long-term vitality and viability of the town centre can be aided by improved linkages and a critical mass of new residents/visitors in the south of the Borough.

17.12 Through the preparation of the Local Plan, consideration will be given to the designation of a new town centre in the Bell Green and Lower Sydenham area. The role and function of this centre (i.e. position in the town centre hierarchy) will be established through further detailed assessments, including on the impact on the viability of existing centres, and informed by public consultation. There is potential scope to designate a new District or Local Centre to support the levels of growth planned in the area.

17.13 The South Area derives much of its character from the interwar homes constructed by the London County Council, particularly in Bellingham and Downham. The housing estates were influenced by 'garden city' principles and provide for a distinctive but relatively homogenous pattern of lower density development. These neighbourhoods experience some of the highest levels of deprivation in Lewisham. Many localities are within the 20 per

cent most deprived in the country. Investment is needed to address inequalities and the causes of deprivation. Given the character of the established residential neighbourhoods and the scarcity of large sites suitable for redevelopment, a more tailored approach to investment is required. Area improvements will be generated mainly through the sensitive intensification of existing neighbourhoods. We will prepare a Supplementary Planning Document to identify opportunities and to help ensure that all such development responds positively to its local context.

- 17.14 The Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes that link to public transport nodes. The main aim is to realise a significant reduction in journeys made by cars to more sustainable modes. The transformation of the A21 (Bromley Road) and Southend Lane into Healthy Streets underpins this approach. These are principal movement corridors within the South Area, and have potential for accommodating growth and improving connections between neighbourhoods and places. Focussed investment will also help to support the vitality and viability of centres along or in proximity to the routes, including Downham District Centre, Southend Village and Bellingham Local Centre. Regeneration of Bell Green and Lower Sydenham presents opportunities to improve the environment for walking and cycling, particularly at major road junctions, including at Southend Lane.

- 17.15 The South Area's network of green infrastructure includes parks, open spaces and waterways. Beckenham Place Park is the Borough's largest green space, featuring much ancient woodland, and is an important local asset. A significant amount of investment has been delivered here in recent years and the park will play an increasingly important role as a local and wider regional visitor destination. The river valley network is also a defining feature of the area, with the Ravensbourne and Pool Rivers traversing it. Opportunities must be taken to re-naturalise the rivers wherever opportunities arise, particularly to improve their ecological and amenity value. The South Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it by walking and cycling. We will work with other local authorities, including Bromley, to investigate opportunities to improve connections from the South Area to green spaces outside of Lewisham.



Figure 17.4: South Area site allocations

Site allocations

1 Former Bell Green Gas Holders	698
2 Bell Green Retail Park	700
3 Sainsbury's Bell Green	703
4 Stanton Square Locally Significant Industrial Site	706
5 Sydenham Green Group Practice	708
6 Worsley Bridge Road Locally Significant Industrial Site	710
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1 Former Bell Green Gas Holders



SITE ADDRESS	Sydenham Gas Holder Station, Bell Green, SE26 4PX				
SITE DETAILS	Site size (ha) 0.77	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Vacant (Former Gas holders)
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, South-east London Green Chain Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site.				
PLANNING STATUS					
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 73-178			Gross non-residential floorspace Employment 782 Main town centre 1,563	

Site allocation

- 17.16 Comprehensive mixed-use redevelopment with compatible residential, commercial, main town centre and community uses. Public realm and environmental enhancements, including new walking and cycle routes, and public open space.

Opportunities

- 17.17 The site comprises a former gas works which is now vacant, with the gasholders having been dismantled. Redevelopment and site intensification, along with the introduction of a wider range of uses, will bring the land back into active use and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

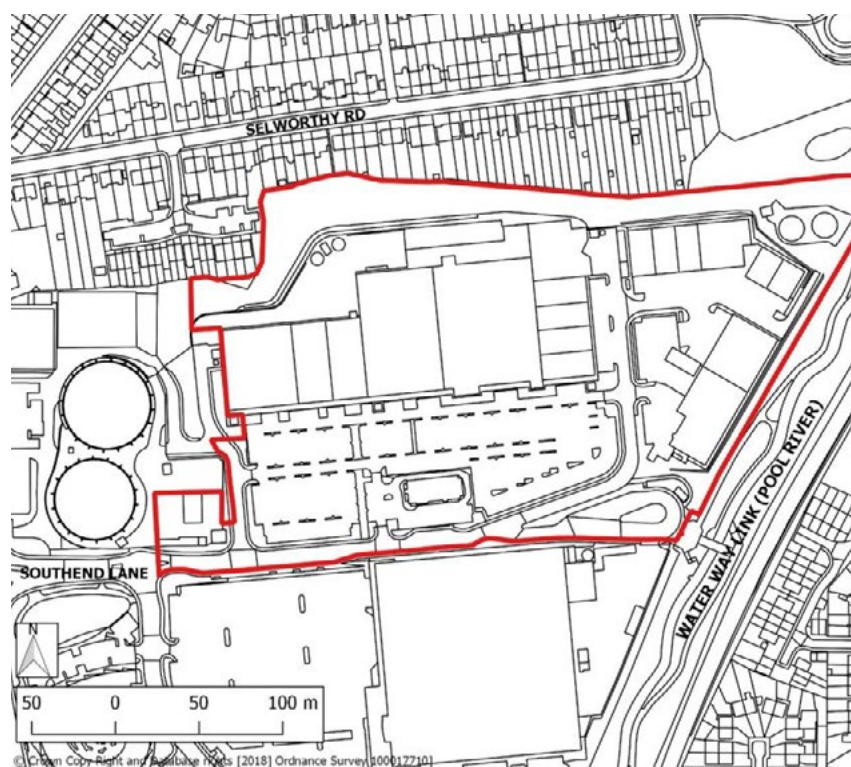
17.18 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Positive frontage on Bell Green Lane and other key routes.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

17.19 Development guidelines

- Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy..
- To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds, which are predominantly suburban in character.
- Parking provision should reflect future improvements to public transport accessibility levels in the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the Livesey Memorial Hall and gardens, 'The Bell' public house, and The Old Bath House.
- Ground surveys will need to identify the nature and extent of ground contamination, with remedial works and/or mitigation measures implemented, where necessary.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

2 Bell Green Retail Park



SITE ADDRESS	Bell Green Retail Park, London, SE6 4RS				
SITE DETAILS	Site size (ha) 7.37	Setting Urban	PTAL 2015: 1b-2 2021: 1b-2 2031: 1b-2	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Area of Regeneration, South-east London Green Chain Area, adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 695–1,701		Gross non-residential floorspace Employment 7,481 Main town centre 14,961		

Site allocation

- 17.20 Comprehensive mixed-use redevelopment of the existing out-of-centre retail park with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including provision of new walking and cycle routes, public open space and river restoration.

Opportunities

- 17.21 The site comprises an out-of-centre retail park with large format buildings and car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and development will enable measures to enhance the environmental quality and amenity value of the river, , including by improving public access to it via Waterlink Way.

17.22 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River.

17.23 **Development guidelines**

- Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
- Development should deliver improved linkages and public access to Waterlink Way that runs along the Pool River.
- To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds. Neighbourhoods to the immediate north and east of the site are predominantly suburban and residential in character.
- Parking provision should reflect future improvements to public transport accessibility levels in the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

3 Sainsbury's Bell Green



SITE ADDRESS	Sainsbury's, Southend Lane, London, SE26 4PU				
SITE DETAILS	Site size (ha) 5.42	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, adjacent Public Open Space, South-east London Green Chain Area, Air Quality Management Area , adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 511-1,251			Gross non-residential floorspace Employment 5,501 Main town centre 11,003	

Site allocation

- 17.24 Comprehensive mixed-use redevelopment of the existing out-of-centre supermarket with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including new walking and cycle routes, public open space and river restoration.

Opportunities

- 17.25 The site comprises an out-of-centre supermarket and car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and development will enable measures to enhance the environmental quality and amenity value of the river, including by improving public access to it via Waterlink Way.

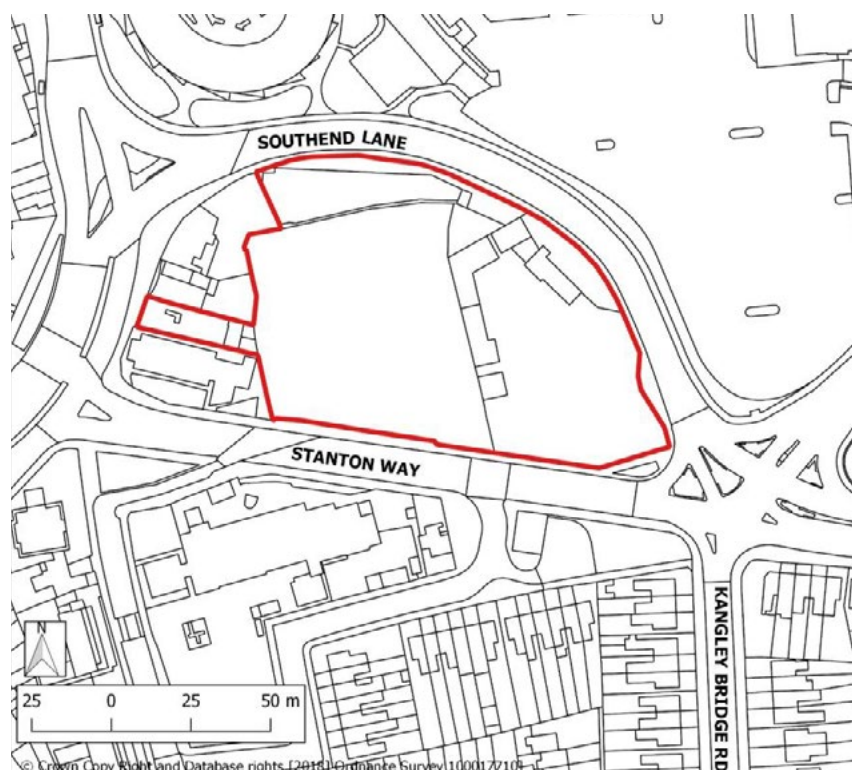
17.26 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River.

17.27 **Development guidelines**

- Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood area. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.
- High quality public realm along Southend Lane, with generous setbacks and tree planting, should be provided to create a buffer between new buildings and public spaces.
- Development should deliver improved linkages and public access to Waterlink Way that runs along the Pool River.
- To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. Neighbourhoods to the immediate east and south of the site are predominantly suburban and residential in character.
- Parking provision should reflect future improvements to public transport accessibility levels in the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

4 Stanton Square Locally Significant Industrial Site



SITE ADDRESS	Stanton Way, London, SE26 5SP				
SITE DETAILS	Site size (ha) 0.97	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Industrial and commercial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 94-231			Gross non-residential floorspace Employment 3,249 Main town centre 0	

Site allocation

- 17.28 Comprehensive employment led redevelopment. Co-location of compatible commercial residential uses. Public realm and environmental enhancements.

Opportunities

- 17.29 The site comprises the Stanton Square Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements around the gyratory in coordination with other strategic sites.

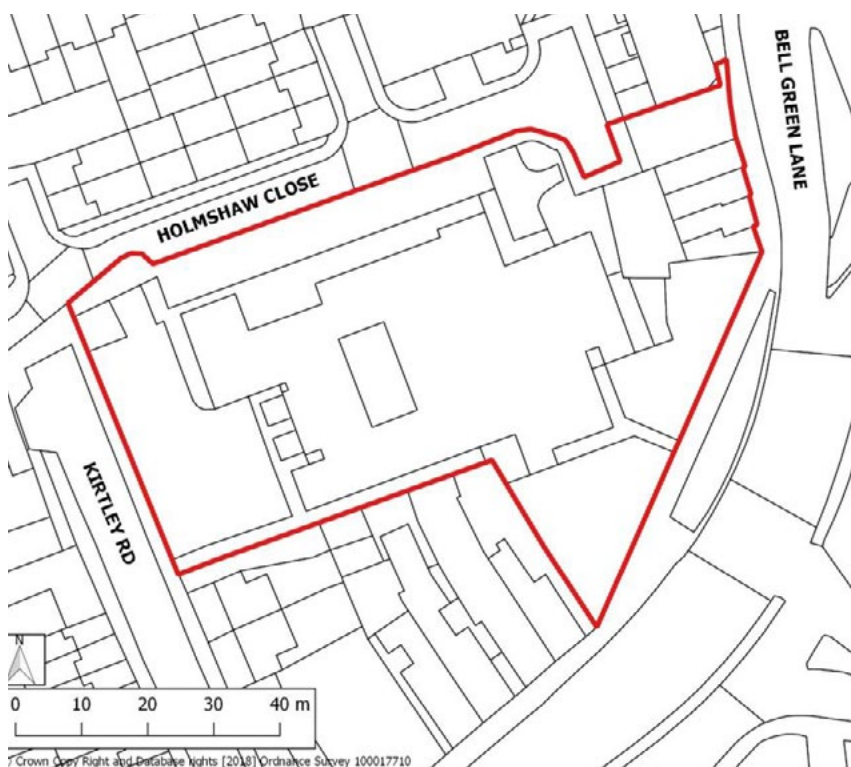
17.30 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, with particular attention given to the site's relationship with Stanton Way and Southend Lane.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

17.31 Development guidelines

- Development should better integrate the site with the surrounding street network, addressing the island nature of the site and opportunities to reconfigure or remove the gyratory as part of an area-wide strategy, and in coordination with other site allocations. Proposals should enhance walking and cycle routes, particularly along and across Southend Lane.
- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should respond positively to the amenity of the primary school, located on the opposite side of Stanton Way.
- The retention and incorporation of the well-preserved 20th Century art deco building should be considered as part of the overall design. Consideration should also be given to the well-preserved set of Victorian buildings, the architectural salvage building, and the Bell public house, to ensure that the design of the site contributes to the character of the wider area.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

5 Sydenham Green Group Practice



SITE ADDRESS	26 Holmshaw Close, London, SE26 4TG				
SITE DETAILS	Site size (ha) 0.49	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Mixed, public and private	Current use GP surgery
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30		2030/31 – 2034/35	2035/36 – 2039/40
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 48 - 117			Gross non-residential floorspace Employment 0 Main town centre 1,641	

Site allocation

- 17.32 Mixed-use redevelopment with residential and community uses, including re-provision of the existing health care facility.

Opportunities

- 17.33 The site is currently occupied by a health care facility. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support local area regeneration.

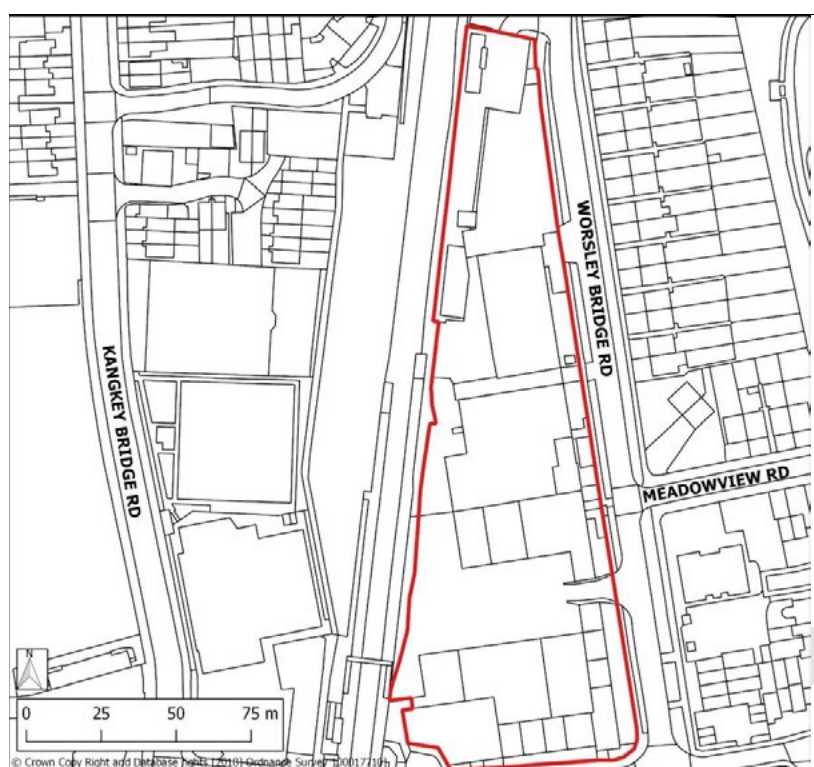
17.34 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages and improved public realm along Bell Green Lane, Holmshaw Close and Kirtley Road.

17.35 Development guidelines

- Development should respond positively to the character and amenity of the residential properties surrounding the site.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
- Consideration should be given to the introduction of a new walking route connecting Kirtley Road and Bell Green Lane.

6 Worsley Bridge Road Locally Significant Industrial Site



SITE ADDRESS	Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham				
SITE DETAILS	Site size (ha) 1.26	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Industrial, Commercial Residential, Vacant land, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 122-300			Gross non-residential floorspace Employment 4,220 Main town centre 0	

Site allocation

- 17.36 Comprehensive employment led redevelopment. Co-location of compatible commercial and residential uses.

Opportunities

- 17.37 The site comprises the Worsley Bridge Road Locally Significant Industrial Site. There are a mix of commercial and industrial uses, with a number of automotive trades at Broomsleigh Business Park. The age and quality of buildings varies across the site. Kelvin House, a former office block, has been converted to housing through the prior approval process. Redevelopment and site intensification, along with the co-location of commercial and other uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements around Lower Sydenham station, in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

17.38 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the Lower Sydenham station approach.

- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
- Positive frontages along Worsley Bridge Road.
- Development proposals must protect and seek to enhance green infrastructure, including urban green space, SINC land, and green corridor.

17.39 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Consideration should be given to the development options for Kelvin House in order to deliver higher quality residential accommodation as part of a coordinated and masterplanned approach.
- Development proposals should address the station approach as a key element of the public realm strategy.
- Transport for London and Network Rail should be consulted on development and design options.

7 Lidl, Southend Lane



SITE ADDRESS	235 Southend Lane, SE6 3QH, Bellingham				
SITE DETAILS	Site size (ha) 0.43	Setting Urban	PTAL 2015: 1a 2021: 1a 2031: 5.	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 23		Gross non-residential floorspace Employment 0 Main town centre 795		

Site allocation

- 17.40 Mixed-use redevelopment for with residential and main town centre uses.

Opportunities

- 17.41 The site comprises an out-of-centre retail building with car parking. Redevelopment and site intensification, along with the introduction of residential uses, will provide a more optimal use of land and buildings that complement the character of the surrounding properties. Development will also enable public realm enhancements to support movement by walking and cycling along Southend Lane.

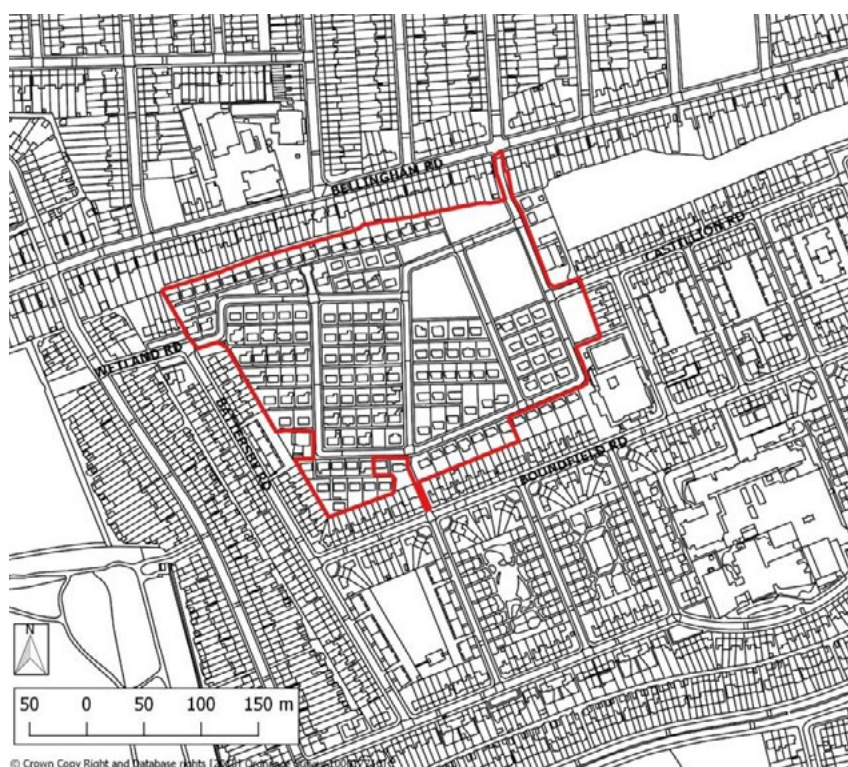
17.42 **Development requirements**

- Positive frontage along Southend Lane.
- The development design must create a positive relationship with the adjoining and neighbouring properties, particularly the residential properties around Maroons Way and Meadowview Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

17.43 **Development guidelines**

- There is an opportunity to reintroduce a new building frontage, aligned along Southend Lane.
- Consideration should be given to the integration of a buffer zone along the site's southern boundary to protect and enhance the amenity of properties on and around Maroons Way and Meadowview Road.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

8 Excalibur Estate



SITE ADDRESS	Excalibur Estate, Baudwin Road, Whitefoot, SE6				
SITE DETAILS	Site size (ha) 6.14	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings.				
PLANNING STATUS	Full application DC/10/075973 granted March 2012. Various subsequent applications granted. Started construction and development is partially complete				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 305		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 17.44 DC/10/75973 - The redevelopment of the Excalibur Estate SE6, seeking full planning permission (Phase 1) for 152 residential units, and outline planning permission (Phase 2) for 219 residential units, creating a total of 371 residential together with associated highway infrastructure, soft and hard landscaping including the provision of open space.
- 17.45 DC/17/100865 - Reserved Matters of design (internal layout, external appearance), landscaping, scale and massing (height), resulting in a reduction to 210 residential units for phases 4 and 5.

Site allocation

- 17.46 Housing estate regeneration. Comprehensive redevelopment for residential uses.

Opportunities

- 17.47 The site is a housing estate is located in Bellingham within a predominantly residential area. Estate regeneration will provide new with high quality affordable housing alongside public realm enhancements. Phases 1 and 2 of the consented development are already completed.

17.48 Development requirements

- Provision of residential accommodation consistent with the planning consent.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Support conservation objectives for heritage assets including locally listed buildings - a row of six locally listed pre-fabricated buildings along Persant Road.
- Development proposals must protect and seek to enhance green infrastructure, including Urban Green Space and allotment gardens, which run alongside the railway, and adjoin the site's eastern boundary.

17.49 Development guidelines

- Connectivity through the site should be improved via a central landscaped spine route, with connecting home zones, and integrating with the existing street pattern and road network. Car parking should be integrated with soft and hard landscaping to ensure cars are not prominent in the streetscape.
- The design of development should respond positively to the existing residential properties surrounding the site. A reduced scale should be used in the vicinity of the locally listed buildings adjoining the site's southern boundary.
- Development should provide a clear pattern of public and private space, with a range of gardens and amenity areas and high quality landscape designed to integrate into the overall scheme. A range of play spaces should be provided for children, including pocket play spaces, local play spaces and youth spaces.

9 Bestway Cash and Carry



SITE ADDRESS	1 St Mildreds Road, London, SE12 0RS				
SITE DETAILS	Site size (ha) 1.70	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Private	Current use Retail warehouse, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 136		Gross non-residential floorspace Employment 0 Main town centre 0		

Site allocation

- 17.50 Redevelopment for residential use.

Opportunities

- 17.51 The site comprises a large format retail warehouse, which is situated within a predominantly residential area. The nature of the existing use along with the site's low level of public transport accessibility leads to a significant amount of vehicular traffic in the locality. Site redevelopment will introduce residential uses that better complement the neighbouring properties.

17.52 Development requirements

- Residential-led development with a design that responds positively to the site's suburban location.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, Urban Green Space, allotment gardens and Metropolitan Open Land.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy.

17.53 Development guidelines

- Development should provide an appropriate transition in scale from the railway to the existing residential properties, with the potential for taller elements at the eastern part of the site.
- Landscaping should be an integral part of the scheme and take into account existing mature trees.
- Residential units should be designed so as to protecting amenity and minimise noise disturbance from the railway.

10 Homebase/Argos, Bromley Road



SITE ADDRESS	10 Beckenham Hill Road, Catford, London SE6 3NU, Downham				
SITE DETAILS	Site size (ha) 1.70	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent Urban Green Space, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 141		Gross non-residential floorspace Employment 0 Main town centre 5,694		

Site allocation

- 17.54 Comprehensive residential-led mixed use redevelopment with compatible main town centre, commercial and community uses. Reconfiguration of existing buildings to facilitate a new layout with new and improved routes, both into and through the site, along with public realm and environmental enhancements.

Opportunities

- 17.55 The site comprises large format out-of-centre retail buildings and associated car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. The site benefits from relatively good levels of transport accessibility, and being situated on the A21 corridor offers scope for public realm improvements to support movement by walking and cycling. Development will also help to enhance the amenity and character of the historic Southend Village, which is situated opposite the site.

17.56 Development requirements

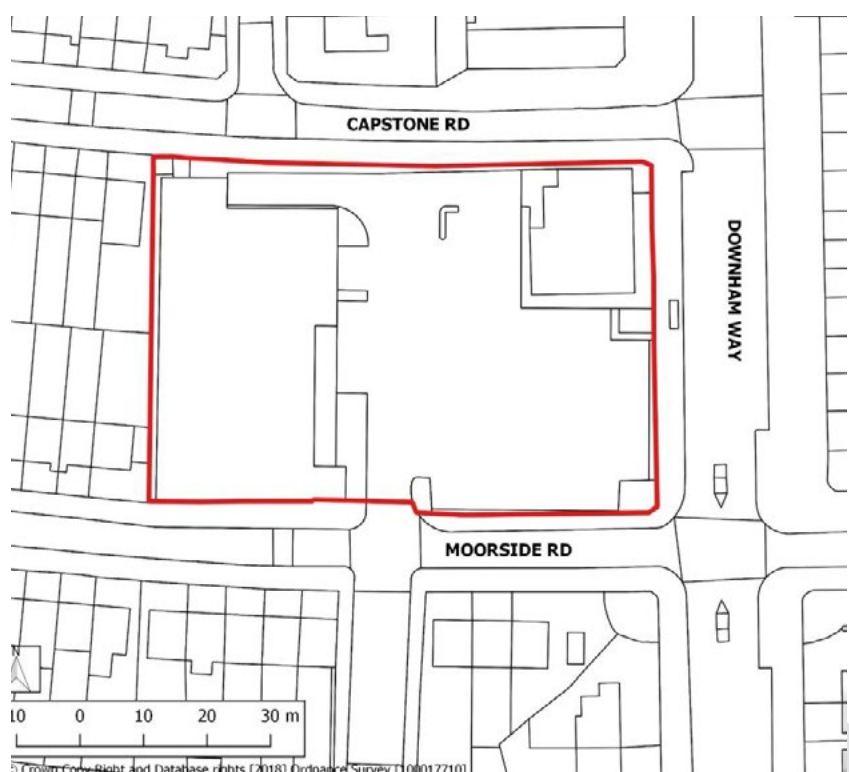
- Development proposals must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Positive frontages along Bromley Road and Beckenham Hill.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces, the site's surrounding neighbourhoods and Southend Village. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.

- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including retention of the pond.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, urban green space and public open space.

17.57 Development guidelines

- Development should be designed to enhance walking and cycle movement, with improved permeability through the site, in particular from Bromley Road through to Beckenham Hill Road and from Bromley Road through to the sports ground to the west of the site.
- Landscaping design should optimise linkages to and opportunities associated with the many green features within and surrounding the site. The pond (designated SINC) in the eastern corner of the site, should form a key feature of the development and its biodiversity value should be enhanced. Proposals will also be expected to retain the existing mature tree coverage, whilst improving the amenity of the remainder of the site.
- Development should respond positively to Southend Village and heritage assets located opposite the site on Bromley Road, including the three Grade II listed buildings associated with St John the Baptist Church, and their setting.
- Development should create a positive relationship with the sports ground, which adjoins the site at its western boundary.
- Development proposals should make a more optimal use of the land by reviewing options for the existing car park.

11 Downham Co-op



SITE ADDRESS	431-435 Downham Way, Bromley BR1 5HR				
SITE DETAILS	Site size (ha) 0.43	Setting Suburban	PTAL 2015: 3 2021: 4 2031: 4	Ownership Private	Current use Retail, Public house, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 42			Gross non-residential floorspace Employment 0 Main town centre 1,440	

Site allocation

- 17.58 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

- 17.59 This site comprises a single storey retail building with car parking, along with a public house. It is located within Downham Way local centre and surrounded by a mix of residential, retail and community uses. Redevelopment and site intensification, along with the introduction of a wider range of uses, will make a more optimal use of land and help to enhance the vitality and viability of the local centre. Public realm enhancements will also improve access to the Downham Health and Leisure Centre.

17.60 Development requirements

- Positive frontages along Downham Way, Capstone Road and Moorside Road, with active ground floor frontages on Downham Way.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Retention or appropriate re-provision of the public house, in line with Policy EC19 (Public houses).

17.61 Development guidelines

- Development should create positive frontages with public realm enhancements along Capstone Road, Downham way, Moorside Road.
- The development should respond positively to the Downham Health and Leisure Centre, on the opposite site of Moorside Road, with public realm enhancements to improve access to the facility from Downham Way, particularly by walking and cycling.
- Development should be designed to protect the amenity of neighbouring properties, including the public house in line with the Agent of Change principle.
- Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
- Existing trees along the site boundary should be retained.

12 Beadles Garage



SITE ADDRESS	Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS				
SITE DETAILS	Site size (ha) 0.33	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Car showroom / MOT
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Site of Importance for Nature Conservation, adjacent to Public Open Space, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 22		Gross non-residential floorspace Employment 92 Main town centre 185		

Site allocation

- 17.62 Mixed-use redevelopment with compatible residential and commercial or ancillary main town centre uses.

Opportunities

- 17.63 This corner site, which is currently in use as a car showroom and MOT, is bounded by Bromley Hill and Avondale Road. Redevelopment and site intensification can make a more optimal use of land along with enabling public realm enhancements along the A21 corridor.

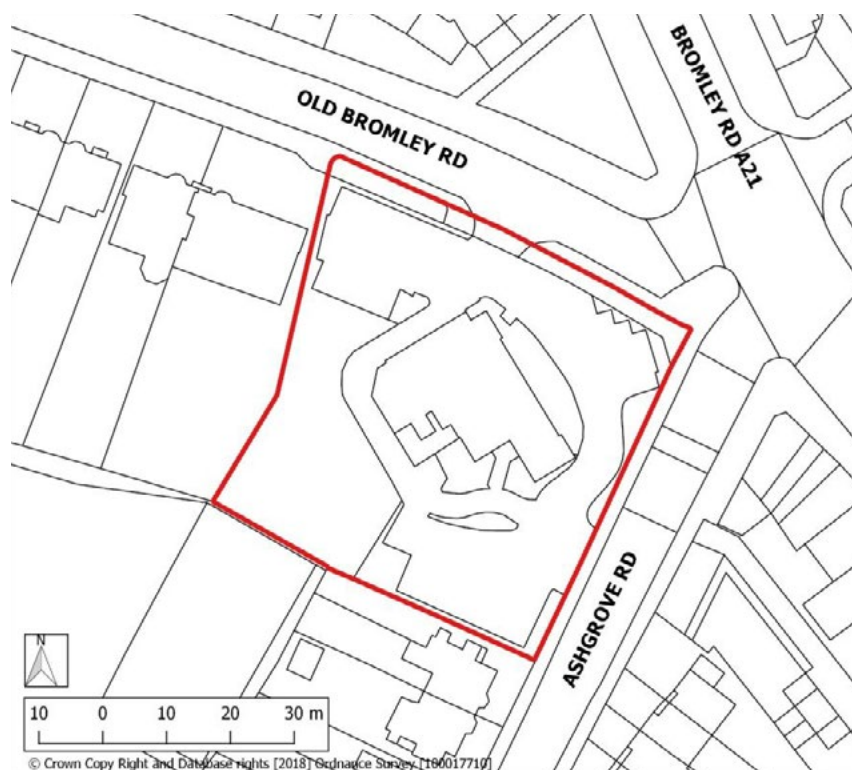
17.64 Development requirements

- Positive frontages and public realm enhancements along Bromley Hill and Avondale Road with active ground floor frontages.
- Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Development proposals must protect and seek to enhance green infrastructure, including an adjacent cemetery, designated as SINC land and public open space.

17.65 Development guidelines

- Development should create positive frontages along Bromley Hill and Avondale Road along with public realm enhancements to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor.
- Consideration should be given to enhancing the relationship between the site and the designated public open space and SINC immediately to the north of the site, whilst respecting its character and context as an historic cemetery with archaeological value.

13 McDonalds Ashgrove Road



SITE ADDRESS	Bromley - Garden Gate, Old Bromley Rd, Bromley BR1 4JY, Downham				
SITE DETAILS	Site size (ha) 0.32	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Out of centre restaurant
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent South London Green Chain Area, adjacent Metropolitan Open Land, Area of Archaeological Priority, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 31		Gross non-residential floorspace Employment 0 Main town centre 1,072		

Site allocation

- 17.66 Mixed use development with compatible residential and main town centre or commercial uses.

Opportunities

- 17.67 This corner site lies in a prominent position at the junction of Ashgrove Road, Old Bromley Road and Bromley Hill, and is surrounded by a mix of residential and retail uses. Redevelopment and site intensification, along with the introduction of a wider range of uses, will make a more optimal use of land. Development will also enable public realm enhancements along the A21 corridor. Through a well-designed scheme, the existing restaurant can be retained at the ground floor level with residential units integrated above.

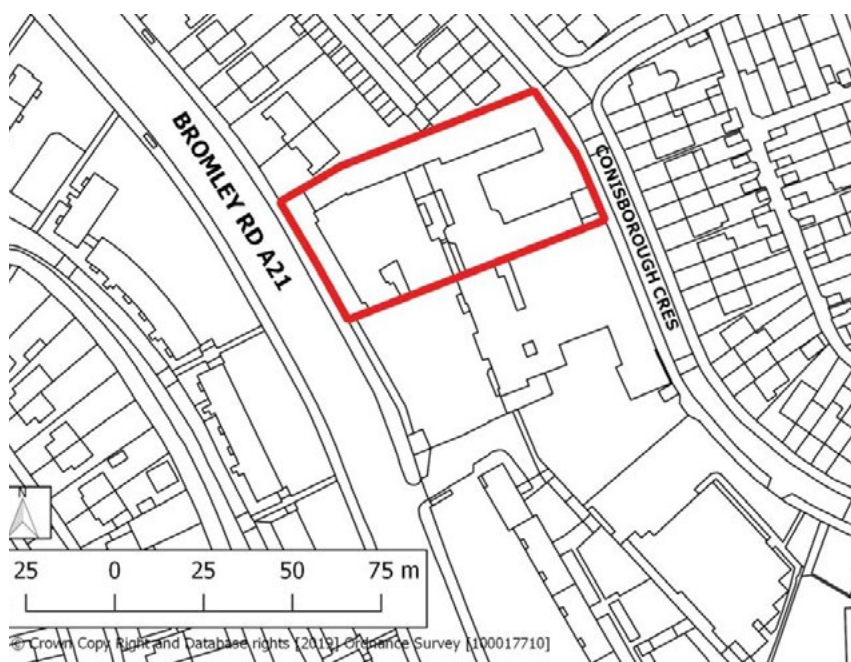
17.68 Development requirements

- Positive frontages and public realm enhancements along Bromley Road and Ashgrove Road, with active ground floor frontages.
- Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Development proposals must protect and seek to enhance green infrastructure, including the adjacent playing field, designated as Metropolitan Open Land and green corridor.

17.69 Development guidelines

- Development should create positive frontages along Old Bromley Road and Ashgrove Road, with new buildings aligned with the existing street pattern, to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking and cycling along the A21 corridor.
- The development design should respond positively to the existing residential properties surrounding the site. There is a potential for taller elements to be sited in the eastern corner of the site, opposite Sandpit Road.
- Proposals should seek to enhance access around and permeability through the site, in particular with direct access through to the playing fields to the west of the site.
- Landscaping should be designed as an integral part of the development, with public realm that enhances the amenity of the site and connects with the existing open amenity space on the corner of Old Bromley Road. The historic trough (street furniture) at junction with Old Bromley Road and Bromley Road is of special interest and should be maintained.
- Development should be designed to retain existing vehicular access onto both Old Bromley Road and Ashgrove Road.

14 Catford Police station



SITE ADDRESS	333 Bromley Rd, London SE6 2RJ				
SITE DETAILS	Site size (ha) 0.32	Setting Urban	PTAL 2015: 3-4 2021: 3-4 2031: 3-4	Ownership	Current use Police Station
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and Landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 39		Gross non-residential floorspace Employment 162 Main town centre 325		

Site allocation

- 17.70 Mixed use redevelopment with compatible residential, commercial and main town centre uses.

Opportunities

- 17.71 Subject to appropriate re-provision of the Catford police station, the site offers the potential for redevelopment, with the introduction of a wider range of complementary uses. Redevelopment of buildings and spaces to the rear of the existing station can help to enhance local character, along with the site's relationship with the surrounding residential properties.

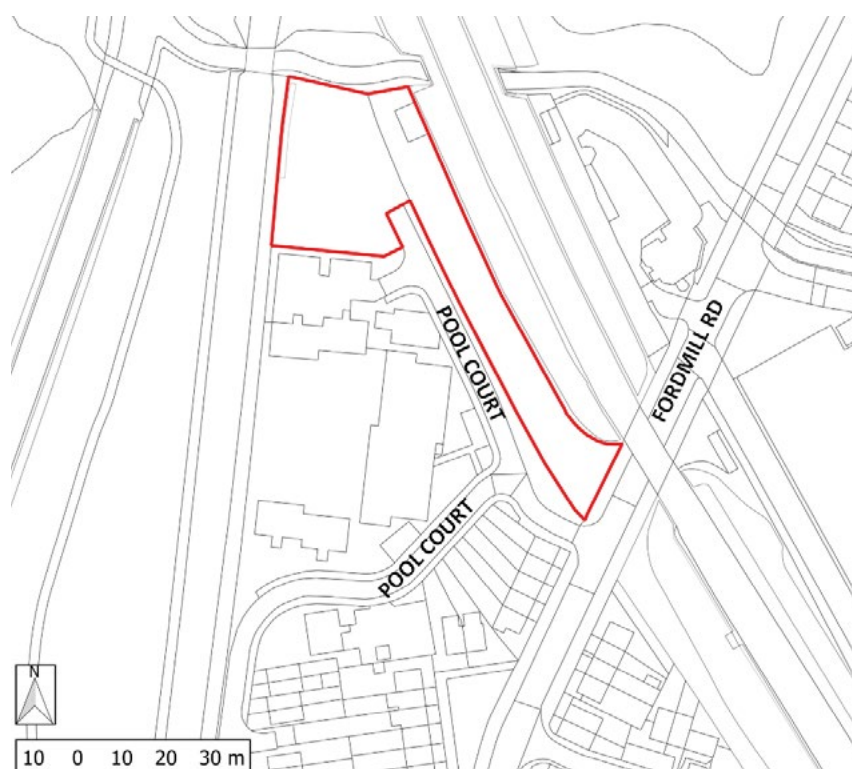
17.72 Development requirements

- Site redevelopment will be subject to appropriate re-provision of the Police Station in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages along Bromley Road and Conisborough Crescent.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
- Development must be delivered in accordance with the A21 Corridor Improvement SPD.

17.73 Development guidelines

- Development should respond positively to the proportions and features of terraced homes along Conisborough Crescent along the eastern edge of the site. Visual amenity should be enhanced with green buffers introduced along the street frontage.
- Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.

15 Land at Pool Court



SITE ADDRESS	Land at Pool Court, Pool Court, SE6 3JQ				
SITE DETAILS	Site size (ha) 0.30	Setting Central	PTAL 2015: 2 2021: 2 2031: 2	Ownership Public Ownership – part LBL and part Network Rail	Current use Scaffolding site and Green space
HOW SITE WAS IDENTIFIED	LBL stepped approach to identifying a gypsy and traveller site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Area of Special Local Character, Archaeological Priority Area, Critical Drainage Area, Flood Zone 2, Site of Importance for Nature Conservation				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 6			Gross non-residential floorspace Employment 0 Main town centre 0	

Site allocation

- 17.74 Development for residential use (gypsy and traveller accommodation).

Opportunities

- 17.75 The site will contribute to addressing identified need arising in the Borough for gypsy and traveller accommodation.

17.76 Development requirements

- Residential uses will be restricted to provision required for gypsy and traveller accommodation, where there is an identified need for such accommodation arising in the borough.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.
- The design of development must suitably address public health and safety, including the safe functioning of the railway.

17.77 Development guidelines

- Development proposals will be considered having regard to Policy HO11 (Gypsy and traveller accommodation).
- Applicants should consult with Network Rail and Transport for London on design and development options.

18 LEWISHAM'S WEST AREA

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Context and character

- 18.1 The West Area comprises nine distinct neighbourhoods, including: Telegraph Hill, Brockley, Crofton Park, Honor Oak, Blythe Hill, Forest Hill, Perry Hill, Sydenham, and Sydenham Hill. These largely make up a series of older villages that run north south which developed around key railway stations.
- 18.2 The area is characterised by its topography and prominent green spaces with remnants of the Great North Wood. The area remains noticeably wooded, with prominent mature street and garden trees. The railway line dissects the area and limits access between many neighbourhoods. The sidings and embankments also support a significant variety of biodiversity and wildlife, which reinforce its green character. The area contains the Ravensbourne river and valley corridor, which provides an important natural corridor through the sub-area. Whilst there are many parks and open spaces, the walking and cycle links between these are varied, and many open spaces are poorly connected.
- 18.3 The residential areas are predominantly low-rise with linear terraces and narrow street sections resulting in relatively high densities. The Western Area has a diverse built character that includes historic Victorian and Edwardian terraces, interwar 'garden city' inspired housing, post-war flats and Council estates, and 20th century infill. The sub-area contains many conservation areas and listed buildings, which strongly inform the character of the area.
- 18.4 The area contains the district centres of Sydenham and Forest Hill that have a diverse town centre offer and serve the wider neighbourhood, along with complementary local centres. Some town centres (such as Ladywell) contain vacant and underused sites, and have a poorer quality public realm. The area has a diverse land use mix, with a strong creative and digital industry clusters in Brockley and Forest Hill with links to Goldsmiths College and Southwark College. The West Area contains the Horniman Museum which is a significant cultural destination within London and the southeast.
- 18.5 The character area has a number of key train stations and transport corridors, including the B218 Brockley Road/Brockley Rise and the A205 South Circular. The public realm is generally of a poorer quality, and roads are dominated by vehicles, inhibiting movement by walking and cycling. Whilst many train station are well positioned and in accessible locations, a number of stations have a poor sense of arrival and are not well sited within the neighbourhood they serve

Vision

18.6 By 2040 the historic fabric, landscape and woodland character of the West area will be reinforced so that its neighbourhoods and centres retain their village qualities, including valued views towards London and Kent. The area will feature a distinctive, thriving and well-connected network of town and local centres that complement one another. The character and role of the main routes along which centres and train stations are located, including Brockley Rise / Brockley Road (B218), will be re-examined to enhance links between them. The delivery of the Brockley station interchange and other transport improvements will enhance access to central London, opening opportunities for everyone to benefit from.

18.7 The revitalisation of the area's town and local centres will ensure they remain thriving hubs of community and commercial activity, as well as focal points for new housing, including a high proportion of genuinely affordable housing. Public realm enhancements at the main entrances to the centres, as well as at their stations and approaches, will make them more accessible and inviting places. Forest Hill district centre will evolve as a key employment location and lively Cultural Quarter, building on the presence of the Horniman Museum and Gardens and studios at Havelock Walk. New workspace will be delivered through the renewal of industrial sites within and around the centres, particularly at Forest Hill and Upper Sydenham / Kirkdale. The B218 and South Circular (A205) will be transformed into 'healthy streets', with public realm enhancements

that make walking, cycling and the use of public transport safer and more convenient. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

18.8 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Many of these spaces will feature extensive views across Lewisham as well as natural woodland, the remnants of the Great North Wood. The river valley will have greater prominence with the River Ravensbourne better revealed around Ladywell. A network of walking and cycle routes will link open and green spaces both within and outside of the Borough.

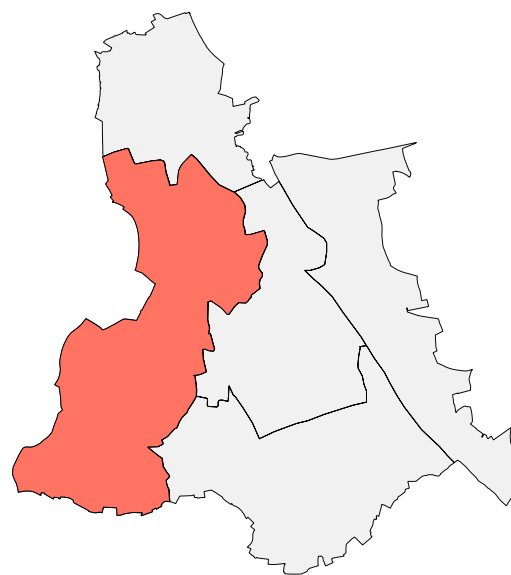


Figure 18.1: West Area



Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Secure the delivery of the Brockley station interchange to improve transport accessibility and support growth
2	Secure the long-term vitality and viability of the area's network of town and local centres, and enhance connections between them. Ensure the centres retain their distinctive character and complement each other with a unique offer of services and facilities.
3	Reinforce the role of Sydenham district centre in supporting the neighbourhood. Deliver public realm improvements at key arrival points to make the centre a more accessible and welcoming place. Support new high quality development, including mixed-use development, on sites which detract from the distinctive character of the centre.
4	Expand the role of Forest Hill district centre as hub of community, commercial and cultural activity and employment location. Establish a new Cultural Quarter in the area, building on the presence of the Horniman Museum and Gardens and the cluster of creative industries at Havelock Walk and 118 Stansted Road.
5	Strengthen the role of Upper Sydenham / Kirkdale local centre in supporting the neighbourhood. Deliver the renewal of industrial land at Willow Way to better complement the centre with new workspace and a wider mix of uses, along with improvements to the townscape and public realm.
6	Enable the delivery of new workspace and housing along with enhancements to the Forest Hill station approach through the renewal of industrial land at Perry Vale and Clyde Vale, as well as the redevelopment of sites around the station.
7	Protect and enhance the employment quarter at Malham Road, including by extending the employment area to include units at 118 Stanstead Road.
8	Transform the South Circular (A205) and Brockley Rise / Brockley Road (B218) into 'healthy streets' with public realm improvements that make walking, cycling and use of public transport safer and more convenient.
9	Protect and enhance open and green spaces, along with the distinctive woodland character of the area. Deliver a connected network of high quality walking and cycle routes that link these spaces.

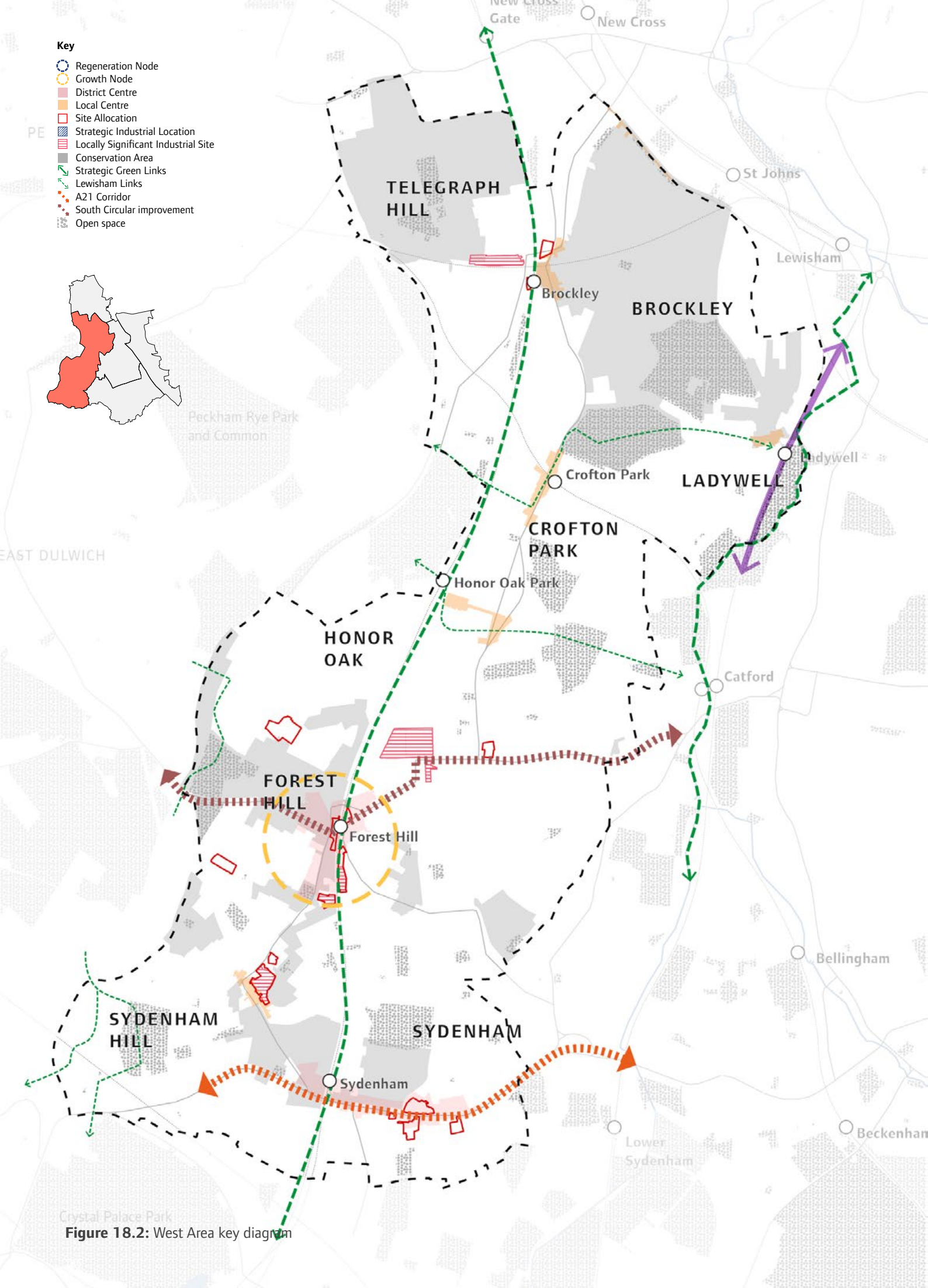


Figure 18.2: West Area key diagram

LWA1 West Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and employment locations. This will require that investment is appropriately coordinated within Lewisham's West Area and that:
- 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);
 - 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);
 - 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;
 - 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;
 - Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on selected LSIS, along with improving the environmental quality of employment locations;
 - The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and
 - Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy TR1 (Sustainable transport and movement).
- B Development proposals must respond positively 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.

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- C Development proposals incorporating new or re-purposed workspace should seek to ensure that this provision is designed to accommodate micro, small and medium-sized businesses, to complement and support existing clusters of cultural and creative industries, including in Brockley and Forest Hill.
 - D The comprehensive redevelopment of sites within Willow Way LSIS will be supported to enhance local employment provision as well as to improve the environmental and visual quality of the neighbourhood area. Development proposals within the LSIS should positively address the site's relationship with Upper Sydenham/Kirkdale local centre, particularly to ensure compatible land-uses as well as safe and legible connections. Development should deliver high quality designs that help to establish a more cohesive, employment-led mixed-use quarter.
 - E The sensitive intensification of established residential neighbourhoods will be supported where new development responds positively to their distinctive local character, including the landscape setting. The Council will prepare a Small Sites Guidance SPD, which development proposals should have regard to.
 - F Development proposals should help to ensure the West Area benefits from a high quality network of walking and cycle connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LWA4 (West Lewisham Links). Particular consideration should be given to improving linkages between and access to strategic regional parks and open spaces that are located outside, but within comfortable walking or cycling distance from the West area.
 - G Development proposals must respond positively to the historic character and setting of the Horniman Museum and Gardens, particularly to support its role as a key visitor destination within London and the southeast. Proposals within the vicinity of the museum should provide for improved way finding and access routes to and from the museum.
 - H Development proposals should investigate opportunities for the comprehensive redevelopment of strategic site allocations and other sites, particularly within and around Sydenham and Forest Hill district centres, in order to make the most optimal use of land and support the delivery of the spatial strategy.
 - I Development proposals should contribute to delivery of high quality public realm, particularly on and around approaches to and from train stations, and along key movement routes including Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/Brockley Rise.
 - J The Council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the West Area, and to help ensure coordination in the delivery of new
-

investment. Development proposals should have regard to and positively engage with these documents, including:

- a. Lewisham Characterisation Study (2019);
- b. Bell Green and Lower Sydenham Area Framework and/or SPD (forthcoming); and
- c. Small Site Guidance SPD (forthcoming).

LWA2 Connected network of town centres

- A The West Area contains an historic network of town and local centres that serve its neighbourhoods. Development proposals should respond positively to this network and help to secure the long-term vitality and viability of the centres by:
- Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features;
 - 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
 - Improving connections between the centres by:
 - Delivering public realm enhancements to facilitate safe and convenient movement by walking and cycling along main roads and routes linking the centres; and
 - Making provision for highly accessible, safe and attractive interchanges at key public transport nodes, including stations.
- B Brockley Cross, Crofton Park, Honor Oak / Brockley Rise and Upper Sydenham/Kirkdale will be designated as local centres reflecting the complementary role each plays in the provision of local services and community facilities within their neighbourhoods.
- C Within the West Area's town and local centres, proposals for meanwhile uses on vacant sites and properties will be supported in order to facilitate their return to active use, in line with Policy EC22 (Meanwhile uses). Meanwhile spaces catered for micro businesses, including independent traders, and community uses will be strongly encouraged.
- D Development proposals should support the growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity, in line with Policy LWA2 (Forest hill district centre and surrounds).
- E The renewal of Sydenham district town centre to will be supported in order to secure its long-term vitality and viability. Development proposals will be expected to contribute to the renewal and revitalisation of the town centre by:
- 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;
 - 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
 - Making provision for a diverse mix of main town centre uses (including shops, services and community facilities) that reinforce the role of the centre in Lewisham's town centre hierarchy, and ensure it both supports and complements significant new development

planned on strategic sites in the Bell Green and Lower Sydenham area.

- F The renewal of Upper Sydenham/Kirkdale local centre will be supported in order to secure its long-term vitality and viability. Development proposals should contribute to a coordinated process of area improvement, helping to deliver a more cohesive and complementary relationship between the centre and neighbouring properties and sites, including the Willow Way Locally Significant Industrial Site and former Sydenham police station.
- G The continued renewal of Brockley Cross local centre will be supported in order to secure its long-term vitality and viability. Development proposals will be expected to contribute to the renewal and revitalisation of the local centre by:
- a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character; and
 - b. Seeking opportunities to support and make provision of workspace for the cultural and creative industries, reinforcing and enhancing the existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone.
- H Development proposals should help to secure the long-term vitality and viability of Crofton Park local centre by:
- a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character;
 - b. Seeking to alleviate vehicle congestion by improve the walking and cycle environment.
- I Development proposals should help to secure the long-term vitality and viability of Crofton Park local centre by:
- a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character;
 - b. Seeking to improve the arrival point to Honor Oak around the station, particularly though public realm enhancements.



LWA3 Forest Hill district centre and surrounds

- A Development proposals should contribute to securing the long-term vitality and viability of Forest Hill district town centre by enhancing the place qualities of the centre and its surrounds, as well as reinforcing its role as a key focal point for commercial, cultural and community activity. Development proposals must contribute to a coordinated process of town centre improvement that responds positively to the area's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial, cultural and community role is maintained and enhanced.
- B The growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by:
- Ensuring development proposals provide a complementary mix of uses within the town centre, in line with other Local Plan policies;
 - 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);
 - 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);
 - Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location:
 - Respond positively to its distinctive character and employment function;
 - Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and
 - Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location;
 - 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
 - Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, including by improving wayfinding and safe access to it.
- C Development proposals must contribute to enhancing the public realm in order to promote walking and cycling, as well as to make the town centre a significantly more accessible, safer and attractive environment. Particular consideration will need to be given to movements along and across the main junction and station approaches, the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and WalDRAM Park Road.

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- D Development proposals will be supported where they contribute to enhancing east-west walking 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.
- E Development proposals should respond positively 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.



LWA4 West Lewisham Links

- A Development proposals will be expected facilitate the creation and enhancement of the West Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the West area.
- B On sites located adjacent to an existing or proposed route of the West Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the West Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- a. New or enhanced footpaths or cycleways;
 - b. Road realignment;
 - c. Street crossings or other safety measures;
 - d. Cycle parking;
 - e. External lighting;
 - f. Landscaping;
 - g. Tree planting or other green infrastructure;
 - h. Drinking water fountains;
 - i. Public conveniences;
 - j. Way-finding signage.
- C To support the effective implementation of the West Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's West Area

18.9 Lewisham's West Area is characterised by the remnants of the Great North Wood along with its development as a series of older villages on a north-south spine which have grown around railway stations. The West Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. The area's topography is another consideration. Its position at high ground, providing views towards London and Kent as well as to local landmarks, contributes to local character but also constrains certain types of development, such as tall buildings. Yet there remains a need to deliver new development in order to improve the liveability of the area's neighbourhoods as well as the viability of its centres and other employment locations. The Local Plan sets out a strategy to help facilitate new investment within the West Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets, including its topography.

18.10 The West Area's network of town and local centres is one of its defining features. It also presents some of the main opportunities for accommodating growth. A key strategic priority is to secure the long-term viability and vitality of these centres by improving their place qualities, also responding to their position near stations and other transport routes. This can be achieved by facilitating new investment within the centres and enhancing connections between them. Public realm enhancements

along the B218, Stanstead Road (South Circular) and other key routes, transforming them into Healthy Streets, is necessary to support safe and convenient movement by walking and cycling, and to help make travel by public transport more efficient. The sensitive intensification of these strategic movement corridors will therefore be supported as a means to secure new investment. It is imperative that the town centres retain their distinctive qualities and maintain a complementary offer of retail provision, services and community facilities. Most of the area's strategic site allocations are located within or around the centres, particularly the District Centres of Forest Hill and Sydenham as well as the local centres of Brockley and Upper Sydenham / Kirkdale. The redevelopment of these sites will help to stimulate new investment locally.

18.11 The continued evolution of Forest Hill District Centre into a thriving community, commercial and cultural hub is an important aspect of the spatial strategy for the Borough. The Local Plan seeks to build on the existing strengths of the centre as a key visitor destination. This includes taking advantage of its position as a gateway to the Horniman Museum and Gardens, and ensuring the centre is supported by a wide range of daytime and night time activities. Havelock Walk and 118 Stansted Road are unique commercial locations with a mix of cultural and creative industries. Their presence and value is recognised through the designation of the Forest Hill Cultural Quarter. Live-work accommodation has been successfully integrated at Havelock Walk, and is the only location in the Borough where this development typology is supported. Whilst the District Centre is well served by public

transport its amenity is adversely impacted by the South Circular. We will therefore work with key stakeholders, including Transport for London and Network Rail, to secure the delivery of public realm enhancements wherever feasible. This may include, for instance, improvements to road crossings, and the station approach.

- 18.12 There are a number of employment sites in close proximity to the town centres that make an important contribution to the local economy. The renewal of these sites will be encouraged in order to deliver new modern workspace and jobs, as well as to improve the relationship between commercial and other neighbouring uses. In selected Locally Significant Industrial Sites, the co-location of commercial and other complementary uses will be supported. This includes sites in Forest Hill as well as Upper Sydenham / Kirkdale, near Willow Way.
- 18.13 The West Area was once covered by the Great North Wood, which extended from New Cross to Croydon south of the Borough. Much of the woodland was lost by the 18th century, but a strong woodland character prevails with the abundance of large mature street and garden trees, nature reserves along the railway lines, and allotments and other green spaces. The West Lewisham Links are centred on the network of green infrastructure and other valued places, recognising the priority given to improving public access to them by walking and cycling.

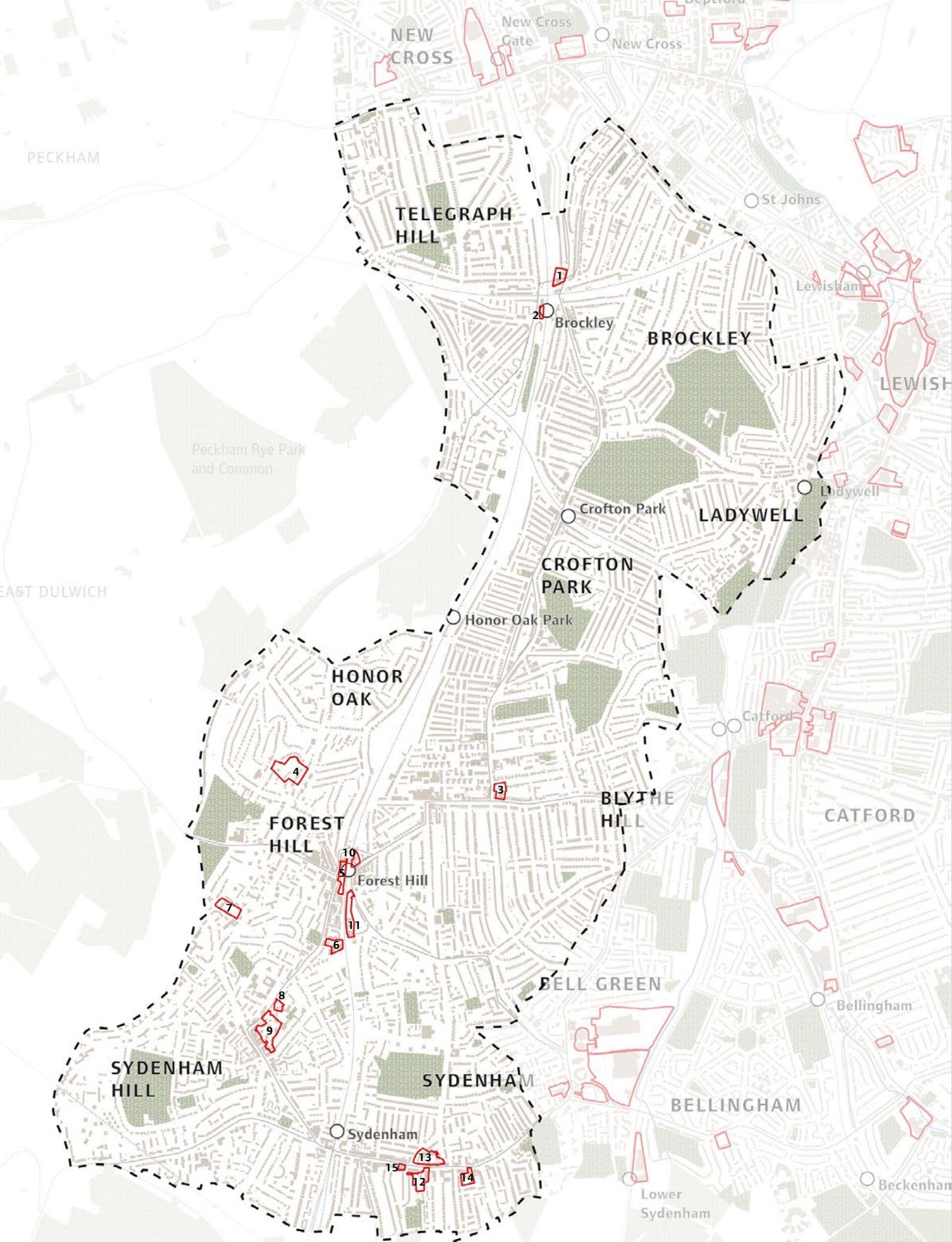
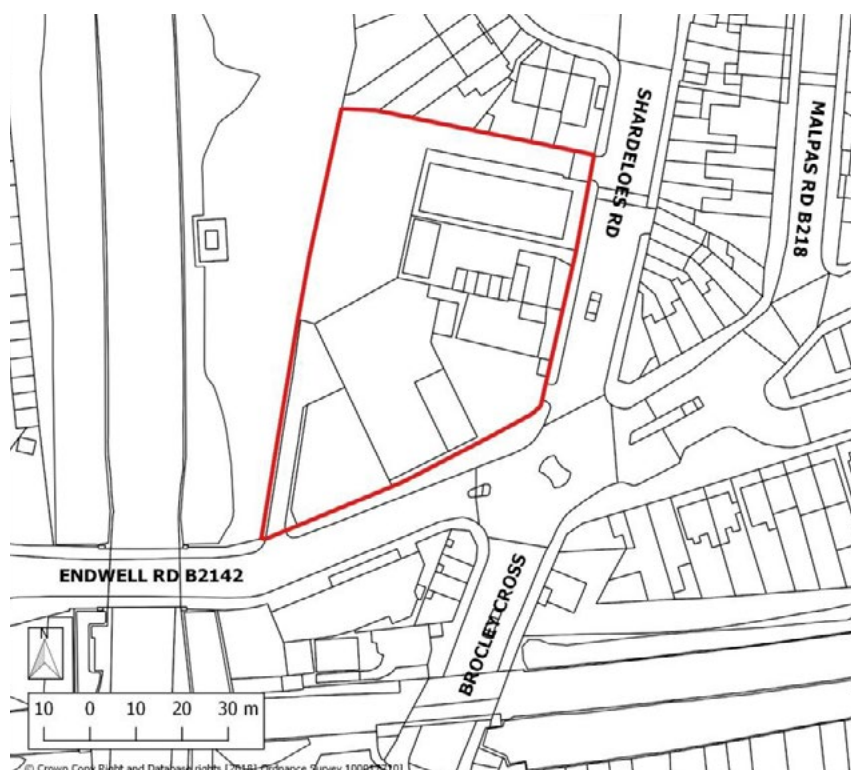


Figure 18.3: West Area site allocations

Site allocations

1	111-115 Endwell Road	752
2	6 Mantle Road	754
3	Jenner Health Centre	756
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12	Land at Sydenham Road and Loxley Close	775
13	113-157 Sydenham Road	777
14	154-160 Sydenham Road	779
15	74 to 78 Sydenham Road	781

1 111-115 Endwell Road



SITE ADDRESS	111-115, Endwell Road, SE4 2PE				
SITE DETAILS	Site size (ha) 0.43	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Private	Current use Industrial, car services place of worship
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air Quality Management Area , Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/19/110715 granted in May 2019 (part of the site)				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 65			Gross non-residential floorspace Employment 2,235 Main town centre 0	

Existing planning consent

- 18.14 DC/19/110715 – Demolition of the existing single storey buildings on the site at R L Watson and Son, Shardeloes Road SE4 and construction of a part one/part two storey building to provide an MOT centre facilities

Site allocation

- 18.15 Employment led mixed-use redevelopment with compatible commercial, community and residential uses.

Opportunities

- 18.16 The southern part of this site is located within Brockley Cross local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the local centre, including with new and improved workspace. Development will also enable public realm enhancements, including improvements to the station approach.

18.17 Development requirements

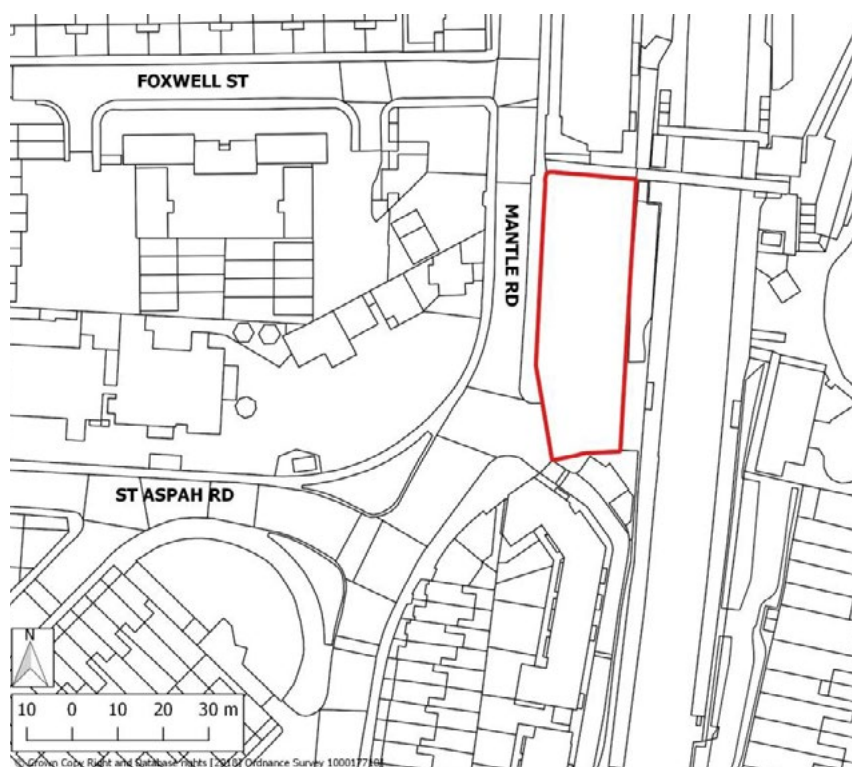
- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Retention or appropriate re-provision of the existing religious facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages with active ground floor frontages on Endwell Road and Shardeloes Road.

- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to improve legibility, safety and access to the station.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

18.18 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Building heights should respond positively to the site surroundings including the residential buildings along the site's northern and eastern boundaries. Taller elements should be sited on the western side of the site, facing the railway.
- The wall surrounding the timber yard and the blank, ground level façade along Endwell Road should be removed in order to enhance natural surveillance, and the public realm.

2 6 Mantle Road



SITE ADDRESS	6 Mantle Rd, London, SE4 2EX				
SITE DETAILS	Site size (ha) 0.12	Setting Suburban	PTAL 2015: 4-5 2021: 4-5 2031: 4-5	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Conservation Area, Site of Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 17		Gross non-residential floorspace Employment 95 Main town centre 378		

Site allocation

- 18.19 Mixed-use development with compatible residential, commercial and main town centre uses.

Opportunities

- 18.20 The site lies adjacent to Brockley Cross local centre and in proximity to Brockley station. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. Development will also enable the introduction of positive frontages and public realm enhancements along Mantle Road to improve the townscape and station approach.

18.21 Development requirements

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Positive frontages with active ground floor frontages along Mantle Road .
- New and improved public realm in accordance with a site-wide public realm strategy, including to improve legibility and safe access to the station entrance from the western side of the railway.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

18.22 Development guidelines

- Consideration should be given to extending the existing parade of shops southwards on Mantle Road.
- Transport for London and Network Rail should be consulted on development and design options, particularly for the railway station approach and entrance.
- Building heights should respond positively to the site surroundings including the residential properties along the site's northern boundary, on the opposite side of the railway and the primary school on the opposite side of Mantle Road, which has historic interest. The Brockley Conservation Area is situated on the opposite side of the railway.
- The wall that establishes a blank façade along Mantle Road and across the footbridge to the station should be removed. in order to enhance natural surveillance and the public realm.

3 Jenner Health Centre



SITE ADDRESS	Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU				
SITE DETAILS	Site size (ha) 0.41	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Public	Current use Doctors surgery
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 40			Gross non-residential floorspace Employment 0 Main town centre 1,373	

Site allocation

- 18.23 Comprehensive mixed use redevelopment of existing health centre with residential and community uses.

Opportunities

- 18.24 The site comprises a health centre and associated car park. It is located on a corner plot, north of Stanstead Road (South Circular) and east of Brockley Rise. Redevelopment and site intensification will provide a more optimal use of the land whilst ensuring appropriate re-provision of health facilities.

18.25 Development requirements

- Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages along Stanstead Road, Brockley Rise and St Germans Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.26 Development guidelines

- The design of the development should take into account the operational requirements of any community uses, as well as their interface with residential and other uses.
- The existing surface car park should be removed and redesigned. Parking provision should be the minimum required, taking into account needs of the community use(s) and public transport accessibility levels.
- Consideration should be given to realigning the street frontage along Stanstead Road, to align with, and respect, the existing buildings on either side of the site.
- Development should be designed to improve legibility and permeability through the site. This includes new connections north-south through the site, and to Stanstead Road.
- Building heights should respond positively to the site surroundings. The central portion of the site may be suitable for taller buildings.

4 Havelock House, Telecom Site and Willow Tree House, near Horniman Drive



SITE ADDRESS	Havelock House, Honor Oak Road, Forest Hill, London SE23 3SA				
SITE DETAILS	Site size (ha) 1.48	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Telecoms, Residential
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Conservation Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30		2030/31 – 2034/35	2035/36 – 2039/40
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 30			Gross non-residential floorspace Employment 0 Main town centre 0	

Site allocation

- 18.27 Redevelopment of backland site for residential use.

Opportunities

- 18.28 The site is located on the western side of Honor Oak Road where three large buildings containing flatted properties are set within greenspace and mature trees. Redevelopment of the backland portion of the site will provide a more optimal use of the land by introducing new housing whilst retaining residential amenity for surrounding properties.

18.29 Development requirements

- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, taking account of existing mature trees.

18.30 Development guidelines

- An assessment of the existing buildings should be undertaken to inform development options.
- Where feasible, a new east-west walking route should be integrated into the site to improve connections between Honor Oak Road and Horniman Drive.
- A tree survey will be required to identify healthy, mature trees to be retained within the backland plot. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green. The soft, green frontage onto Honor Oak Road should be retained.
- The design of development should preserve and enhance the character and setting of the nearby Forest Hill Conservation Area, as well as Listed and Locally Listed buildings.

5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads)



SITE ADDRESS	Station forecourt, Dartmouth Road, west of railway line, London, SE23 3H				
SITE DETAILS	Site size (ha) 0.44	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Main town centre uses, Retail, Dentist, Industrial, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 86		Gross non-residential floorspace Employment 400 Main town centre 1,602		

Site allocation

- 18.31 Comprehensive mixed-use development, with compatible, main town centre, commercial, community and residential uses. Public realm enhancements to improve Forest Hill station approach and forecourt.

Opportunities

- 18.32 The site is located adjacent to Forest Hill Station, west of the railway line and within Forest Hill district centre. Redevelopment and site intensification will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm enhancements to improve the station approach and forecourt.

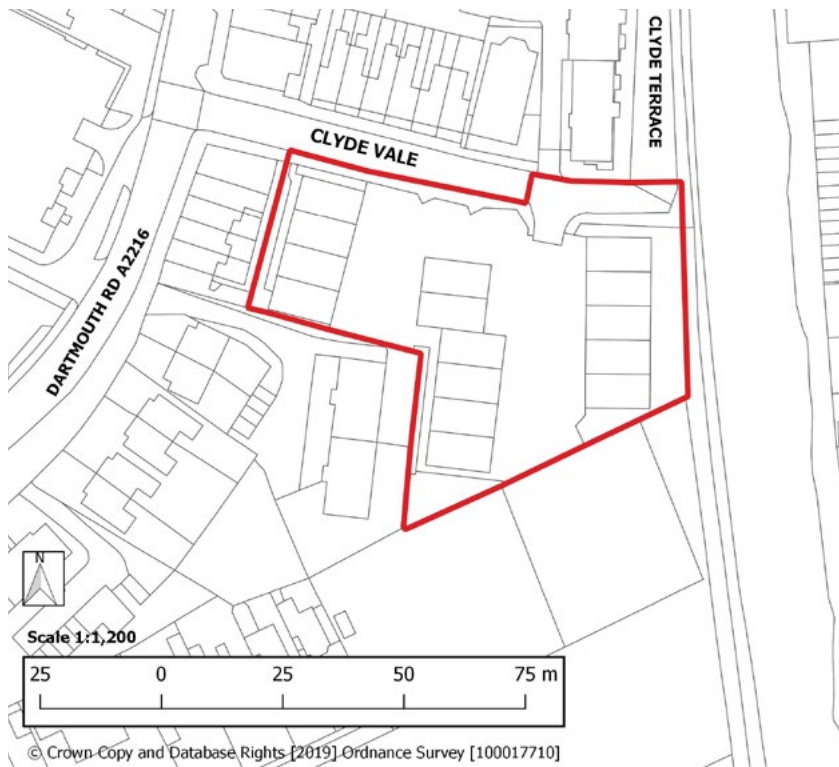
18.33 Development requirements

- Positive frontages along Devonshire (A205) and Dartmouth Roads, including active ground floor frontages.
- Retention or appropriate re-provision of the existing dental surgery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. This must address legibility, safety and access to the station, including public realm enhancements at the station approach and forecourt.

18.34 Development guidelines

- Development and design options should be considered through early consultation with Transport for London and Network Rail.
- For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
- Public realm should form an integral part of the design, taking into account the existing trees and the slope of the ground that provides the opportunity to create different site levels and form public/semi-private/private spaces. Consideration should be given to creating a new public square outside of the station entrance, helping to enhance a sense of arrival, with improved interchange with buses.
- The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area, and the locally listed building adjacent to the site's western boundary. New buildings should provide a strong relationship with the existing built form on the other side of Waldram Place and Perry Vale.

6 Clyde Vale Locally Significant Industrial Site



SITE ADDRESS	Clyde Vale, London SE23				
SITE DETAILS	Site size (ha) 0.12	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Mixed, public and private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Public Open Space, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 15		Gross non-residential floorspace Employment 624 Main town centre 0		

Site allocation

- 18.35 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial and residential uses.

Opportunities

- 18.36 The site comprises a Locally Significant Industrial Site, located adjacent to the railway and in proximity to Forest Hill District Centre. The existing commercial units are older and site access via Clyde Vale is constrained by the road's narrow width. Redevelopment and site intensification, along with the co-location of commercial and other uses, will enable the delivery of new and improved workspace to complement the Forest Hill Cultural Quarter, and help to support the vitality and viability of the LSIS and town centre.

18.37 Development requirements

- All proposals must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Positive frontages along Clyde Vale.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.38 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
- Development should be designed taking into account the green infrastructure towards the site's southern boundary, which provides a natural buffer between commercial and surrounding residential uses.
- Development proposals should investigate opportunities to widen Clyde Vale to improve access for commercial and servicing vehicles.

7 Featherstone Lodge, Eliot Bank



SITE ADDRESS	Featherstone Lodge, Eliot Bank, London, SE23				
SITE DETAILS	Site size (ha) 0.64	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Flood Zone 1, Critical Drainage Area, Locally Listed Building on Site.				
PLANNING STATUS	None, consent has lapsed				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 18.39 DC/14/086666 – this application was granted in November 2015 but has now lapsed for the demolition of the existing structures at Featherstone Lodge and the change of use of the main building to a senior co-housing development to provide 6 two bedroom, two storey duplex houses and 27 units comprising 12 one bedroom self-contained flats and 15 two bedroom self-contained flats, plus communal areas, a new roadway from Eliot Bank to the rear of 1-13 Knapdale Close, together with the felling of protected TPO trees and the provision of additional landscaping.

Site allocation

- 18.40 Redevelopment for residential use.

Opportunities

- 18.41 Featherstone Lodge is a locally listed mid 19th Century house located at Eliot Bank and sits within gardens. Redevelopment of the site will provide for new high quality specialist housing in a characterful setting.

18.42 Development requirements

- Delivery of predominantly specialist housing, with priority given to specialist older person's accommodation.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, taking account of existing mature trees.
- Retention and re-use of the main building, which is locally listed.

18.43 Development guidelines

- The design of development should incorporate the re-use of the existing lodge as well as the provision of new buildings, in an integrated way across the whole site. Extensions to the Lodge should include pitched roofs to replicate the existing roofline.
- A range of housing units should be provided to cater for varying needs of occupants, including flats within the Lodge as well as flats and houses set within the garden.
- Consideration should be given to creating different elevational treatments for each building block, with architectural elements that match their surroundings and are appropriate to the rich visual character of the Lodge, and heritage assets within and adjacent to the site.
- The design of development should cater for the site elevations, sloping down from north west to south east.
- A tree survey will be required to identify healthy, mature trees to be retained within the garden. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green.

8 Former Sydenham Police Station



SITE ADDRESS	Sydenham Police Station, 179 Dartmouth Road, SE26 4RN				
SITE DETAILS	Site size (ha) 0.20	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Private	Current use Police station
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	Full application DC/15/092798 granted in May 2016				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre		

Existing planning consent

- 18.44 DC/15/92798 - The demolition of the former Sydenham Police Station and the construction of 15 one bedroom, 15 two bedroom and 3 three bedroom self-contained flats, together with associated landscaping.

Site allocation

- 18.45 Redevelopment for residential use.

Opportunities

- 18.46 This site consists of a vacant police station located off Dartmouth Road, and in proximity to the junction with Willow Way. Redevelopment will bring the site back into active use, and enable public realm enhancements to improve the amenity of the local area.

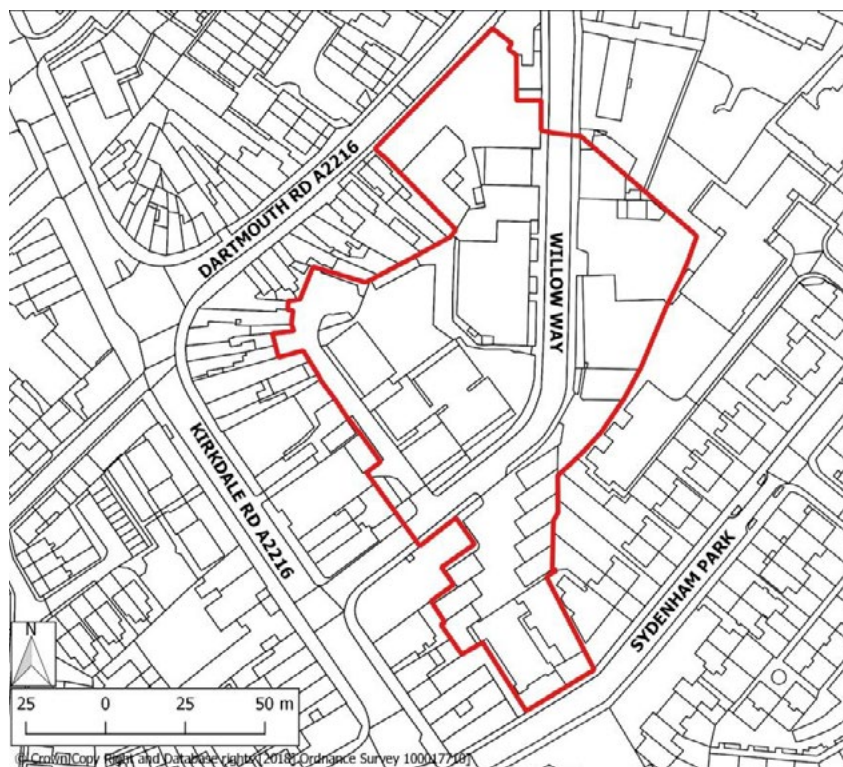
18.47 Development requirements

- Positive frontages and public realm enhancements along Willow Way and Dartmouth Roads.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.48 Development guidelines

- To achieve the optimal use of land, the existing car park should be rationalised and redeveloped with replacement provision that reflects the public transport accessibility levels.
- The design of development, including new buildings, should be proportionate to the surrounding townscape taking into account the setting of the Conservation Area and locally listed building, adjacent the site.
- Development should provide for a coherent building line along Willow Way to create a continuation in the streetscape.
- The Willow Way LSIS is located at the site's southern boundary. Proposals must address the relationship between residential and neighbouring commercial uses, particularly for amenity.

9 Willow Way Locally Significant Industrial Site (LSIS)



SITE ADDRESS	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.				
SITE DETAILS	Site size (ha) 1.29	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Mixed, public and private	Current use Main town centre uses, Retail, Employment, Industrial, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Local Centre, Area of Special Local Character, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 175			Gross non-residential floorspace Employment 6,705 Main town centre 0	

Site allocation

- 18.49 Comprehensive employment led mixed-use development. Co-location of compatible commercial, main town centre and residential uses. Reconfiguration of buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site along with public realm and environmental enhancements.

Opportunities

- 18.50 The site comprises the Willow Way Locally Significant Industrial Site, which is located adjacent to Upper Sydenham/Kirkdale local centre and spans both sides of Willow Way. The site includes vacant land and a mix of lower density employment uses. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also enable public realm enhancements to improve the quality of the townscape around the local centre, and help to make the area a safer and more attractive place for business and community activity.

18.51 Development requirements

- All proposals must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site. This must address the site's relationship with the Upper Sydenham / Kirkdale local centre, to improve the functional relationship with neighbouring uses and the public realm, along with townscape character.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Positive frontages along Willow Way, Dartmouth Road and Sydenham Park, with active ground floor frontages. Positive frontages elsewhere throughout the site, where new routes are introduced.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area. This includes a clear hierarchy of routes, with a legible and safe network of walking and cycle routes, through the site. Particular consideration must be given to the access and servicing arrangements for commercial uses.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

18.52 **Development guidelines**

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Main town centre uses may be acceptable but these must be ancillary to the commercial uses and not detract from viability of the local centre.
- Enhanced permeability off Willow Way will be an essential element of the design. Proposals will be expected to investigate, and where feasible, deliver a new route(s) linking from Willow Way to Kirkdale and Dartmouth Roads.
- Additional planting and landscaping should be integrated to enhance the public realm and encourage movement by walking and cycling along Willow Way.
- Development should provide for a coherent building line along Willow Way, taking into account the redevelopment of the former Sydenham Police Station site.
- The design of development must respond positively to the local context, giving particular consideration to heritage assets, including the Sydenham Park Conservation Area, Halifax Street Conservation Area, Jews Walk Conservation Area, Area of Special Local Character, as well as listed building and locally listed buildings along Kirkdale.

10 Land at Forest Hill Station east (Waldram Place and Perry Vale)



SITE ADDRESS	East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD				
SITE DETAILS	Site size (ha) 0.21	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Car services, Nursery
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, adjacent Site of Importance for Nature Conservation, District Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 41		Gross non-residential floorspace Employment 191 Main town centre 76		

Site allocation

- 18.53 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to Forest Hill station approach.

Opportunities

- 18.54 This non-designated employment site is located near Forest Hill Station, east of the railway line, and within Forest Hill district centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also deliver public realm enhancements to improve the station approach and townscape.

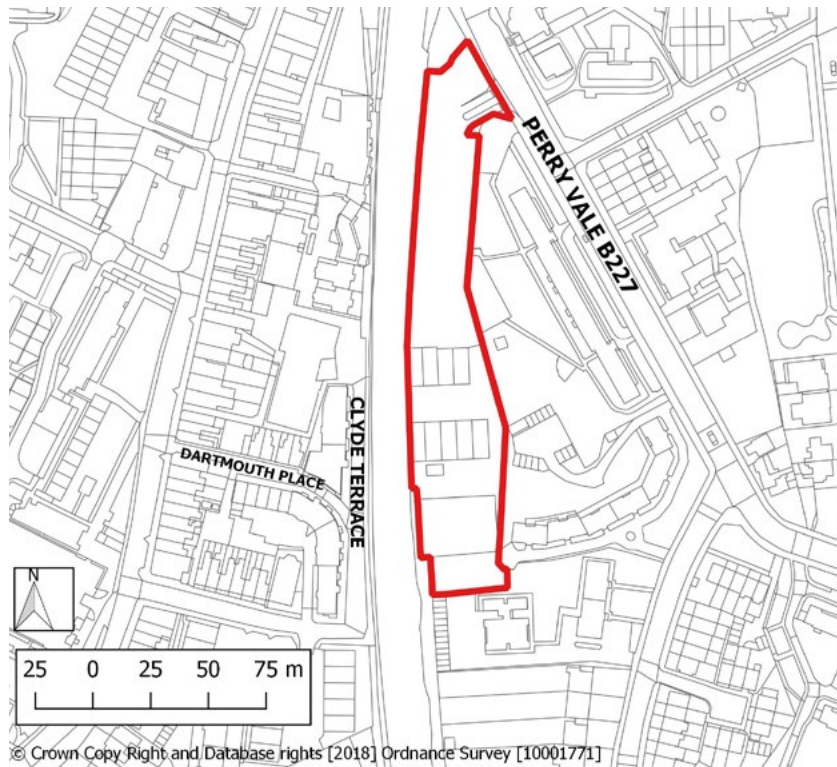
18.55 Development requirements

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- Retention or appropriate re-provision of the nursery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages along Waldram Place and Perry Vale, with active ground floor frontages .
- New and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC along the railway.

18.56 Development guidelines

- Development and design options should be considered through early consultation with Transport for London and Network Rail.
- Generous setbacks should be provided, particularly along Perry Vale, to deliver public realm enhancements and an improved sense of arrival at the station.
- For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
- The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area.

11 Perry Vale Locally Significant Industrial Site



SITE ADDRESS	67A Perry Vale, London, SE23 3HW				
SITE DETAILS	Site size (ha) 0.72	Setting Urban	PTAL 2015: 4 2021: 3 2031: 3	Ownership Mixed, public and private	Current use Industrial, Car Park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, District Centre, Night-time Economy Hub, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 122		Gross non-residential floorspace Employment 4,324 Main town centre 0		

Site allocation

- 18.57 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial, main town centre and residential uses.

Opportunities

- 18.58 The site comprises a Locally Significant Industrial Site and public car park. The LSIS is currently occupied by warehouse units and a mail depot. The site is located within Forest Hill District Centre, in proximity to Forest Hill station and along the approach to its east entrance from Perry Vale. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS and town centre.

18.59 Development requirements

- All proposals must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.

18.60 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Development should be designed to provide for improved legibility and access to Forest Hill station through the site, and from Perry Vale.
- For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter. The site is large enough to accommodate the retention or re-provision of some larger commercial / light industrial units.
- Development proposals should investigate opportunities to widen the site access from Perry Vale to better accommodate commercial and servicing vehicles.

12 Land at Sydenham Road and Loxley Close



SITE ADDRESS	Loxley Close, Sydenham, SE26 5DU				
SITE DETAILS	Site size (ha) 0.67	Setting Other Centre	PTAL 2015: 4-5 2021: 4-5 2031: 4-5	Ownership Private	Current use Retail, Residential, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 131		Gross non-residential floorspace Gross non-residential floorspace Employment 610 Main town centre 2,439		

Site allocation

- 18.61 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre and residential uses. Public realm and environmental enhancements.

Opportunities

- 18.62 The site is located within Sydenham District Centre, with buildings at the northern part of the site fronting the High Street, and a car park behind. The existing buildings do not make a positive contribution to the character of the townscape. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm enhancements and overall improvements to the townscape.

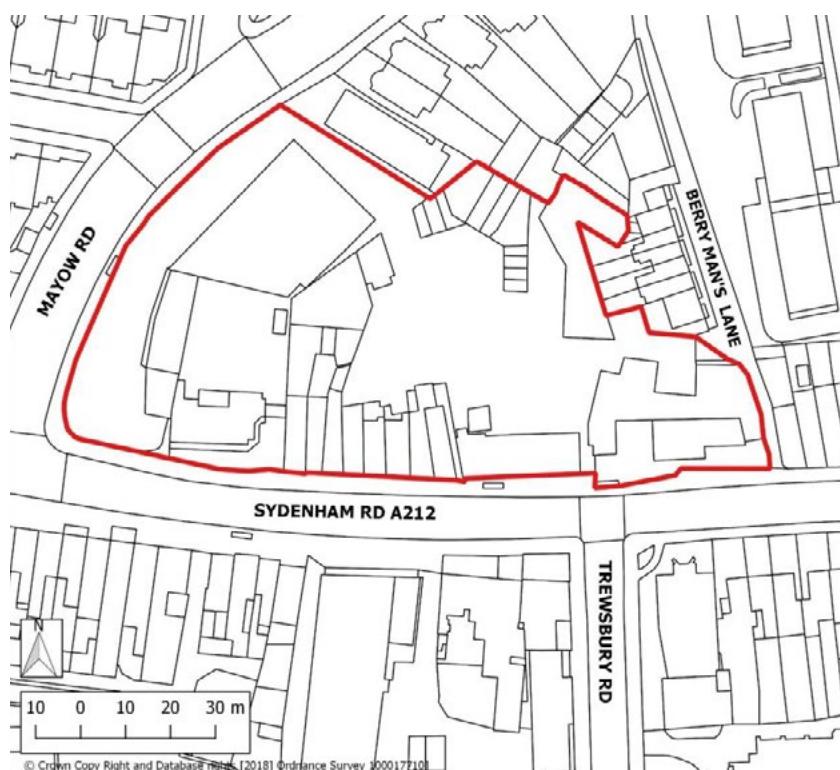
18.63 Development requirements

- Positive frontages along Sydenham Road and Loxley Close, with active ground floor frontages on the High Street.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
- Development must not adversely impact on the public house adjacent to the site at its eastern boundary, in line with the Agent of Change principle.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

18.64 Development guidelines

- Development should make a more optimal use of land by considering options for the car park, including rationalising the existing level of provision, taking into account needs of visitors and businesses along with public transport accessibility levels.
- Development, including building heights, should be designed to transition from the urban character along the High Street, to the predominantly residential character at the south.
- Boundary landscaping should be used to protect and enhance the amenity of neighbouring residential properties.
- The design of development should respond positively to the Sydenham Thorpes Conservation Area, the listed building on Trewsbury Road, and locally listed building on the eastern part of the site.
- Opportunities should be investigated to provide for new or improved access to the allotments adjacent to the site at its southern boundary.

13 113-157 Sydenham Road



SITE ADDRESS	113-157 Sydenham Road, London, SE26 5UA				
SITE DETAILS	Site size (ha) 0.86	Setting Urban	PTAL 2015: 4-5 2021: 3-5 2031: 3-5	Ownership Private	Current use Main town centre uses, Retail, Public House, Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, adjacent Conservation Area, District Centre, Flood Zone 1, Critical Drainage Area, Locally Listed Building on site				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30 Yes	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 168		Gross non-residential floorspace Employment 783 Main town centre 3,130		

Site allocation

- 18.65 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements.

Opportunities

- 18.66 The site is located within Sydenham District Centre, and fronts the northern side of the High Street. It is occupied predominantly by automotive commercial operators, including a car dealers and parts supplier. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm and townscape improvements, along with uses that better complement the neighbouring residential properties.

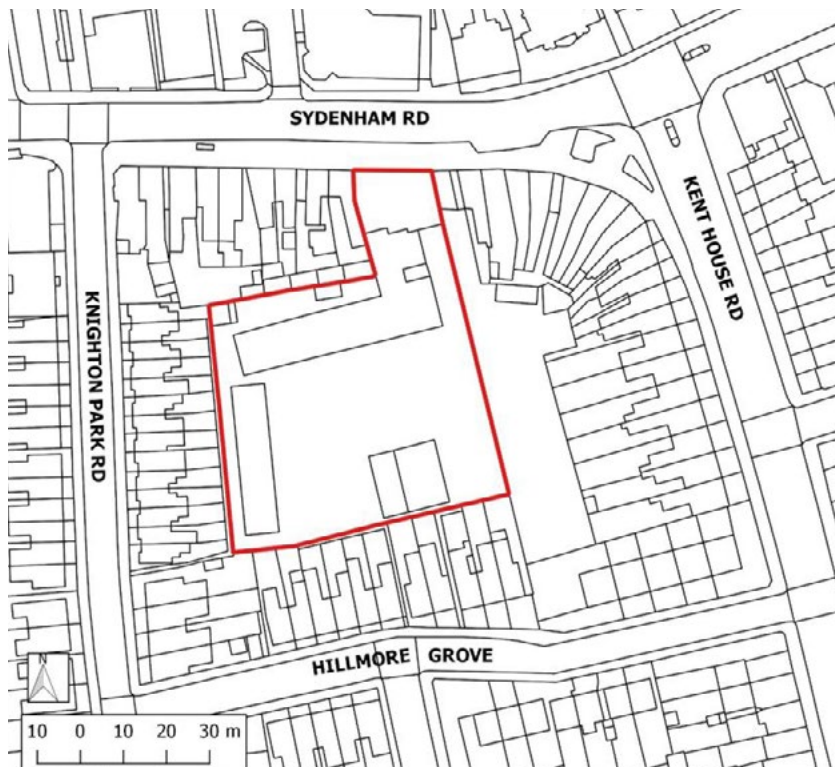
18.67 Development requirements

- Positive frontages along Sydenham Road, Mayow Road and Berry Man's Lane, with active ground floor frontages on the High Street.
- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Development must not adversely impact character or amenity of the public house within the site, which is locally listed.

18.68 Development guidelines

- An assessment should be carried out to determine which buildings should be retained and those that may be more suitable for redevelopment. The locally listed Dolphin public house and garden must be retained, and development must conserve and enhance its historic significance.
- The design of development should respond positively to the existing residential properties surrounding the site, particularly within the Sydenham Thorpes Conservation Area to the west.

14 154-160 Sydenham Road



SITE ADDRESS	154-158 Sydenham Road, Sydenham, SE26 5JZ				
SITE DETAILS	Site size (ha) 0.39	Setting Urban	PTAL 2015: 3-4 2021: 3-4 2031: 3-4	Ownership Private	Current use Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/104571 granted in July 2019				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 76		Gross non-residential floorspace Employment 355 Main town centre 1420		

Existing planning consent

- 18.69 DC/17/104571 - The construction of 18 one, two and three bedroom self-contained flats, 10 three bedroom houses, 1 two bedroom maisonette and 155m2 ground and first floor commercial floorspace (A1, A2, B1, D1, D2), together with associated parking and landscaping.

Site allocation

- 18.70 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

- 18.71 The site contains vacant land and buildings, including a large backland area. The northern part of the site is located within Sydenham District Centre. Redevelopment will bring the site back into active use, with a mix of uses that support the vitality and viability of the town centre. Development can also enable public realm enhancements.

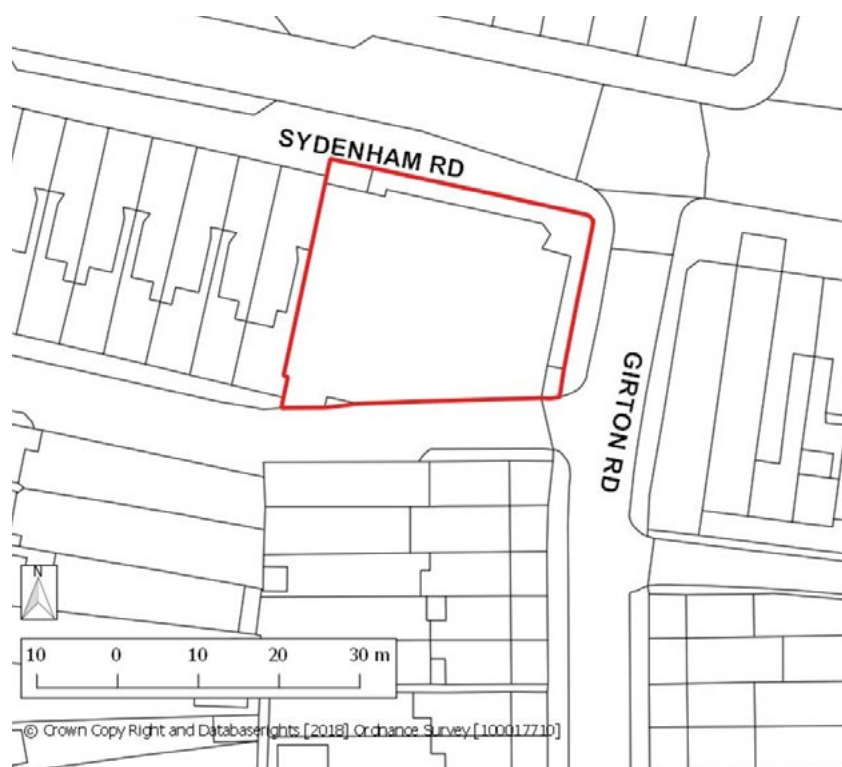
18.72 Development requirements

- Positive frontages along Sydenham Road, including active ground floor frontages.

18.73 Development guidelines

- The design should respond positively to the the backland nature of the site, ensuring the heights of new buildings are sensitive to the character and amenity of existing residential properties.
- Landscaping and boundary treatments should be used protect the amenity of neighbouring properties.

15 74 to 78 Sydenham Road



SITE ADDRESS	74 to 78 Sydenham Road, SE26 5QE				
SITE DETAILS	Site size (ha) 0.09	Setting Other centre	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Supermarket
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Primary Shopping Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 18		Gross non-residential floorspace Employment 82 Main town centre 328		

Site allocation

- 18.74 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

- 18.75 The site is located within Sydenham District Centre and situated at a prominent position on the High Street at Sydenham Road and Girton Road. It comprises of a two-storey building occupied by a retail unit. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. The introduction of a new high quality building will also enhance the townscape and better complement the character of neighbouring properties.

18.76 Development requirements

- Positive frontages along Sydenham Road and Girton Road, with active ground floor frontages.
- Public realm enhancements along Sydenham Road.

18.77 Development guidelines

- Development should respond positively to the character of adjoining and neighbouring properties, particularly the terraced buildings along the High Street.
- Consideration will need to be given to the amenity of residential properties and gardens to the rear of the site, along Girton Road and Tannsfeld Road.
- Public realm enhancements should include tree planting to complement existing trees along this part of the High Street.

