

# Part Three:

Lewisham's neighbourhoods and places

## 13 Lewisham's neighbourhoods and places

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.<sup>155</sup> 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.~~

Commented [NE723]: Repetition – deleted

Lewisham in the context of London

<sup>155</sup> 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.

~~13.6.~~~~13.5.~~ 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.~~~~13.6.~~ 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.~~~~13.7.~~ To help to 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).

~~13.8.~~ 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 London Plan~~ housing targets, ~~as set by the London Plan (Intend to Publish version)~~, as well as needs identified in our latest Employment Land and Retail Capacity Studies.<sup>156</sup>

<sup>156</sup> 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 JLine eExtension.

Table 13.1: Site allocations – indicative delivery outcomes			
Character area	Homes (net units)	Employment (gross floorspace sqm)	Town centre uses (gross floorspace sqm)
Central	7,085	73,714	131,499
North	12,921	110,597	124,866
East	1,244	5,140	13,325
South	2,262-4,736	23,793	38,648
West	901	23,985	10,612
	<b>24,413 – 26,887</b>	<b>237,228</b>	<b>318,950</b>
<b>Total</b>		<b>NET ADDITIONAL (excluding consented developments) 62,634</b>	<b>NET ADDITIONAL (excluding consented developments) 32,394</b>

Commented [SA724]: Amended to reflect latest housing trajectory and employment floorspace figures

## 14 Lewisham's Central Area

### Context and character

Commented [NE725]: Following section amended throughout for factual updates

- 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-town 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 and market. It has a distinctive urban scale-character with a tall buildings cluster which is surrounded by a-lower density grid-of residential terraces. Many sites have recently been redeveloped with high quality designs. Whilst public realm improvements have been delivered through the redevelopment of larger sites over recent years. However much of the town centre remains fragmented and disconnected from its surrounding neighbourhoods as a result of larger sites and blocks, with. There remain areas of-with 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. There are sSignificant site redevelopment opportunities exist, including the 1970s built shopping centre and multi-storey car park, which alongside planned strategic-public transport investment improvements, 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-distinctive urban scale-character with office and commercial buildings that is which are surrounded by smaller scale, established 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, which has enabled river restoration works. 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 creates issues of severance and poor permeability with the town centre and its surrounds, and poor permeability and legibility, especially in the main shopping area. Generally there is a The quality of the public realm is generally poor throughout the centre, poor walking and cycle environment particularly along the South Circular and at its junction with Rushey Green (A21). There are sSignificant site redevelopment opportunities, exist-which alongside planned strategic-transport investment improvements, that will allow the character of Catford to be 'reimagined'.
- 14.4. The A21 Corridor is currently dominated by vehicular traffic with a vehicles, giving rise to issues of congestion, noise and poor air quality. Its 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.

14.4.14.5. Hither Green is characterised by predominantly smaller scale historic established residential areas of a Victorian character which are serviced by local centres and parades, including near Hither Green station and along Hither Green Lane. There is a poor sense of arrival to the immediate west of the train station with limited links across the railway. The prominence of the rail lines creates severance and limits connectivity through the neighbourhood and east towards Lee. The station approach to the west of the station has poorer quality public realm. There are opportunities exist for the sensitive infill and high quality intensification of the area through small sites development to 'reinforce' the existing local character and enhance the vitality and viability of commercial areas.

**Commented [NE726]:** Respond to consultation – more detail sought on Hither Green

## 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' using the Healthy Streets Approach, that better connects neighbourhoods, with public realm enhancements that better connect neighbourhoods and 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 into London's greenest town centre, with high quality public realm enhancing links to the stations and supporting its role as the Borough's main civic and cultural hub. In Hither Green and 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 and Pool 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 the vision our key spatial objectives are to:

1. Secure the delivery of the Bakerloo line extension and Lewisham interchange upgrade to improve public 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 Strengthen the centre's role as a community and cultural destination, building on the presence of a thriving market at its heart. Enhance routes and permeability within and through the centre by the redevelopment of strategic larger sites, including the shopping centre.
3. Secure the re-routing of the South Circular (A205) to enable the comprehensive regeneration of Catford Major Centre into London's greenest town centre, and reinforce and expand its role as the Borough's main civic and cultural hub.
4. Transform the A21 Corridor, South Circular (A205) into a 'healthy street' and the A20 by applying the Healthy Streets Approach with public realm improvements that make walking, cycling and the use of public transport safer and more convenient. Enhance the place qualities of the A21 Corridor by integrating new high quality housing development along and around it, and redeveloping out-of-centre retail parks and buildings for a wider mix of uses.
- 4-5. Strengthen the role of Staplehurst Road and Hither Green Lane Local Centres, and other commercial areas nearby, to secure their long-term vitality and viability and to make the neighbourhood more liveable. Improve connectivity within and through Hither Green by addressing severance caused by railways and major roads, including public realm enhancements at the Hither Green station approaches and their surrounds.
- 5-6. Reinforce and enhance the character of established residential areas, local centres and parades. At the same time, d whilst delivering new homes and area improvements through their sensitive intensification.
- 6-7. Protect and promote-enable 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.
- 7-8. 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 and Silk Mills Path.
- 8-9. Protect and enhance open and green spaces, including waterways. Deliver the Lewisham Links, a connected network of high quality walking routes and cycleways routes that link these spaces and other key destinations.

Figure 14.2: Central Area key diagram

## LCA\_1 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 Area<sup>157</sup> is fully

<sup>157</sup> Refers to the New Cross / Lewisham / Catford Opportunity Area, as established by draft the London Plan policy SD1 (Opportunity Areas).

**Commented [NE727]:** Respond to consultation – more emphasis needed on cultural and community role of the centre

**Commented [NE728]:** To reflect the objective of the Catford Town Centre Framework

**Commented [NE729]:** Respond to consultation – more prominence given to A20

**Commented [NE730]:** Respond to consultation – more details sought on Hither Green, especially area west of Hither Green station

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).

A. Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the Central Area.

C-B. Development proposals ~~should~~ must help to ensure the Central Area benefits from a high quality network of walking routes and cycle ways ~~connections and routes~~ that ~~better link~~ connect neighbourhoods and places, including green spaces and waterways, ~~having regard with reference~~ to Policy LCA5-GR4 (~~Central~~ Lewisham Links).

D-C. Staplehurst Road ~~will be and~~ Hither Green Lane ~~are~~ designated as a ~~L~~ local ~~Centres~~ reflecting the role ~~# they plays~~ in the provision of local services and community facilities, along with ~~its~~ their accessible location near Hither Green station.

**Commented [NE731]:** Removed to reduce repetition – these points are covered both in Policy OL1 and the key spatial objectives above. A new Criterion (A) has been written to ensure developments engage with these objectives.

**Commented [NE732]:** Respond to consultation – Hither Green Lane designated new Local Centre, following further review. Details also in Part 2 Economy and Culture chapter



To help secure the long-term viability of the Local Centres, development proposals should:

- a. Enhance the character and Address severance caused by the railway and improve accessibility to and along the station approaches and the Local Centres, including by improving through public realm enhancements, and the legibility of that make walking routes, and cycleways routes; and and station entrances (including at Springbank Road) safer and more legible;
- a-b. Enhance the character of the Local Centres through shopfront improvements, tree planting and, where appropriate, refurbishing or redeveloping buildings that detract from local character; and
- b-c. Facilitate the renewal of non-designated employment sites in proximity to the station to secure a complementary mix of commercial and other uses.

**Commented [NE733]:** Respond to consultation – more details sought on Hither Green, especially area to west of station

E-D. 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 where this responds positively to the area's local and historic character.

**Commented [NE734]:** Small sites typologies are set out in elsewhere in the plan

F-E. The river valley network is a defining feature of the Central Area which development proposals should must 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 routes and eyeing-links cycleways that enhance access to the river from the town centres of Lewisham and Catford, and the A21 Corridor, will be strongly supported; and
- e-d. Designing development with reference to the River Corridor Improvement Plan.

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).

**Commented [NE735]:** Repetition – this is addressed in Policy QD4 on 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).

**Commented [NE736]:** Repetition – covered elsewhere in the plan

## LCA\_2 Lewisham ~~M~~major ~~C~~entre and surrounds

- A. Continued investment in Lewisham ~~M~~major ~~C~~entre to enable its ~~transition to future designation as~~ a ~~M~~etropolitan ~~C~~entre 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 ~~and its~~ environment. They should ~~also~~ deliver a complementary mix of ~~main town~~ uses, ~~including along with~~ new housing, whilst ensuring that the centre's predominant commercial role is maintained and enhanced.
- B. Development proposals will be ~~expected required~~ to help facilitate, ~~and must not prejudice~~, 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 as well as new and improved~~ walking ~~routes~~ and cycle ~~ways routes~~. ~~Detailed site specific~~ Further requirements are set out in Policy TR1 (Sustainable transport and movement) and 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 must~~ be designed to provide an appropriate transition ~~in bulk, scale, massing, height and character~~ from ~~the surrounding~~ residential neighbourhoods ~~around the centre, its the edges of the centre and into the heart of the town the centre's commercial core~~, with generous setbacks provided along ~~the Ravensbourne and Quaggy rivers, main roads and other routes corridors for movement~~.
- D. Development proposals must contribute to enhancing the public realm ~~by applying the Healthy Streets Approach. They should in order to~~ promote ~~and enable movement by walking, and cycling and the use of public transport, and in order to~~ make the town centre a significantly more accessible, safer, ~~healthier~~ and attractive ~~environment place~~. 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 ~~walking routes and cycleways~~ running through and/or connecting key ~~strategic sites, commercial destinations, public transport nodes, and public open spaces and residential areas~~. 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.
- E. Development proposals ~~should must~~ 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~~must 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. ~~Development p~~Proposals should make provision for attractive and robust embankments as an ~~central integral design~~feature of the design, particularly along the River Ravensbourne ~~in order~~ 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 ~~m~~Market is at the heart of the town centre and will be protected as an important commercial destination, community anchor 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. Evening and ~~n~~ight-time economic activities will be supported where they ~~positively~~ contribute positively to the local area, with reference to Policy EC18 (Culture, creative industries and the night-time economy).
- I. ~~Development proposals must make provision for p~~Positive ~~frontages with and~~ active ground floor frontages ~~will be required at the street level, particularly within the town centre and at its edges. This includes~~ 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 D~~development ~~interfaces well with them~~must reinforce or create a positive relationship with the public realm, ~~special attention should be given to design~~ at the street or ground floor level, and where appropriate podium levels of buildings. Where new housing is proposed within the town centre, this will only be acceptable on the upper floor levels.
- J. To ensure Lewisham ~~M~~major ~~C~~entre ~~s~~ maintains its role as one of the Borough's principal commercial and employment locations, development proposals ~~will be expected to~~must retain or re-provide existing workspace, and deliver net increases gains in industrial capacity wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class ~~B4-E~~(g) uses, including hybrid workspace combining office and

lighter industrial ~~workspace uses~~ appropriate to the area. Provision of workspace suitable for small ~~and independent~~ businesses, including units of 500 square meters or less, will be strongly encouraged.

### LCA\_3 Catford ~~M~~major ~~C~~entre and surrounds

- A. Reinforcing the role of Catford ~~M~~major ~~C~~entre as Lewisham's principal civic and cultural hub is ~~a strategic priority integral to the delivery of the spatial strategy~~. 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 ~~main town centre~~ uses, ~~including along with~~ 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 Framework and where appropriate, site allocation policies~~.
- C. ~~Proposals for~~ the realignment of the South Circular (A205) ~~at Catford Major Centre~~ will be ~~progressed facilitated through the Local Plan and delivered~~ through a partnership approach with ~~key stakeholders, including~~ Transport for London ~~and other key stakeholders~~. ~~This will help~~ The road realignment ~~to facilitate will enable the comprehensive regeneration and renewal in of the town centre and enhance the liveability of its surroundings neighbourhoods, 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 must~~ maximise opportunities presented by the road realignment; ~~including through designs that provide to make provision for safer access movement along and across the South Circular and its main junctions at Rushey Green (A21), new and improved public realm and more accessible, high quality, publicly accessible 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 must~~ be designed to provide for an appropriate transition in scale, bulk, mass, ~~and height and character between from the centre, its edges and surrounding residential neighbourhoods around the centre, the edges of the centre, and the centre's commercial and civic core, with generous setbacks provided along the Ravensbourne River, major roads and other corridors for movement~~.
- E. Development proposals must contribute to enhancing the public realm ~~by applying the Healthy Streets Approach. They should in order to promote and enable movement by walking, and cycling, and the use public transport to make the town centre a significantly more accessible, safer, healthier and attractive environment place~~. 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 ~~walking routes and cycleways~~ running through and/or connecting key ~~strategic sites~~, commercial, civic and cultural destinations, ~~public transport nodes, and~~ public open spaces ~~and residential areas~~. Particular consideration will need to be given to

**Commented [NE737]:** This is addressed in the policy supporting text and justification

movements to and from Catford and Catford Bridge stations and along Rushey Green (A21). Careful consideration will also need to be given to the relationship between vehicular, pedestrian and cycle movements and access at Sangley, Brownhill and Plassy Roads, and the South Circular (A205), ~~and safe walking and cycling will be prioritised.~~

**Commented [NE738]:** This is captured by reference to the Healthy Streets Approach, cross-referenced above and detailed in Policy TR3.

- F. Development proposals must respond positively to the historic and cultural character of the town centre and its surrounds, ~~and whilst preserveing or enhanceing~~ the significance of heritage assets, including by:
- 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;
  - Designing development with reference to the historic fabric of the local area. In particular, development should seek opportunities to enhance the townscape by reinstating the network of historic lanes within the town centre; and
  - Addressing the relationship of new development with the Culvery Green Conservation Area to the south.
- G. Development ~~proposals should must~~ respond positively to the distinctive character of ~~the Broadway,~~ and the buildings of townscape merit ~~that line it, along it, and They should~~ reinforce ~~and enhance the its~~ function of the Broadway as a key movement corridor by walking and cycling, ~~and as well as a~~ focal point of ~~community and commercial~~ activity.
- H. Development proposals ~~will be expected to must~~ 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. ~~Development p~~Proposals should make provision for attractive and robust embankments as ~~an central integral design~~ feature ~~of the design~~ to enhance connections to town centre's western gateway, Ladywell Fields and the train stations.
- I. Catford ~~m~~Market forms an integral part of the town centre and will be protected as an important commercial destination, ~~community anchor~~ 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. ~~Evening and n~~Night-time economic activities should help to reinforce Catford's role as an important cultural destination, and will be supported where they ~~positively~~ contribute

positively to the local area, with reference to Policy EC18 (Culture, creative industries and the night-time economy).

- K. Development proposals must make provision for positive frontages within the town centre and at its edges will be required at the street level, with active ground floor frontages 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 must reinforce or create a positive relationship with the public realm, special attention should be given to design at the street or ground floor level, and where appropriate, 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 must retain or re-provide existing workspace and deliver net increases-gains in industrial capacity wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class B1-E(g) uses, including office floorspace and hybrid workspace combining office and lighter industrial workspace-uses appropriate to the area. Provision of workspace suitable for small and independent businesses, including units of 500 square meters or less, will be strongly encouraged, particularly where the space is designed to support the cultural and creative industries.

#### LCA\_4 A21 Corridor

- A. The transformation of the A21 Corridor (Lewisham High Street, Rushey Green and Bromley Road) and its immediate surrounds into a series-network of liveable and healthy neighbourhoods with a distinctive urban character is a strategic priority integral to the delivery of the spatial strategy. 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 must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach.
- B. Development proposals along the A21 Corridor and its immediate surrounds should must contribute to enhancing the place qualities of the corridor by:
- 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 where appropriate;
  - 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;
  - Ensuring new development interfaces well-reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the Corridor, and active ground floor frontages incorporating

**Commented [NE739]:** To refer to the A21 Development Framework and ensure this informs the design

commercial and community uses, where appropriate, particularly in town centres and edge-of-centre locations;

- d. Maximising opportunities to integrate tree planting and other urban greening measures; and
- e. Enhancing connections between the Mmajor Ccentres of Catford and Lewisham, as well as neighbourhoods surrounding the Ccorridor, through the delivery of new and improved public realm.

C. Development proposals must reinforce and enhance 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 by applying the Healthy Streets Approach. This principal north-south route should be supported by a complementary network of legible, safe and accessible walking routes, including cycling Quietways, and cycleways that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park, and Mountsfield Park and the River Ravensbourne.

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 Ccorridor, 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).

**Commented [NE740]:** Repetition – covered elsewhere in policy and plan

#### 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. Drinking water fountains;



- i. ~~Public conveniences;~~
- j. ~~Way-finding signage;~~

G. ~~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 ~~M~~major ~~C~~centres of Lewisham and Catford. These centres, together with the A21 road, make up a strategic ~~growth~~ 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 ~~M~~major ~~C~~centres is delivered and new ~~strategic~~ transport infrastructure is secured, ~~including the Bakerloo line extension and upgrade of Lewisham interchange, which is one of London's main strategic transport interchanges.~~ ~~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 ~~M~~major ~~C~~centre, enabling its transition to a ~~M~~metropolitan ~~C~~centre, is a key ~~Local Plan~~ 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- and other key stakeholders and development industry partners~~ to deliver a high quality, modern ~~M~~metropolitan ~~C~~centre. A number of major ~~schemes~~ developments have ~~planning been~~ consented ~~with several having been completed or 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 ~~redevelopment can will~~ 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~~ ~~the size of the site~~ and ~~its~~ prominent position at the heart of the centre. Its redevelopment is essential to improving accessibility and ~~circulation permeability~~ within ~~and through~~ the centre as well as to enhance the amenity of Lewisham ~~m~~Market, an important visitor destination in its own right.
- 14.10. Catford ~~M~~major ~~C~~centre is the civic heart of the Borough where the Council's main offices are located. It contains a number of historic buildings, ~~including~~ civic and cultural venues, such as Broadway Theatre, which give it a distinctive character and identity. The town centre has ~~a~~ growing ~~evening and night-~~time economy along with a range of shops and services, including the Catford ~~m~~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

**Commented [NE741]:** Absorbed into new borough-wide Lewisham Links policy – see Part 2, Policy GR4. However, sub-area section supplemented with a new map of the links

**Commented [NE742]:** Repetition – removed to make more concise



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~~ support its implementation, the Council has prepared the Catford Town Centre Framework.

~~14.11.~~ There are opportunities to enhance the liveability of Hither Green by reinforcing and strengthening the role of its Local Centres at Staplehurst Road and Hither Green Lane. This can in turn help to attract new investment to this part of the neighbourhood. The long-term viability and vitality of the centres can be supported by access and public realm improvements, particularly around Hither Green station and its western approaches. The railway and major roads present barriers to movement within and through the local area, including to open spaces such as Mountsfield Park and the River Quaggy at Manor Park.

**Commented [NE743]:** Respond to consultation – further detail about Hither Green

~~14.11.14.12.~~ 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 ~~planned~~ 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 ~~projects~~, the Local Plan seeks to deliver a well-integrated network of high quality walking ~~routes~~ and cycleways ~~routes~~. ~~The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes to promote and enable modal shift away from cars.~~ The transformation of the A21 Corridor ~~into~~ using the Healthy Streets Approach underpins this approach is integral to the delivery of the spatial strategy. 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 and the River Ravensbourne.

~~14.12.14.13.~~ Transport for London ~~have~~ ~~has~~ completed ~~an~~ Outcome Definition study along the A21, ~~which has shown~~ This shows that significant improvements are needed to encourage ~~and enable~~ modal shift ~~to cycling, walking and public transport use~~, including improved cycle infrastructure, bus priority measures and additional pedestrian crossings. Although ~~this work is~~ projects are 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.

~~14.13.14.14.~~ 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 quality and amenity value of the waterways, both by naturalising rivers 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~~ The Lewisham Links are a connected network of walking routes and cycleways centred on the network of

green infrastructure, including waterways, ~~recognising the priority given to improving public access to it.~~ Development proposals must support the delivery of the Lewisham Links, particularly by enhancing public access to and along the Waterlink Way.

Figure 14.1 Central Area

Figure 14.2 Central Area key diagram

Figure 14.3 Central Area Lewisham Links

Figure 14.~~34~~ Central Area site allocations

## Site allocations

*Note: For the text only version of the Local Plan: Main Issues and Preferred Approaches document, the Central Area site allocations are included ~~in a separate~~ at the end of this document.*

## 15 Lewisham's North Area

### 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 Royal 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 post-war 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 which contributes to its 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 Road~~ and clusters of Locally Significant Industrial 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 vacant and underused employment industrial~~ sites will influence the area's evolving character, ~~whilst helping to improve its providing for new homes, jobs and community facilities along with~~ environmental ~~qualities~~ improvements. ~~For example, p~~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 dissects much of the area. This infrastructure contributes to severance and limits permeability and circulation within and 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 roads are dominated by vehicles, prone to traffic and congestion, and typically suffer from poorer quality public realm, which limits 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 and reinforcing 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 economy 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 and waterways, 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 **H**igh **S**treets at New Cross and Deptford **D**istrict **C**entres 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 **routes** and cycle**ways 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 using the 'Healthy Streets' Approach** 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 the vision our key spatial objectives are to:

1. Secure the delivery of the Bakerloo line extension, with a new modern station at New Cross **Gate**, to improve transport access**ibility** 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

**Commented [NE744]:** Respond to consultation - clarification

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 ~~H~~igh ~~S~~treets at Deptford and New Cross. Ensure Deptford market remains a vibrant hub of commercial and cultural activity at the heart of the community.

~~7-8.~~ Apply the Healthy Streets Approach within and around Evelyn Street Local Centre to help secure its long-term vitality and viability. Better integrate the centre with surrounding neighbourhoods and Deptford High Street by ensuring new development creates a positive relationship with the centre, including new or improved links.

~~8-9.~~ Transform New Cross Road (A2) Corridor and other major roads into a using the 'Healthy Streets' Approach with public realm improvements that make walking, cycling and the use of public transport safer and more convenient, including the expansion of cycle hire throughout the North Area. 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 the introduction of active uses at the street level.

~~9-10.~~ 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. Secure Creekside's continued role in accommodating boating communities, including boat dwellings. 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.

~~10-11.~~ 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 routes and cycle ways ~~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.

~~11-12.~~ Safeguard ~~the~~ strategic waste management sites required to ensure Lewisham is net waste self-sufficient, including Maximise opportunities to improve the environmental performance of existing waste facilities, including by South East London Combined Heat and Power (SELCHP), and developing decentralised energy networks linked to this facility South East London Combined Heat and Power (SELCHP) and better mitigating amenity impacts of facilities.

Figure 15.2: North Area key diagram

## LNA\_1 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 Area<sup>158</sup> is fully realised. This will require that investment is appropriately coordinated within Lewisham's North Area and that:

<sup>158</sup> Refers to the New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside Opportunity Areas, as established by draft London Plan policy SD1 (Opportunity Areas).

**Commented [NE745]:** Respond to consultation – reflect need for new developments such as Convoys Wharf to create a positive relationship and better integrate with the centre

**Commented [NE746]:** Respond to consultation – strengthen point on cycle hire as it is especially feasible and viable in the north area

**Commented [NE747]:** Respond to consultation – recognise existing boating community and help secure its long term future in the area

**Commented [NE748]:** Respond to consultation – Many respondents suggesting that SELCHP should be decommissioned. However as set out in Local Plan Policy SD12, at current time London Plan effectively requires that SELCHP continues to be safeguarded. The revised objective responds to consultation feedback by emphasising need to improve the facility's environmental performance, including DE network development and better mitigating amenity impacts, such as air quality, where opportunities arise.

- 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.~~

A. Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the North Area.

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.B.~~ Development proposals ~~should-must~~ help to ensure the North Area benefits from a high quality network of walking routes and cycle ways ~~connections and routes that better link connect~~ neighbourhoods and places, including green spaces and waterways, having regard to Policy LNA5-GR4 (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.

~~D.C.~~ Development proposals ~~should-must~~ seek to foster community cohesion and improve accessibility by addressing 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 including New Cross Road and Evelyn Street (A200) and the wall at Leeway adjacent to Convoys Wharf.

**Commented [NE749]:** Removed to reduce repetition – these points are covered both in Policy OL1 and the key spatial objectives above. A new Criterion (A) has been written to ensure developments engage with these objectives.

**Commented [NE750]:** Repetition – covered in key spatial objectives above, and additional standalone policy LNA2

**Commented [NE751]:** Included to ensure proposals consider feasibility of addressing wall

~~E.D.~~ Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals ~~should address must respond positively to~~ 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 local~~ character and identity, particularly where sites are delivered ~~through comprehensively through the masterplan process development~~. 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 ~~public~~ access to it; and
- c. The historic fabric and ~~urban~~ grain of the ~~H~~high ~~S~~treets at Deptford and New Cross.

~~F.E.~~ Development proposals must respond positively to ~~t~~The River Thames and Deptford Creek ~~are defining features of the North Area which development proposals should respond positively to, having regard with reference~~ to Policy LNA4 (Thames Policy Area and Deptford Creekside). ~~Development proposals will be expected to They must~~ maximise opportunities to improve the ecological quality and amenity value of these ~~se river environment waterways~~, including by ~~facilitating the provision of new and enhanced connections creating or enhancing walking routes and cycleways~~ to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek.

**Commented [NE752]:** Repetition - Removed to make more concise, further details on character set out in LNA4

~~G.F.~~ Development proposals ~~should must~~ respond positively to the historic and cultural character of New Cross and Deptford ~~D~~district ~~town C~~entres. A wide range of commercial, cultural and community uses will be supported within the centres, ~~helping to ensure to support~~ their ~~vitality and~~ long-term viability ~~and as well as to broadening expand~~ their role as key nodes of employment ~~generating~~ activity within the Creative Enterprise Zone.

~~H.G.~~ 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 with reference~~ to Policy EC 18 (Culture, ~~creative industries~~ and the night-time economy).

~~H.~~ Deptford market and market yard are at the heart of the Deptford ~~D~~district ~~town C~~entre and will be protected as an important commercial destinations and visitor attractions. 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 ~~appropriate~~ provision ~~of space and for~~ facilities for traders.

- I. ~~Development proposals must support the vitality and viability of Evelyn Street Local Centre by creating and maintaining a positive relationship with the centre, and responding positively to its location at a key transitional position between Deptford High Street and Convoys Wharf. This includes the provision of new and improved~~



walking routes and cycleways to and around the centre, including links to open spaces. Proposals should also deliver other public realm enhancements to improve the place qualities of the centre including streets trees and other urban greening measures, with reference to Policy QD3 (Public realm).

- 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. Where relevant, dDevelopment proposals should refer and positively engage with these documents, including:~~ must demonstrate how they have responded positively to the New Cross Area Framework and Surrey Canal Triangle SPD through the design-led approach.
- 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);~~

## LNA\_2 New Cross Road / A2 Corridor

- A. ~~Development proposals should be designed to facilitate T~~the transformation of the New Cross Road / A24 Corridor ~~and its immediate surrounds into a well-functioning and healthy street, well-connected network of liveable and healthy neighbourhoods with a distinctive historic and cultural character is integral to the delivery of the spatial strategy. Development p~~Proposals ~~should make the best~~must demonstrate how they will make the optimal use of land to ~~enable the~~support the delivery of a high quality, lively and thriving High Street. ~~They should also, whilst~~ reinforcing inge and enhancing inge 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~~must 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 along it, particularly through the retention and introduction of appropriate commercial, cultural and community uses at the street or 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 by walking and cycling and enable safe access along and across the road;
  - e. Delivering public realm improvements that make the Corridor a more accessible, attractive and welcoming place;
  - f. Maximising opportunities to integrate tree planting and other urban greening measures; and

**Commented [NE753]:** Re-phrased to make more concise. Reference to New Cross Area Framework and Surrey Canal Triangle SPD retained. Other guidance documents referred elsewhere in plan.



- g. Supporting the continued evolution of the ~~C~~corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of ~~strategic and other sites~~; and
- g-h. ~~Ensuring development will not result in an unacceptable routing or volume of cars and other vehicles onto primarily residential streets.~~

**Commented [NE754]:** Respond to consultation – clarity required about how growth will be appropriately managed

- C. Development proposals must reinforce the role of New Cross Road as a strategic movement corridor ~~by applying the Healthy Streets Approach~~, 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 ~~walking routes, including and cycleways routes~~, that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross ~~D~~istrict ~~C~~entres, New Cross and New Gate ~~s~~tations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. ~~Development p~~roposals ~~will be expected to must~~ 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. ~~The Council will work in A-partnership approach with the Mayor of London / Transport for London and other stakeholders will be pursued to help facilitate the transformation of the New Cross Road / A2 corridor into a healthy street, particularly to deliver strategic new~~ transport infrastructure and public realm improvements ~~along and around New Cross Road~~, including:
- A new high quality station interchange at New Cross Gate, ~~which is~~ necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;
  - ~~Interventions to support~~Public realm enhancements designed to a rebalancing of transport modes along New Cross Road ~~to with priorityise given to movement by~~ walking and cycling, including by widening pavements and reducing pinch-points; and
  - Improvements at key junctions to enhance safety for all road users, including at ~~the~~ Amersham ~~g~~yratory.

**Commented [NE755]:** Removed to make more concise – priority for walking, cycling and public transport is implicit in the Healthy Streets approach, as set out in Policy TR3

- 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).~~

**Commented [NE756]:** Absorbed into A above

Figure 15.3: Creative Enterprise Zone

### LNA\_3 Lewisham 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:

- a. The regeneration of Mixed-use Employment Land;
- b. Retaining and enhancing workspace provision at Deptford Creekside;
- c. Focused renewal of industrial sites SIL and MEL located at the convergence of Grinstead Road and Trundleys Roads to establish a revitalised employment-led mixed-use quarter; and
- d. Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford District town Centres, including evening and night-time economic activities; and
- e. Designating Cultural Quarters at Deptford Creekside and New Cross and carefully managing development within them, in accordance with Policy EC18 (Culture, creative industries and the night-time economy).

**Commented [NE757]:** Amended to aid policy implementation - Policies EC5 and EC7, along with site allocations, make clear which sites this applies to

- C. The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:

- a. Ensuring that ~~new~~ development proposals protect existing business floorspace/industrial capacity and contribute to making provision for a wide range of flexible workspace and facilities in suitable locations, at an appropriate range of rents. Development proposals will be considered favourably where they incorporate a low-cost and element of an appropriate amount of affordable workspace, particularly space catered to micro, small and medium sized businesses, including start-ups and independents; ~~will be considered favourably~~;
- b. Ensuring new development proposals are designed to enable full-fibre digital connectivity, or equivalent infrastructure, ~~connectivity~~ to all end users;
- c. Encouraging the temporary use of vacant buildings and sites for creative workspace catered to creative and cultural activities; and
- d. Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.

**Commented [NE758]:** Additional reference to Cultural Quarter, which is linked to and supports the CEZ

- D. Within the CEZ, development proposals involving the loss of B1 Use-Class E(g) office and light industrial workspace and Sui Generis business space that is currently occupied ~~by~~, or suitable for, use ~~in by~~ the creative and cultural industries, including artists' workspace, will be strongly resisted. Development proposals involving the redevelopment of this loss or change of use of type of workspace will be required to only be permitted where they:

- a. Ensure that an equivalent amount of B1 Use-Class E(g) workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), incorporating existing businesses where possible; or
- b. Within a Mixed-use Employment Location, seek to maximise the provision of B1 Use-Class Class E(g) office and light industrial workspace for uses in the

**Commented [NE759]:** Amended to reflect changes to the Use Classes Order

creative and cultural industries, and demonstrate that reasonable efforts have been made to retain or re-provide such existing provision; and

- c. ~~Include an element of~~Retain existing and make provision for new affordable workspace, in line with Policy EC4 (~~Providing suitable business space~~Low-cost and affordable workspace).

Figure 15.4: Thames Policy Area

#### LNA\_4 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 must~~ also support and seek to maximise the multifunctional social, economic and environmental ~~functions and~~ benefits of the watercourses, ~~having regard with reference~~ to Policy SD9 (~~Water management~~Lewisham's waterways).
- B. Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, ~~will be expected to must~~ address the watercourse as an integral part of the design-led approach. ~~New development~~They 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-create or improve~~ 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. Consideration must be given to the requirements of the existing boating community and Creekside's continued role in accommodating boat dwellings to help meet housing needs; and
  - f-g. Ensuring development does not adversely impact on the amenity of uses within industrial areas and safeguarded wharves, in line with the Agent of Change.

**Commented [NE760]:** Policy re-phrased, with environmental functions continuing to be captured in policy; also covered more comprehensively in SD9 which is cross-referenced

**Commented [NE761]:** Public consultation – request policy recognise and protect provision for boating community

**Commented [NE762]:** Public consultation – request from Port of London Authority for stronger recognition of amenity around river related industrial uses and wharves

- 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 fully investigated and implemented wherever feasible.

#### 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;~~
  - ~~j. Way finding signage;~~
- 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~~where the Council will continue to support regeneration objectives ~~to secure inclusive, safe, healthy and liveable neighbourhoods~~. A large part of the area falls within a London Plan Opportunity Area ~~It and is therefore~~ instrumental to the delivery of the spatial development strategy for London. There are pockets of deprivation ~~in localities~~ across the North Area, with some localities in the 20 per cent most deprived in the country. 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,

**Commented [NE763]:** Absorbed into new borough-wide Lewisham Links policy – see Part 2, Policy GR4. However, sub-area section supplemented with a new map of the links

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 transformational 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, including genuinely affordable housing, workspace, community facilities and public realm ~~improvements/enhancements~~, including new public open and green space. There is also scope to consolidate SIL land around Trundleys Road to create a high quality mixed-use employment quarter with an improved relationship with Folkestone Gardens. This will be facilitated through the plan-led process, in line with Policy EC5 (Strategic Industrial Locations), to ensure there is no net loss of industrial capacity. Site allocations ~~have been included in the plan-to-set parameters for and will~~ ensure certainty over the delivery of MELs and SIL. Guidance has also been prepared to support the Local Plan policies and provide clarity for the public ~~over-on~~ development opportunities and outcomes sought, including the Surrey Canal Triangle SPD and New Cross Area Framework.

**Commented [NE764]:** Included to ensure a reasoned justification for this policy approach

15.12. The Local Plan designates a new Creative Enterprise Zone ~~for-in~~ 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 development on employment sites and secure the delivery of new high quality workspace, including low-cost and affordable workspace as well as artists' studio space, for which there is a demand. 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, river and marine-based commercial uses. Development proposals must comply with the Agent of Change principle. This will ensure that designs avoid, minimise and appropriately mitigate disturbances (such as noise) and conflicts that may result from the wide range of land uses within the area, including on industrial sites and safeguarded wharves. The river network also has and will continue to

**Commented [NE765]:** Public consultation – Additional supporting text on request of Port of London Authority re safeguarded wharves

play an important role in shaping Lewisham's identity and character. Creekside is home to an established boating community including boat dwellings. The Port of London Authority's Thames Vision also highlights the southern part of Deptford Creek as a potential Residential Mooring Opportunity Zone. The Borough has a strong-distinctive maritime and industrial heritage, including the Royal Naval Dockyard and the Grand Surrey Canal, and there are opportunities to enhance, better reveal and reinstate heritage assets through ~~for~~ heritage-led regeneration.

**Commented [NE766]:** Public consultation – PLA Thames Vision recognises potential for residential mooring, additional justification for policy

- 15.14. An effective and resilient transport network is essential to ~~the achievement of~~ inclusive, safe, 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, schemes the Local Plan seeks to deliver a well-integrated network of high quality walking routes and cycle ~~ways~~ routes. The main aim is to realise a significant modal shift ~~in~~ from journeys made by vehicles to more sustainable modes. These will be enabled through the transformation of New Cross Road / A2 Corridor and other major roads into ~~causing the~~ Healthy Street Approach ~~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 redevelopment opportunities ~~to which can~~ help to enable public realm enhancements and townscape improvements.
- 15.15. ~~Elsewhere,~~ The North Lewisham Links programme is a well-connected network of high quality walking routes and cycleways that has been successfully delivered in key locations in the area, helping to improve accessibility to parks, green spaces, waterways and other ~~amenities~~ key destinations. ~~We will~~ Development proposals must 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~~ throughout the Borough, which will be implemented in line with Policy GR4 (Lewisham Links). ~~The 'links' concept will therefore be extended to Lewisham's other character areas, so to create a borough-wide network of linked routes.~~

Figure 15.1 North Area

Figure 15.2 North Area key diagram

Figure 15.3 North Area Lewisham Links

Figure 15.34 North Area Area site allocations

## Site allocations

*Note: For the text only version of the Local Plan: Main Issues and Preferred Approaches document, the North Area site allocations are included ~~in a separate~~ at the end of this document.*

## 16 Lewisham's East Area

### 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 20<sup>th</sup> 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 it has a~~ rich character and village qualities ~~that~~ make it a key visitor destination, with an active evening and night-time economy. Lee Green has a distinctive historic character with a significant number of listed buildings. It is one of the Borough's smallest District Centres ~~that serves its the local catchment neighbourhood and communities~~ 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. Vacancy rates and indicate that Lee Green is not performing as well as others District Centres in the Borough.
- 16.4. Grove Park is located to the ~~very south~~east of the Borough and is somewhat disconnected from its surrounding ~~areas~~neighbourhoods. This is in part owing to railway lines to the northeast and southwest, as well as the South Circular, that which create physical barriers to movement 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~~ They are dominated by ~~vehicular vehicles, suffer from~~ traffic and congestion, and have a ~~generally~~ poorer quality 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 ~~and open~~ 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 and reinforce its role as~~ a key destination in London. The character and ~~role-function~~ 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-commercial and cultural~~ activity. ~~Public realm improvements along and 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-District~~ and ~~L~~ocal ~~C~~entres 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 ~~and revitalisation~~ 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) ~~and other roads by applying into a the 'Healthy Streets' Approach~~, with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. The ~~L~~ocal ~~C~~entres of ~~Burnt Ash~~Lee Station, 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 ~~evening and~~ 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, ~~forming part of an integrated District Park~~, along with the open spaces at Blackheath. A network of ~~high quality~~ 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 the vision our key spatial objectives are to:

1. Re-establish Lee Green ~~District Centre~~ as a welcoming and thriving hub of commercial, ~~cultural~~ and community activity. Deliver public realm improvements ~~and together with~~ high quality, mixed-use developments through the renewal of Leegate Shopping Centre and other town centre sites. ~~Improve movement and safety within and through the centre by a~~Addressing the dominance of ~~vehicular vehicles and~~ traffic ~~congestion~~ at the centre's main junction.

**Commented [NE767]:** Respond to consultation – more emphasis in vision for aspiration of District Park



2. Preserve and enhance the distinctive qualities of Blackheath Village ~~D~~istrict ~~C~~entre whilst building on its strengths as a key visitor destination.
3. Reinforce the role of Grove Park ~~L~~ocal ~~C~~entre in supporting the neighbourhood and local communities. Improve the quality of the centre, including its streetscape, townscape and environment, through the redevelopment of larger sites within the centre and the delivery public realm enhancements, particularly around the station approach.
4. Strengthen the role of ~~Burnt Ash~~Lee Station ~~L~~ocal ~~C~~entre in supporting the neighbourhood and local communities. 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 ~~LSIS~~ and other smaller industrial sites, ~~with~~ through the delivery of new employment-led mixed-use development.
6. Transform the South Circular (A205, ~~Baring Road~~), ~~and~~ Lee High Road (A20), ~~Burnt Ash Road/Baring Road (A2212), Lee Road (A212) and other major roads into~~ the 'Healthy Streets' Approach, 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~~ Deliver public realm enhancements along these routes to 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, including by re-naturalising and improving public access to the river near Lee High Road.

Figure 16.2: East Area key diagram

## LEA\_1 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.~~

A. Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the East Area.

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~~ reference to Policy HE2 (Designated heritage assets).

C. Development proposals ~~should must~~ 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. The Healthy Streets Approach will be supported in and around Blackheath Village to improve accessibility by walking and cycling.

D. Development proposals must support ~~The transformation of the South Circular (A205, Baring Road), and Lee High Road (A20), Burnt Ash Road/Baring Road (A2212) and Lee Road (A212) into well-functioning and by applying the Healthy Streets Approach that support a well-connected network of neighbourhoods and places will be facilitated, in line accordance with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Development proposals should seek to. They must be designed to create or enhance the walking routes and cycleways environment through the provision of public realm improvements, and positive frontages and active ground floor 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 redevelopment and intensification of sites within the Lee Green ~~District~~ Centre and ~~these brownfield land~~ fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park

**Commented [NE768]:** Removed to reduce repetition – these points are covered both in Policy OL1 and the key spatial objectives above. A new Criterion (A) has been written to ensure developments engage with these objectives.

**Commented [NE769]:** Removed to make more concise – this point is implicit in the Healthy Streets Approach

station and Heather Road/Bramdean Crescent), and along the South Circular will be supported where development proposals respond positively to local character.

- F. Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes the consideration of public realm improvements to address severance caused by the South Circular (A205), other major roads 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~~ Lee Station is 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 vitality and viability of the local centre, development proposals should:
- Be designed to enhance the character of the townscape, and accessibility to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of walking routes and cycle ways routes; and
  - Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial and other uses and modern workspace.
- H. The sensitive intensification of established residential neighbourhoods will be supported where new development proposals respond positively to their distinctive local and historic character, including the landscape setting. The Council will prepare a Development proposals must have regard to the Small Sites Guidance SPD which development proposals should have regard to, where appropriate.
- I. Opportunities should be taken to direct new investment to the Grove Park neighbourhood to address the pockets of deprivation within it, having regard with reference to Policy LEA3 (Strategic 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 must 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 reference to Policy LEA4 (Linear network of green infrastructure).
- K. Development proposals should must help to ensure the East Area benefits from a high quality network of walking routes and cycle ways connections and routes that better link connect neighbourhoods and places, including green spaces and waterways, having regard with reference to Policy LEA5 GR4 (East Lewisham Links).
- L. The River Quaggy is a defining feature of the East Area which development proposals should must respond positively to. Development proposals will be expected to must maximise opportunities to improve the ecological quality and

**Commented [NE770]:** Removed – for clarity and to aid policy implementation, the point is addressed by the addition of 'other major roads' within this policy.

**Commented [NE771]:** 'Other uses' removed – this was included with reference to mixed-use redevelopment opportunities with the Travis Perkins and Citrogeon Garage site, but which has now been removed as a site allocation (granted approval for a fully commercial led scheme).

**Commented [NE772]:** Amended to reflect the SPD is now adopted

**Commented [NE773]:** Repetition – these points captured in LEA4, which the policy cross-references

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);~~

**Commented [NE774]:** Removed to make more concise – covered elsewhere in the Local Plan

## LEA\_2 Lee Green ~~D~~istrict ~~C~~entre and surrounds

- A. Development proposals ~~should must demonstrate how they will~~ contribute to securing the long-term vitality and viability of Lee Green ~~D~~istrict ~~town~~ centre, ~~including~~ 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 must~~ also deliver a complementary mix of ~~main town centre~~ uses, ~~including along with~~ 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 of the sites at Leegate Shopping Centre, Sainsbury's Lee Green and the land at Lee High Road and Lee Road, which will together form a central focus for the renewal and revitalisation of the District Centre. Development proposals at these sites must be delivered in accordance with relevant site allocation policies.~~
- C. Development proposals must contribute to enhancing the public realm ~~by applying the Healthy Streets Approach. in order to~~ They should promote ~~and enable movement by walking, and cycling; and the use of public transport~~ to make the town centre a significantly more accessible, safer, ~~healthier~~ 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 ~~walking routes and cycleways~~ running through and/or connecting key commercial, leisure and cultural destinations, ~~public transport nodes, along with~~ public open spaces ~~and residential areas~~. 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.

**Commented [NE775]:** Repetition – removed to make more concise, these requirements are addressed elsewhere in the plan

- 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~~ and character between the centre, its edges and surrounding residential neighbourhoods, with generous setbacks provided along major roads and movement corridors.
- E. Development proposals should be designed with pPositive frontages and active ground floor frontages ~~should be integrated within the town centre area~~ and at its edges. In order to ensure development ~~interfaces well~~ creates a positive relationship 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~~ must 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 around Lee High Road.

### LEA\_3 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, as defined by the Local Plan. 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 and area improvements 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).

### LEA\_4 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~~ must respond positively to the linear network of green infrastructure and its multifunctional value, with reference to Policy GR1 (Green infrastructure and Lewisham's Green Grid). This includes as its role as a vital environmental and recreational asset within the Borough and ~~defining feature of which contributes to the distinctiveness 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;

**Commented [NE776]:** Respond to consultation – strengthen policy by acknowledging the multifunctional benefits of green infrastructure, in line with other policies

- 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 routes and cycle ways+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 of up the historic villages that formed along the route to Greenwich. These greatly influenced the area's development

**Commented [NE777]:** Absorbed into new borough-wide Lewisham Links policy – see Part 2, Policy GR4. However, sub-area section supplemented with a new map of the links

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 Lee Station](#) 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 have prepared a the Small Sites Supplementary Planning DocumentSPD](#) 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. [Elsewhere, the Healthy Streets Approach will be supported in order to deliver high quality walking and cycling corridors thorough the East Area from Blackheath Village, via Lee Road, through Lee Green](#)

Commented [NE778]: Factual update



junction, along Burnt Ash Road and Baring Road up to and including Grove Park town centre.

**Commented [NE779]:** Respond to consultation – to clarify expectations around implementation of healthy streets approach in east area

- 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.

Figure 16.1 East Area

Figure 16.2 East Area key diagram

Figure 16.3 East Area Lewisham Links

Figure 16.34 East Area site allocations

#### Site allocations

*Note: For the text only version of the Local Plan: Main Issues and Preferred Approaches document, the East Area site allocations are included ~~in a separate~~ at the end of this document.*

## 17 Lewisham's South Area

### 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 neighbourhoods~~ however it has a more limited range of shops and services ~~and convenience shopping compared to than~~ 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 comparatively fewer community facilities and limited local employment opportunities than elsewhere in the Borough. 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. The area experiences some of the Borough's highest levels of deprivation with some localities ranking within the 20 per cent most deprived in the country.~~

- 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. There are~~ low levels of public transport accessibility throughout the area and barriers to movement between key destinations. ~~Along many of the key movement corridors there is a poor public realm is poor along key routes, including along such as Bromley Road, Southend Lane, Perry Hill, and Stanton Way, with many of these routes/roads dominated by vehicular traffic/vehicles.~~
- 17.4. ~~In addition to established residential areas t~~The Bell Green neighbourhood is known for its ~~contains an expansive~~ out-of-centre retail park, ~~which includes a superstore and other large format outlets/commercial buildings, as well as their and associated surface car parking.~~ These retail uses are adjoined by ~~two the site of a former gas holders, which are prominent local landmarks has been dismantled. Some contemporary blocks of flats have been~~Several developments have recently been built around on the edges of these Bell Green sites~~the retail park 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 ~~and cycleways~~. 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 ~~and commercial~~ 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, ~~focussed around a new local centre~~, 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~~[prepared through consultation with](#) the local community, ensuring the area is well integrated with existing neighbourhoods and communities. The garden city ~~and~~ cottage character of neighbourhoods in Bellingham and Downham will be reinforced, with their sensitive intensification providing for area improvements, ~~and~~ 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) ~~corridors~~ will be transformed ~~into through the 'Healthy Streets' Approach. that~~ [This will](#) 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 [brownfield](#) 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 ~~D~~istrict ~~C~~entre and Southend Village, will help them to become more thriving and vibrant places.
- 17.9. Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Beckenham Place Park will [continue to](#) 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 [routes](#) and cycle ~~ways~~ [routes](#) that link open and green spaces both within and outside of the Borough.

Figure 17.1: South area

## Key spatial objectives

To achieve this vision our key 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~~ [movement](#) 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 [in a future update to the London Plan](#).
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, [with a new Local Centre](#), that is well integrated with existing neighbourhoods and communities. Preserve and enhance the heritage value of the Livesey Memorial Hall and Gardens [whilst creating a more positive relationship with the buildings and spaces surrounding them](#).
4. Develop decentralised energy networks, ~~by~~ taking advantage of opportunities presented by the redevelopment of larger sites around Bell Green ~~and~~ Lower Sydenham.
5. Create a high quality ~~employment-led~~ mixed-used, ~~employment-led~~ quarter through the renewal of industrial land at Stanton Way and Worsley Bridge Road.

6. Transform the Ringway ~~e~~Corridor (Southend Lane and Whitefoot Lane) and the A21 ~~e~~Corridor (Bromley Road) ~~into by applying the 'Healthy Streets' Approach,~~ 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 ~~C~~orridors by integrating new high quality housing development and revitalising centres along ~~at~~them, particularly to secure the long term viability of Downham district centre.
8. Reinststate 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 ~~park opposite(Homebase) site.~~
9. Maintain the 'garden city' and cottage estate character of residential areas in Bellingham and Downham. ~~At the same time,~~ whilst attracting ~~inward~~ investment and deliver~~ing~~ new homes through their sensitive intensification.
- 9-10. ~~Enhance the place qualities of Perry Rise (B227), Perry Hill (A212) and Alan Pegg Place by applying the Healthy Streets Approach, including by creating a safer and more coherent public realm at their convergence. Reinforce and enhance the character of established residential areas around Perry Hill and Perry Vale and deliver new homes through their sensitive intensification.~~
- 10-11. ~~Support balanced-inclusive and mixed~~ neighbourhoods and communities by effectively managing Houses in Multiple Occupation and preventing ~~against their~~ harmful overconcentration ~~of HMOs.~~
- 11-12. ~~Protect and enhance open and green spaces, including by expanding the role of Beckenham Place Park as a key visitor destination. Deliver the Lewisham Links, a connected network of high quality walking routes and cycle routesways that link these spaces, taking advantage of the Green Chain Walk.~~
- 12-13. ~~Enhance the environmental quality and amenity value of the Ravensbourne and Pool Rivers. Improve public access to the rivers with new and improved routes and public realm enhancements, focussing on Waterlink Way and the Pool River Linear Park.~~

Figure 17.2: South Area key diagram

### LSA\_1 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;~~

**Commented [NE780]:** Respond to consultation – request for more detail on objectives this part of the sub-area

- 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);~~

A. Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the South Area.

B. Development proposals ~~on strategic and other sites~~ within the ~~Bell Green and Lower Sydenham~~ South Area must demonstrate how they will help to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation ~~positively contribute to a coordinated process of local area regeneration,~~ in line with ~~Policy Policies~~ LSA2 (Strategic Area for Regeneration) and LSA3 (Bell Green and Lower Sydenham).

C. Development proposals ~~should~~ must 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~~ must respond positively to distinctive and historic character of Southend Village and its surrounds, ~~and~~ They should seek opportunities to enhance ~~its the~~ unique place qualities, commercial and community functions of the Village, having regard with reference to Policy LSA3 (A21 Corridor / Bromley Road).

E. Opportunities should be taken to direct new investment to the established residential neighbourhoods of Bellingham and Downham, including new high quality housing, enhanced provision of community infrastructure facilities and public realm improvements. The sensitive intensification of these neighbourhoods, ~~including through the infilling of sites,~~ will be supported where new development responds

**Commented [NE781]:** Removed to reduce repetition – these points are covered both in Policy OL1 and the key spatial objectives above. A new Criterion (A) has been written to ensure developments engage with these objectives.

positively to their distinctive local and historic 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.

**Commented [NE782]:** Removed to avoid repetition – covered in Housing policies

- F. Development proposals should-must respond positively to the role of Downham District Centre in supporting local neighbourhoods and communities, particularly for meeting the day-to-day shopping and service needs of the local area. A wide range of commercial, leisure, and community and cultural uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:
- Retain or re-provide units for appropriate-suitable to accommodate main town centre uses, particularly for A4-Class E retail uses; and
  - Are designed to eEnhance the quality of the streetscape, and townscape, along with theand environmental quality of the centre, including through the improvements to shopfronts and the public realm.
- G. Bellingham will beis designated as-a Local Centre reflecting the role it plays in the provision of local shops, services and community facilities, along with its accessible location near Bellingham station and the A21 Corridor. To help secure the long-term vitality and viability of the local-centre, development proposals should must be designed to:
- Enhance-Improve access to and along the centre and station approach, including by improving-public realm enhancements that make and the legibility of walking routes and cycleways safer and more legible-routes; and
  - b Enhance the character of the area through townscape and streetscape improvements, including to shopfronts; and
  - b-c and-Facilitate the renewal of employment land at the southern end of Bromley Road Strategic Industrial LocationSIL, particularly at the junction at Randlesdown Road.
- H. Development proposals should-must contribute to supporting-inclusive and mixed neighbourhoods and communities, including by protecting family housing and preventing-againstensuring there is no harmful overconcentration of Houses in Multiple Occupation in the local area, having particular regardwith reference to Policy HO8 (Housing with shared facilities).
- I. Development proposals should-must help to ensure the South Area benefits from a high quality network of walking routes and cycleways connections and routes-that better linkconnect neighbourhoods and places, including green spaces and waterways, having regardwith reference to Policy LSA4-GR4 (South-Lewisham Links). They should maximise oOpportunities to enhance or introduce new cyclewaysintroduce cycle routes, including Quietways, should be maximised, particularly in the established residential areas where-with 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).

J.K. ~~The Council will work with Network Rail and other stakeholders to investigate the feasibility of delivering improvements to the bridge at Southend Lane to address issues of safety and movement within the area, including options for widening the bridge and increasing its height.~~

**Commented [NE783]:** Respond to consultation – signposted project

K.L. 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. ~~This includes consideration for the un-adopted walkway on Bromley Road and other links at the east side of the park.~~ The Council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.

**Commented [NE784]:** Respond to consultation – added to signpost opportunity for improvement

L.M. The river valley network is a defining feature of the South Area which development proposals ~~should~~ **must** 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:~~

- c. ~~Lewisham Characterisation Study (2019);~~

- d. ~~A21 Design Guidance SPD (forthcoming);~~
- e. ~~Bell Green and Lower Sydenham Area Masterplan and/or SPD (forthcoming);~~
- f. ~~Small Sites Guidance SPD (forthcoming); and~~
- g. ~~River Corridor Improvement Plan SPD (2015);~~

**Commented [NE785]:** Repetition – covered elsewhere in plan

Figure 17.3: Strategic Area for Regeneration

## LSA\_2 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 new 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 routes and cycleways ~~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 air and noise pollution along main roads and junctions; and ~~d.e.~~ Address deficiencies in access to open space by making provision for new and improved publicly accessible open space and improving links to green and open spaces;
- 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-between key stakeholders to secure the delivery of new and improved infrastructure in Lewisham, 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~~ allocations, 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;

**Commented [NE786]:** Respond to consultation – signpost open space deficiencies in the area and support action to improve this



- c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.

### LSA\_3 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 by the Council.
- B. To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that future-new development within the area supports the delivery of the spatial strategy for the Borough, the Council ~~will intends to~~ prepare a Supplementary Planning Document and/or Masterplan through consultation with the local community. 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. Development proposals must demonstrate how they have engaged positively with planning guidance endorsed or adopted by the Council.~~
- C. To ensure that regeneration in Bell Green and Lower Sydenham is delivered ~~through in a coordinated process of targeted investment and managed change manner,~~ development proposals ~~will be required to must:~~
  - a. ~~Safeguard the land required to secure~~Ensure that development will not prejudice the delivery of the Bakerloo line extension ~~south to Hayes, and, taking into account any Ministerial Safeguarding Directions and Mayor of London / Transport for London infrastructure requirements and/or feasibility studies associated with BLE Phase 2, with reference to Policy TR2 (Bakerloo line extension).~~
  - a.b. ~~Optimise the capacity of sites having regard to future improvements in pPublic tTransport Aaccessibility Llevels enabled by this the BLE and other transport infrastructure, in line with other Local Plan policies;~~
  - b.c. ~~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, and through this process make provision for a residential-led mixed-use quarter with a distinctive urban character that is supported by a new Local Centre, the scale of which is informed by a Retail Impact Assessment;~~
  - e.d. ~~Protect the employment function of the Locally Significant Industrial SitesLSIS at Stanton Square and Worsley Bridge Road, whilst seeking to deliver new high quality workspace, taking into account exploring opportunities to deliver new high quality workspace, including through for the co-location of employment and other compatible uses;~~
  - e. ~~Facilitate the delivery of-Deliver~~ public realm improvements to help reduce car use and barriers to movement, improve permeability and enhance the walking and cycle environment, particularly around the Bell Green gyratory and along major ~~routes,roads~~, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road;

**Commented [NE787]:** Respond to consultation – to reflect that BLE Phase 2 route has not been confirmed and only Phase 1 currently benefits from the Safeguarding Direction

**Commented [NE788]:** To reflect the appropriate level of town centre designation, as supported by the Retail Impact Assessment and Town Centre trends study

- d-f. ~~Enable the reconfiguration, re-routing and/or redesign of roads where this is necessary to support the area masterplan;~~ and
- e-g. ~~Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.~~

**Commented [NE789]:** Respond to consultation – recognition that significant changes or improvements to road network may be required to realise the objectives for the area

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-a. 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 routes and cycle ways ~~routes~~ to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;
- c-b. Integrating new publicly accessible open space into development;
- d-c. Responding positively to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and
- e-d. 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.

**Commented [NE790]:** Addressed in C.b above, some text moved

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.~~

**Commented [NE791]:** Latest Retail Impact Assessment and Town Centre Trends Study indicates scope for Local Centre is appropriate – this is reflected in amended policy point C.c above

#### LSA\_4 A21 Corridor / Bromley Road

A. The transformation of the A21 Corridor (Bromley Road) and its immediate surrounds into a series-network of liveable, healthy neighbourhoods with a distinctive urban character is ~~a strategic priority integral to the delivery of the spatial strategy.~~ 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. must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach.~~

**Commented [NE792]:** To refer the A21 Development Framework and ensure this informs the design

B. Development proposals along the A21 Corridor and its immediate surrounds ~~should~~ must contribute to enhancing 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 where appropriate;~~
  - b. Helping to establish a distinctive and legible urban grain along and around the ~~Ce~~corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;
  - c. Ensuring new development ~~interfaces well~~reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the ~~Ce~~corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham ~~district-District town-Ce~~centre and its edges;
  - d. Maximising opportunities to integrate urban greening measures; and
  - e. Enhancing connections between neighbourhoods ~~along and~~ surrounding the ~~Ce~~corridor through the delivery of new and improved public realm.
- C. Development proposals ~~should-must~~ 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:
- a. Enhancing the place qualities of the ~~V~~village by designing development to create a more coherent urban grain along Bromley Road;
  - b. Making provision for a complementary mix of main town uses ~~along-within~~ the parade ~~at the ground floor level, with positive and active frontages;~~ and
  - c. ~~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 through public realm enhancements:~~
    - i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefoot Lane;
    - ii. To and along Coninsborough Crescent; and
    - iii. At the route connecting Whitefoot Lane with Beechborough Green and Gardens.
- D. Development proposals must reinforce ~~and enhance~~ 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 by applying the Healthy Streets Approach.~~ This principal north-south route should be supported by a complementary network of legible, safe and accessible ~~walking~~ routes, ~~including and~~ cycle~~ways~~ 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 ~~Ce~~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).~~

Commented [NE793]: Repetition of B.c above

Commented [NE794]: Repetition - this point is absorbed into D above

## LSA5 South Lewisham Links

- D. 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.
- E. 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
- F. 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-healthy 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 accessibilityPublic Transport Access Levels as many other parts of the Borough. This is one of the key factors contributing to inequality and the levels of 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 delivery of the Bakerloo line extension to Hayes and maximise opportunities associated with it. # This will 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 strategicon larger sites

**Commented [NE795]:** Absorbed into new borough-wide Lewisham Links policy c- see Part 2, Policy GR4. However, sub-area section supplemented with a new map of the links

allocations 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, and the Council will support this designation in a future review of the London Plan. 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, The Council intends to prepare~~ 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 which will be informed by consultation with local communities and other key stakeholders. Particular Development proposals consideration will need to be given to address~~ 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 Aa new town Local Centre in the Bell Green and Lower Sydenham area will be enabled through the comprehensive redevelopment of the existing out-of-centre retail park and the reconfiguration of commercial uses. 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. A preliminary assessment has considered the potential impacts on existing town centres, such as trade diversion, that might result from the introduction of a new centre at this location.<sup>159</sup> It suggests a Local Centre is appropriate in terms of function and scale, and should principally serve demands generated by new development. Planning applications may be required to include a Retail Impact Assessment to ensure there will be no adverse impact on the vitality and viability of existing centres. The boundaries and frontages of the new Local Centre will be established through the development management process and formalised through a Local Plan review.~~
- 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 to address inequalities and the causes of deprivation. Area improvements will be generated mainly through the sensitive intensification of

**Commented [NE796]:** To reflect findings of the Retail Impact Assessment and Town Centre Trends Study

<sup>159</sup> Lewisham Retail Impact Assessment and Town Centre Trends Study (2021).

~~existing-established~~ neighbourhoods ~~and collaborative working between stakeholders to deliver new and improved infrastructure. 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 ~~routes~~ and cycle ~~ways routes~~ that link to public transport nodes ~~and other key destinations~~. The main aim is to ~~encourage and enable modal shift realise a significant reduction in and to significantly reduce~~ journeys made by cars ~~to more sustainable modes~~. These ~~will be supported through the~~ transformation of the A21 (Bromley Road) and Southend Lane ~~into using the~~ Healthy Streets ~~underpins this Approach~~. These ~~are~~ principal movement corridors within the South Area, ~~and which have the potential for to accommodating growth, and where new development can deliver public realm enhancements to and improve~~ 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 possible, particularly in order 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~~ The Council 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 17.1 South Area

Figure 17.2 South Area key diagram

Figure 17.3 South Area Lewisham Links

Figure 17.34 South Area site allocations

## Site Allocations

*Note: For the text only version of the Local Plan: Main Issues and Preferred Approaches document, the South Area site allocations are included in a separate at the end of this document.*

## 18 Lewisham's West Area

### Context and character

- 18.1. The West Area comprises ~~the nine distinct~~ neighbourhoods, ~~including:~~ of Telegraph Hill, Brockley, Ladywell, Crofton Park, Honor Oak, Blythe Hill, Forest Hill, ~~Perry Hill~~, Sydenham, and Sydenham Hill. These neighbourhoods have a distinctive character largely make up a which is derived their historical development as a series of elder villages that ~~run north-south which developed formed~~ around key railway stations.
- 18.2. The area is characterised by its topography with open spaces at high ground providing views towards London and Kent, and as well as 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-movement~~ between many neighbourhoods. ~~However, t~~The sidings and embankments also support a significant variety of biodiversity and wildlife, which reinforce ~~its-the area's~~ green character. ~~The area contains the~~The Ravensbourne ~~R~~river and river valley corridor, ~~which provides~~ an important natural corridor through the sub-area. Whilst there are many parks and open spaces, the number and quality of 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 20<sup>th</sup> century infill. ~~There sub-area contains many- are a number~~ Conservation Areas and listed buildings, which strongly inform the character of the area.
- 18.4. The West Aarea contains the Deistrict Centres of Sydenham and Forest Hill that have a diverse town centre offer and serve ~~their~~ wider neighbourhoods, ~~along~~ There are also a number of with complementary Local Centres and parades catering to the day-to-day needs of residents and visitors. ~~Some of the area's~~ town centres ~~(such as Ladywell)~~ contain a number of vacant buildings 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. ~~There character~~ West Aarea 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 along these roads, and ~~roads-they~~ are also dominated by vehicles, inhibiting movement by walking and cycling. Whilst many train stations s 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 Aarea 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

**Commented [NE797]:** Respond to consultation – more recognition of topography/ridge, and views across Borough, London



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-District 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 using the 'Healthy Streets' Approach, 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 connected network of high quality walking routes and cycle ways routes will link open and green spaces both within and outside of the Borough.

Figure 18.1: West area

## Key spatial objectives

To achieve the vision our key spatial objectives are to:

1. Secure the delivery of the Brockley station interchange to improve transport accessibility and support help ensure growth is appropriately supported by infrastructure.
2. Secure the long-term vitality and viability of the area's network of town-District and Local centres, and enhance walking and cycling connections between them. Ensure the centres retain their distinctive character and complement each other with a unique offer of shops, 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. Strengthen and eExpand the role of Forest Hill District Centre as hub of community, commercial and cultural activity and a key 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 Stanstead 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 by applying the 'Healthy Streets' Approach, with public realm improvements that make walking, cycling and the use of public transport safer and more convenient.
9. Protect and enhance open and green spaces, including waterways, along with the distinctive woodland character of the area. Deliver a connected network of high quality walking routes and cycleways routes that link these spaces.

Figure 18.2: West Area key diagram

## LWA\_1 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:
  - a. The redevelopment of strategic sites, and the renewal of other sites, within and around the area's linear network of town centres is facilitated to better connect the centres and to secure their long-term vitality and viability; in line with Policy LWA2 (Connected network of centres);
  - b. New development within and around Forest Hill district town centre supports and reinforces the centre's role as a key commercial, community and cultural hub, in line with Policy LWA3 (Forest Hill district centre and surrounds);
  - c. New development is directed to the main corridors of Brockley Road (B218) and Stanstead Road (A205 / South Circular), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
  - d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Endwell Road, Malham Road, Perry Vale, Clyde Vale and Willow Way;
  - 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 selected LSIS, along with improving the environmental quality of employment locations;

- ~~f. The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and~~
- ~~g. Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy TR1 (Sustainable transport and movement).~~

**Commented [NE798]:** Removed to reduce repetition – these points are covered both in Policy OL1 and the key spatial objectives above. A new Criterion (A) has been written to ensure developments engage with these objectives.

- A. Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the West Area.
- B. Development proposals must respond positively to the character and heritage value 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. Development p~~Proposals will be expected to~~must maximise opportunities to integrate urban greening measures to respond to and connect the remnants of the woodland, along with protecting and enhancing important views and vistas.
- 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 where this retains and enhances industrial capacity and~~ local employment provision, as well as ~~to improve the quality of the environmental and visual quality of townscape the neighbourhood area.~~ Development proposals within the LSIS ~~should positively address the site's relationship must ensure the design provides for a positive relationship with Upper Sydenham/Kirkdale Local Centre, particularly to ensure compatible land uses the protection of amenity as well as to maximise opportunities to create safe and legible connections routes between and around the LSIS and the Local Centre.~~ Development proposals should must 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 and historic character, including the landscape setting. ~~The Council will prepare a Development proposals must have regard to the Small Sites Guidance SPD, where appropriate which development proposals should have regard to.~~
- F. Development proposals ~~should must~~ help to ensure the West Area benefits from a high quality network of walking routes and cycle ways connections and routes that ~~better link connect~~ neighbourhoods and places, including green spaces and waterways, having regard with reference to Policy LWA4-GR4 (West Lewisham Links). Particular C~~onsideration~~ should be given to improving linkages connections between and access to strategic regional parks and open spaces that are located

outside ~~of the Borough~~, but ~~which are~~ 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. ~~Development p~~Proposals within the vicinity of the museum should provide for ~~public realm enhancements to 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.~~

**Commented [NE799]:** Repetition – this is covered elsewhere in the plan including site allocations, Policy OL1 spatial strategy, area spatial objectives, etc.

- ~~I.~~H. Development proposals ~~should to must~~ contribute to delivery of high quality public realm ~~using the Healthy Streets Approach.~~ ~~P~~Particularly ~~consideration should be given to enhancements on and at station entrances and around their approaches to and from train stations,~~ and along key movement ~~routes corridors~~ including Ladywell Road, ~~the~~ South Circular (A205), Sydenham Road, Dartmouth Road, ~~and~~ Brockley Road/Brockley Rise, ~~and~~ Drakefell Road/Gellatly Road.

- ~~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).~~

**Commented [NE800]:** Repetition – deleted to make more concise, covered elsewhere in the plan

## LWA\_2 Connected network of town centres

- A. The West Area contains an historic network of town ~~and local~~ centres that serve its neighbourhoods ~~and communities~~. Development proposals ~~should must~~ respond positively to this network and help to secure the long-term vitality and viability of the centres by:
- a. Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features;
  - b. Making provision for a wide range of appropriate main town centre uses that build on the economic strengths and unique attributes of each of the centres, whilst seeking to ensure they complement and do not compete with one another; and
  - c. Improving connections between the centres by:
    - i. Delivering public realm enhancements to facilitate safe and convenient movement by walking and cycling along main roads and routes linking the centres; and
    - ii. 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 ~~and Ladywell will be~~ designated as ~~L~~local ~~C~~entres 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, ~~development~~ 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-DM5~~ (Meanwhile uses). Meanwhile ~~uses of~~ 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 ~~D~~istrict ~~town C~~entre ~~to~~ will be supported in order to secure its long-term vitality and viability. Development proposals ~~will be expected to~~~~should~~ 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 ~~urban~~ 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 ~~L~~ocal ~~C~~entre will be supported in order to secure its long-term vitality and viability. Development proposals ~~should contribute to a coordinated process of~~~~must contribute to~~ area improvements; ~~through high quality designs that~~ helping to ~~deliver create~~ a more cohesive and ~~complementary positive~~ relationship between the centre and neighbouring properties and sites, including the Willow Way ~~Locally Significant Industrial Site~~~~LSIS~~ and ~~redeveloped~~ former Sydenham police station.
- G. The continued renewal of Brockley Cross ~~L~~ocal ~~C~~entre will be supported in order to secure its long-term vitality and viability. Development proposals ~~will be expected to~~~~must~~ contribute to the renewal and revitalisation of the ~~local~~ centre by:
- Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character; ~~and~~
  - Seeking opportunities to support and make provision of workspace for the cultural and creative industries, ~~reinforcing and enhancing building on the~~ existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone; ~~and~~

~~b-c.~~ Delivering public realm improvements at the western approach to Brockley station to improve access and sense of arrival.

- H. Development proposals should help to secure the long-term vitality and viability of the Local Centres at Crofton Park, Ladywell, and Honor Oak/Brockley Rise local centre by:
- a. Reinforcing ~~its~~ their distinctive and historic character, particularly by maintaining a diverse mix of main town centre uses and ~~responding positively to its historic character, improving shopfronts;~~
  - b. Delivering public realm enhancements to improve access and sense of arrival to and around train stations located in proximity to the centres; and
  - ~~b-c.~~ Seeking to alleviate vehicle congestion by improving 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 through public realm enhancements.~~

Commented [NE801]: Absorbed into H above.

### LWA\_3 Forest Hill ~~D~~istrict ~~C~~entre and surrounds

- A. Development proposals ~~should contribute to securing~~ must support the long-term vitality and viability of Forest Hill ~~D~~istrict ~~town-C~~entre by enhancing the townscape and other 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~~ They must demonstrate how they will contribute to a coordinated process of town centre improvement that responds positively to the area's distinctive character. They ~~should~~ must also deliver a complementary mix of main town centre uses, including along with 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 ~~D~~istrict ~~C~~entre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by:
- ~~a. Ensuring development proposals provide a complementary mix of uses within the town centre, in line with other Local Plan policies;~~
  - ~~b-a.~~ 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);
  - ~~e-b.~~ 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);
  - ~~d-c.~~ Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location:
    - i. Respond positively to its distinctive character and employment function;
    - ii. Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and

Commented [NE802]: Repetition – covered in LWA3.A above

- iii. Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location;

~~e.d.~~ Extending the boundary of the Malham Road ~~Locally-Significant Industrial Site~~ LSIS 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

~~f.e.~~ Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, ~~including by~~ along with securing public realm enhancements that improve wayfinding and safe access to it.

~~C.~~ Development proposals must contribute to enhancing the public realm in order to promote and enable walking and cycling within and around the centre, as well as to make ~~the town centre~~ it a significantly more accessible, safer, healthier and attractive environment ~~place~~. Particular consideration will need to be given to movements along and across:

~~a.~~ The main junction and ~~station approaches~~ major roads, including the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and Waldram Park Road; and

~~g.b.~~ Station approaches and forecourts.

~~C.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.

Commented [NE803]: Absorbed into C above

~~D.E.~~ Development proposals ~~should~~ must respond positively to the evolving urban ~~scale and~~ character of the town centre and its immediate surrounds. ~~Development~~ They must ~~should~~ be designed to provide for an appropriate transition in scale, bulk, mass, ~~and~~ height and character between the commercial core of the centre, its edges and surrounding residential neighbourhoods, taking into account the area's distinctive townscape, 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~~ historic 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~~ using the Healthy Streets Approach, 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 main development opportunities are at~~ site allocations ~~are~~ located within or around the centres, particularly the District Centres of Forest Hill and Sydenham as well as the Local

**Commented [NE804]:** Absorbed into new borough-wide Lewisham Links policy c– see Part 2, Policy GR4. However, sub-area section supplemented with a new map of the links

Centres of Brockley and ~~Upper Sydenham /~~ Kirkdale. The redevelopment of these sites will help to ~~stimulate-generate~~ 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 ~~designated and non-designated~~ 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 ~~and green corridors~~ along the railway ~~line~~ ~~embankments and cuttings~~, 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 18.1 West Area

Figure 18.2 West Area key diagram

[Figure 18.3 West Area Lewisham Links](#)

Figure 18.34 Central Area site allocations

## Site allocations

*Note: For the text only version of the Local Plan: Main Issues and Preferred Approaches document, the West Area site allocations are included ~~in a separate~~ at the end of this document.*

# Part Four:

Delivery and monitoring

## 19 Delivery and monitoring

### DM1 Working with stakeholders to deliver the Local Plan

- A. The Council will take a proactive and positive approach to working with and alongside stakeholders, including local communities and community groups, key stakeholders, landowners, development industry partners, public sector bodies and the wider public to realise the Vision for Lewisham, and to deliver the strategic objective for 'An Open Lewisham as part of an Open London' Local Plan.
- B. Progress towards the delivery of the Vision for Lewisham and the Local Plan objectives, along with performance in implementation of the planning policies, Local Plan will be regularly monitored and assessed, in line with Policy DM57 (Monitoring and review). Where necessary, revisions to strategic policy approaches planning policies will be considered are necessary in order to ensure the successful implementation of the spatial strategy for the Borough, along with beneficial social, economic and environmental outcomes, these will be undertaken through the Local Plan review process.
- B-C. The Council use powers available to it where this is necessary to support the delivery of the Local Plan, including planning enforcement.

#### Explanation

- 19.1. The Lewisham Local Plan sets out an ambitious long-term strategy for securing and coordinating new investment in the Borough, along with managing growth and new development in a socially, economically and environmentally sustainable way. It seeks to provide clarity around the main issues and opportunities facing the Borough and certainty about how these will be addressed for the wider public benefit. The Local Plan sets out a Vision for Lewisham and, to support the delivery of this vision, provides details about the character sub-areas within the Borough and how development within their neighbourhoods can contribute to delivering inclusive, healthy and liveable places.
- 19.2, 19.1. The Local Plan is underpinned by a focus on delivery and implementation sets out an ambitious strategy to secure new investment in the Borough and coordinate this to support Good Growth. It has been informed by an Infrastructure Delivery Plan (IDP). This provides a detailed assessment of the infrastructure required to support Lewisham's neighbourhoods and communities now and in the future, taking into account the levels of growth planned over the long-term. The Local Plan and its companion IDP is a shared document are intended to be used both by internal the Council and its partners, and external stakeholders alike, and has therefore. These documents have therefore been prepared through extensive public consultation and engagement. It should help to ensure that The Local Plan will help to ensure that infrastructure providers, and including public sector agencies/bodies, are sighted on the scale of growth to be delivered locally understand Lewisham's future needs, so that they can appropriately plan for and allocate funding towards service and capacity upgrades these.
- 19.3, 19.2. We have prepared an Infrastructure Delivery Plan (IDP) as a companion document to the Local Plan, and which will support its successful implementation.

**Commented [NE805]:** Respond to consultation – whilst enforcement is outside the scope of the Local Plan, a policy point is included in the delivery section to signpost the Council's intent to use powers available where appropriate

**Commented [NE806]:** Repetition – covered in Part 1

~~This sets out details on the infrastructure required to support growth and new development across the Borough. The Council is legally required to review its Local Plan every five-years in order to ensure it is up-to-date. Authority Monitoring Reports are published annually and help to assess progress on the delivery of the Local Plan. The IDP will also be subject to regular review and updating over the plan period, for example to This will ensure it takes account of infrastructure that has been delivered and/or new infrastructure programmes and service priorities that come to light. The Council will continue to liaise with infrastructure providers to inform updates to the IDP.~~

**Commented [NE807]:** Absorbed into paragraph above

~~49.4.19.3. We will continue to work positively and proactively with key stakeholders including local communities and community groups, businesses, key stakeholders, landowners, developers, public sector bodies and the wider public to ensure the successful delivery of the Local Plan. Effective cross-service working, securing the coordinated and timely delivery of social and physical infrastructure improvements, including green infrastructure, will be essential to support new development and ensure that growth in Lewisham is delivered as Good Growth. The Statement of Community Involvement (SCI) sets out the Council's procedures for consulting the public on planning decisions. This includes the preparation of the Local Plan and guidance documents as well as the determination of planning applications. The SCI supports our wider corporate aims to increase public involvement in Council decisions, enhance transparency and openness in local democracy, and promote effective decision making. This includes implementation of the recommendations of the Lewisham Local Democracy Review.<sup>160</sup>~~

**Commented [NE808]:** This is reflected in paragraphs above

**Commented [NE809]:** Respond to consultation – request for further information on how community groups can be involved in planning decisions

## DM2 Infrastructure funding and planning obligations

### Community infrastructure levy

- A. The Council will set a Lewisham Community Infrastructure Levy which is payable on all qualifying development. CIL funding will be used to secure the delivery of inclusive, healthy and liveable neighbourhoods across the Borough that are well supported by infrastructure. A CIL Charging Schedule will be published and this will be subject to periodic review over the plan period.
- B. A portion of Lewisham CIL collected will be allocated towards neighbourhood priorities to help ensure that local areas are appropriately supported with infrastructure and benefit from investment generated by new development. The Council will work proactively with local communities to set priorities for the spending of neighbourhood CIL in Lewisham.
- C. Neighbourhood forums are strongly encouraged to identify priorities for the use of neighbourhood CIL in neighbourhood plans.

### Planning obligations

<sup>160</sup> The 57 recommendations made by the Local Democracy Review were agreed by Mayor & Cabinet and Full Council in spring 2019. Full Council also approved the appointment of eight councillors to the renewed Local Democracy Working Group, which will oversee delivery of the recommendations.

D. The Council will seek planning obligations on a case-by-case basis having regard to the relevant policy requirements of the statutory Development Plan, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations. Where financial contributions are required these will be index linked, on an upward basis only, in order to maintain the value of the planning obligation.

**Commented [NE810]:** Amended for clarity in implementation and to bring in line with Planning Obligations SPD

E. The following is a list of areas where planning obligations may be sought, recognising that other types of obligations may be necessary depending on the nature of a proposal and individual site circumstances:

- Affordable housing
- Transport and highways infrastructure and works
- Sustainable transport and Healthy Streets
- Public transport improvements
- Parking controls and restrictions
- Community and social infrastructure
- Employment and skills training
- Affordable workspace
- Public realm
- Public art
- Community safety measures
- Amenity space
- Play space and recreational facilities
- Open space
- Green and blue infrastructure
- Biodiversity and wildlife habitats
- Communications infrastructure
- Management and maintenance arrangements
- Low carbon and renewable energy
- Flood risk management
- Utilities

#### Explanation

19.5-19.4. A wide range of strategic infrastructure projects will be required to support the levels of planned growth within Lewisham over the long-term. As well, specific measures may be needed on a site-by-site basis to ensure that additional needs for infrastructure generated by new development are positively managed and that any impacts arising are appropriately mitigated. The following section describes the main funding tools that are available to the Council to support the successful delivery of the Local Plan.

#### Community Infrastructure Levy

19.6-19.5. Both the Mayor of London and the Council have legal powers to introduce a Community Infrastructure Levy. This is a charge levied on certain types of new development and is non-negotiable. It is an important tool to help fund the delivery of strategic infrastructure that is essential to support growth across London, particularly transport infrastructure. CIL is also vital to helping the

Council secure infrastructure required for inclusive, healthy and liveable neighbourhoods across the Borough.

~~19.7.~~19.6. Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy. Some developments may be eligible for relief or exemption from the levy. This includes social housing, residential annexes and extensions, and houses and flats which are built by 'self-builders'. There are strict criteria that must be met, and procedures that must be followed, to obtain the relief or exemption. Applicants are advised to refer to the Government's Planning Practice Guidance for general information on the setting, collection and use of the levy.

~~19.8.~~19.7. The London Mayor has introduced a CIL that is applicable to qualifying development across London. The Council assists in administering the collection of CIL funding generated in Lewisham on behalf of the Mayor. We will seek to advise applicants on the latest information on the Mayoral CIL.

~~19.9.~~19.8. In addition, the Council adopted a CIL Charging Schedule in February 2015 which sets out the local levy rates within the Borough. This will be subject to periodic review and potential updating over the plan period. Changes to the CIL Charging Schedule may be necessary to respond to significant changes in the level of infrastructure provision required to support the planned levels of growth, or to take into account new evidence on development viability. Further information is available on the Council's planning website.

~~19.10.~~19.9. A portion of the local CIL collected in Lewisham is set aside to be spent on neighbourhood priorities. The Council has formally agreed governance arrangements for the use of this neighbourhood Community Infrastructure Levy (NCIL). There are NCIL funds available to each ward within the Borough. Local residents and community groups are encouraged to assist in setting priorities for the use of these funds within the local area. Neighbourhood forums are strongly encouraged to set out priorities for the use of NCIL within neighbourhood plans. This will allow for an additional level of public engagement in the process of priority setting and help to ensure there are clear priorities in place to address neighbourhood plan objectives. Further information on the governance arrangements for NCIL, and opportunities to assist in priority setting, is available on the Council's planning webpage.

#### Planning obligations

~~19.11.~~19.10. As part of the process of determining planning applications, the Council may seek to enter into legal agreements with landowners and developers, and/or secure planning contributions. This is particularly where infrastructure is required to address the additional demand generated by new development proposals. The purpose of planning obligations is to make development acceptable in planning terms. Planning obligations will be sought to compensate and/or mitigate the impact of a development, which without that mitigation, would render the development unacceptable in planning terms. Legal agreements and/or contributions will be negotiated on a case-by-case basis, taking into account the individual site circumstances and the mitigation measures required for the



development proposed. Planning applications will be refused where appropriate mitigation measures are not provided or cannot otherwise be secured.

~~19.12-19.11.~~ We have published a Planning Obligations Supplementary Planning Document. This sets out guidance on the types and scale of planning obligations that are likely to be sought in accordance with Lewisham's statutory Development Plan. The SPD sets out our expectations on the process for securing planning obligations. Reduced contributions, where necessary (for example due to the exceptional costs of redeveloping a particular site) will be negotiated on an 'open book' basis based on the financial viability of the scheme. The Council will review and update its Planning Obligations SPD to ensure it appropriately aligns with the Development Plan.

19.12. The ~~draft~~ London Plan sets out that planning contributions towards affordable housing and transport infrastructure share the equal highest priority, and this will be a key consideration where there is a need to prioritise contributions owing to reasons of financial viability of a development.

19.13. Financial obligations will be index linked (on an upwards basis only) in order to maintain the value of the obligation, from the date of the resolution to grant planning permission until the date that the full payment is received. In most cases the Retail Price Index (RPI) will be used for non-capital financial contributions (e.g. workplace training contributions) and the Building Cost Information Service (BCIS) index, or equivalent agreed by the Council, will be used for financial contributions towards a specific building or facility as it relates more closely to the cost of delivering a scheme.

### DM3 Masterplans and comprehensive development

- A. Development proposals must be accompanied by a site masterplan where they form all or part of a site allocation, or in other circumstances specified by the Local Plan. The site masterplan will be expected to set out how development will contribute to delivery of the spatial strategy for the Borough. It must also suitably demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area.
- B. The site masterplan must be submitted at the outline or full planning application stage. Where an outline application is submitted, it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to comprise of:
  - a. An assessment of the site and its context to inform the overall development strategy;
  - b. A detailed site-wide masterplan that responds positively to the spatial strategy for the Borough, site specific development principles and guidelines, and other relevant planning policies; and
  - c. A delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for planning obligations and/or planning conditions, where appropriate.

- C. Proposals must address how the development site relates to neighbouring properties and the surrounding area, particularly in contributing to the delivery of the spatial strategy for the Borough. Where appropriate, applications will be required to be supported by a masterplan covering multiple sites in order to demonstrate the acceptability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required by (A) and (B) above.
- D. Applicants must demonstrate that they have appropriately consulted the public through the masterplan process, including active engagement with the landowners and occupiers of the subject site along with those in other parts of the allocated site.

#### Explanation

~~19.13.~~19.14. In order to achieve the Local Plan's vision and strategic objectives it will be important that all development proposals positively engage with and seek to deliver the spatial strategy for the Borough. This is particularly vital for those sites that have been allocated for their strategic role and potential to deliver new and improved housing, business space, public realm, facilities and other infrastructure to support our communities. The site allocations are comparatively large brownfield sites and can therefore add complexity in terms of their redevelopment. This may include a situation of multiple land ownership, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. The Council considers that these constraints are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively and in line with a site-wide masterplan.

~~19.14.~~19.15. To help ensure certainty of outcomes, the Council will seek that masterplans are submitted at the outline or full planning application stage. The masterplan should be informed by a baseline assessment of the site and its surrounds, drawing on the latest available evidence. This may include demographic data, economic and social indicators and/or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development. The level of detail included in the masterplan should be commensurate with nature and scale of development proposed, along with site specific requirements. Depending on individual circumstances, matters to be addressed may include: historical and cultural context; land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; and infrastructure (including transport, community and green infrastructure).

~~19.15.~~19.16. The delivery strategy is important to ensuring certainty on outcomes sought both for the individual scheme and the site allocation. One of the key aims of the masterplan process is to ensure that landowners and/or developers are liaising with each other and made aware of the planning objectives for the site and wider area. Coordination between landowners and other stakeholders, including infrastructure providers, will help to ensure that proposals do not prejudice each other, or the wider development aspirations for the Borough. Sites that are designed and brought forward comprehensively through the master plan process will help to alleviate issues that may arise through piecemeal development, are more likely to maximise wider public benefits.

## DM4 Land assembly

- A. To ~~help realise the shared Vision for Lewisham and to achieve the strategic objective of "An Open Lewisham as Part of an Open London"; enable the delivery of the Local Plan and the spatial strategy for the Borough~~ the Council will support land assembly to achieve comprehensive development; ~~and The Council~~ will use compulsory purchase powers, only where necessary, to assemble land for development within the Borough where:
- a. Landowners and/or developers, as appropriate, can demonstrate that:
    - i. There is a viable and deliverable development proposal that appropriately satisfies the Local Plan requirements; and
    - ii. They have made all reasonable efforts to acquire, or secure an option over, the land and/or building(s) needed, through negotiation.
  - b. Comprehensive redevelopment of the assembled site is necessary to deliver a strategic site allocation contained in the Local Plan (including the requirements of a masterplan where required); and
  - c. The development proposal for the assembled site will contribute to the delivery of the spatial strategy for the Borough, having particular regard to the Vision and place principle policies for the area within which the development is located.
- B. Where compulsory purchase is necessary, and determined to be an appropriate option for securing development that supports the delivery of the spatial strategy, applicants will be required to demonstrate how the associated costs will impact upon development viability.

### Explanation

~~19.16;19.17.~~ A comprehensive approach to development of sites will often be in the public interest, particularly to secure the successful delivery of the spatial strategy for the Borough. On larger sites, including site allocations, the piecemeal development or incremental building out of schemes might be more easily delivered in certain circumstances. However the constraints posed by site boundaries, neighbouring developments or land uses, along with infrastructure and utilities (whether at or below the surface), all have potentially limiting consequences for the design, scale, land use mix and viability of schemes. Across Lewisham and particularly in key strategic locations - such as Opportunity Areas, Areas for Regeneration and town centres - such consequences could depress the optimal use of land or impose limitations on coordinated planning and development of a site or an area. A comprehensive approach to development is advocated in order to ensure the achievement of wider regeneration and strategic growth objectives.

~~19.17;19.18.~~ The necessity to use compulsory purchase powers is more likely on complicated strategic sites, particularly where there are multiple landowners and leaseholders. The Council will always assess the most appropriate options for securing the successful delivery of the Local Plan. It will carefully consider the use of powers available to it in order to ensure new development is brought forward in a coordinated way, and delivered in the wider public interest.

## EC 22-DM5 Meanwhile uses

- A. Development p~~Proposals for the meanwhile (temporary) use of vacant sites~~land or buildings units in town centres and designated employment areas will only be supported where the site or unit:
- a. Is being actively marketed; or
  - b. Falls within the boundary of a site allocation that is not expected to come forward for comprehensive redevelopment in the short term; or
  - c. Is located on land within a consented major development scheme, which is being delivered in phases; and
  - d. The meanwhile use sought:
    - i. Is appropriate to its location, with priority given to suitable employment generating, community or cultural uses;
    - ii. Will not adversely impact on the amenity of adjoining and neighbouring occupiers, in line with the Agent of Change principle (Policy QD 9);
    - iii. Does not preclude the permanent use of the site for appropriate commercial or main town centre uses, or prohibit delivery of the site allocation; and
    - iv. Will be temporary in nature.
- B. Development p~~Proposals for the meanwhile (temporary) use of vacant land and buildings outside of~~within town centres and designated employment areas will be considered on a case by case basis, having regard to their contribution to supporting the Borough's spatial strategy and compliance with other Local Plan policies, must not adversely impact on the viability of the town centre or function of the employment area in supporting commercial uses and activities.

### Explanation

- 19.19. ~~Vacant premises~~buildings and sites can have a detrimental impact on the vitality and viability of places~~commercial and other areas~~. This is especially in town centre locations where vacant units can visually detract from local character and result in lower levels of footfall. The Local Plan seeks to~~that the~~optimise the use of land is made in the Borough including by ensuring that land and buildings do not go unnecessarily unused. We will therefore give consideration to~~The~~meanwhile (temporary) uses of vacant units~~buildings (including building units) or sites, particularly where they support~~provide for beneficial uses that might not otherwise have site opportunities available. This includes uses that support business development, community and cultural activities (particularly in Cultural Quarters) and those that help to address acute specialist, local housing needs.
- 19.20. Where meanwhile uses are proposed, applicants must submit evidence to demonstrate that the vacant unit or site is being actively marketed, including during the period of meanwhile activity, at market rates that are reasonable to the local economic area. The intention here is to ensure that sites or units are taken up for their intended use whilst recognising some flexibility is needed to respond to fluctuations in the market or other factors. If we consider that a site or unit has

**Commented [NE811]:** Moved from Part 2 section on economy and culture - because these are temporary uses, the section fits better in this section. Also, meanwhile uses can also be non-employment uses (e.g. housing, Place/Ladywell).

been made deliberately vacant in order to secure a temporary consent, the application will be refused.

19.21. The Local Plan includes a number of strategic site allocations, some of which are expected to come forward over the medium to long-term. Our priority is to ensure that development is delivered as quickly as possible. However, there are circumstances where site allocations may take longer to be realised, such as when development is phased or time is needed to allow for coordination between different landowners. In the interim period we are keen to ensure that active uses are maintained wherever appropriate. Place Ladywell is a successful example of a temporary use in the Lewisham town centre area, where an innovative modular mixed-use scheme was consented for a fixed period. This meanwhile use provided local provision of specialist accommodation and workspace, and has now been re-located to enable comprehensive redevelopment in line with the site allocation. The scheme has been recognised with several planning and design awards.

19.22. All Development proposals for meanwhile uses must not preclude the future permanent occupation of the site or unit for an appropriate main town centre, commercial or other use, taking into account relevant site allocation policies. Further, in line with other Local Plan policies, we will expect that Mmeanwhile uses do must not have an adverse impact on the amenity of neighbouring properties or the local area. Where located in town centres or employment areas, meanwhile uses must not compromise the employment generating function of nearby sites in line with the Agent of Change principle, or otherwise harm the viability of the town centre.

19.23. To encourage meanwhile uses, Tthe Council may consider the future use of Local Development Orders (LDO) allowing temporary uses in specific locations subject to certain conditions being satisfied.

19.24. Where meanwhile uses are approved they will be considered for monitoring purposes. This includes meanwhile residential uses, where conventional units and non-conventional bedrooms will be counted towards the Borough's housing target. This approach is consistent with that advocated in the draft London Plan.

### DM6 Health Impact Assessments

A. A desktop Health Impact Assessment (HIA) must be submitted with the following types of development proposals:

- a. Major developments;
- b. Developments located within an Air Quality Focus Area; and
- c. Developments including the following uses:
  - i. Hot-food takeaways
  - ii. Betting shops;
  - iii. Education facilities;
  - iv. Health and social care facilities;

**Commented [NE812]:** Respond to public consultation – request that health impact assessments are required for new developments

- v. [Leisure and community facilities; and](#)
- vi. [Publicly accessible open space.](#)

**B. [Development proposals of a scale referable to the Greater London Authority must submit a detailed Health Impact Assessment.](#)**

#### **[Explanation](#)**

[19.25. This policy supports the London Plan aims to create a healthy city by improving Londoners' health and reducing health inequalities. It also supports the objectives set out in Lewisham's Health and Wellbeing Strategy. HIAs will be required for development proposals which are most likely to impact on public health outcomes whether by virtue of their large scale, nature of uses or location in an area of poor air quality.](#)

[19.26. The London Healthy Urban Development Unit \(HUDU\) provides guidance on completing HIAs, which applicants should refer. This uses a checklist approach that can normally be completed as a desktop study. The HIA should be undertaken as early as possible in the planning and design process in order to identify opportunities for maximising public health benefits, minimising harm and addressing health inequalities. Development proposals must demonstrate how the HIA has been used to inform the design. The HIA can be completed as a standalone assessment or form part of an Integrated Impact Assessment, where appropriate. The scope of the HIA will depend on the nature, scale and location of development along with the potential impacts on public health and wellbeing.](#)

[19.27. Development proposals of a scale referable to the Greater London Authority must complete and submit a more extensive and full HIA.](#)

### **DM57 Monitoring and review**

- A. The implementation of the Lewisham Local Plan will be kept under review throughout the plan period, taking into account the Local Performance Indicators set out in Table 19.1. Progress and performance outcomes towards the delivery of the Vision for Lewisham and the spatial strategy will be published annually in the statutory Authority Monitoring Report (AMR).
- B. Development viability in the Lewisham will be regularly reviewed over the plan period. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas or across the Borough, the Council will consider the need for a review of strategic approaches or policies.

#### **Explanation**

~~49.48.~~[19.28.](#) Monitoring is necessary to assess progress towards the implementation of the Local Plan over the plan period. The section sets out the monitoring framework against which the successful delivery of the Local Plan will be measured. The monitors will help to assess yearly performance. However, it is recognised that that spatial strategy is underpinned by the need for sensitively

managed change and transformational investment (for example, in public transport infrastructure), which in some local areas or specific circumstances may take several years to begin to materialise.

~~19.19-19.29.~~ Performance against Lewisham's Local Performance Indicators (LPIs) will be published in the statutory Authority Monitoring Report (AMR). Performance metrics and figures will be accompanied by commentary to make reports more legible and user-friendly, and may be supported by additional monitoring information. The LPIs will help to supplement, and should be read alongside, the Key Performance Indicators (KPIs) used for monitoring of the London Plan.

~~19.20-19.30.~~ The LPIs are considered to be the key indicators for assessing policy performance and overall implementation of the Local Plan. The AMR will include a more comprehensive and detailed set of data, which will help to complement and put into context the LPIs. This may include data that is not made available on an annual basis, such as the Indices of Multiple Deprivation and Census data, information within research reports and other technical evidence, and Council strategies. The AMR is therefore expected to evolve over time, however continuity will be ensured through a focus on the LPIs.

~~19.21-19.31.~~ Where monitoring clearly indicates that a strategic objective, elements of the Local Plan spatial ~~spatial~~ strategy or specific plan targets are not being delivered, we will assess the reasons for this and may consider, as appropriate, contingency measures or other actions. This may include single issue reviews and corresponding updates to the Local Plan.

~~19.22-19.32.~~ We will regularly monitor development viability as part of the Local Plan monitoring. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas or across the Borough, the Council will consider the need for a review of strategic approaches or policies. This is particularly in respect of requirements for affordable housing. For example, where land values increase as a result of investment in strategic infrastructure (such as the Bakerloo line extension), we will seek to ensure that the maximum viable amount of genuinely affordable housing is secured on a site by site basis.

Table 19.1 Monitoring Framework

Ref	Measure	Indicator
<u>Delivering an Open Lewisham</u>		
<u>LPI1</u>	<u>Open Lewisham</u>	<u>Positive reduction in multiple deprivation over the plan period, measured against the baseline 2019 Indices of Multiple Deprivation</u>
<u>LPI2</u>	<u>Departures from the Development Plan</u>	<u>Number of developments consented as advertised departures from Lewisham's Development Plan</u>
<u>LPI3</u>	<u>Planning appeals</u>	<u>Performance on planning appeals, reviewed annually</u>
<u>PLI4</u>	<u>Planning enforcement</u>	<u>Performance on planning enforcement, reviewed annually by number and type of planning enforcement cases registered, enforcement notices issued and appeals won.</u>
<u>High quality design and heritage</u>		
<u>LPI5</u>	<u>Design Review Panel</u>	<u>Number of development proposals considered by Lewisham Design Review Panel, measured annually.</u>

<a href="#">PLI6</a>	<a href="#">Density of housing</a>	<a href="#">Density of consented housing developments consented and delivered, measured annually.</a>
<a href="#">LPI7</a>	<a href="#">Tall buildings</a>	<a href="#">Number and location of tall buildings consented and delivered, measured annually.</a>
<a href="#">LPI-48</a>	Historic environment	Adoption of Area Appraisals and Management Plans for all <a href="#">Conservation Areas</a>
<a href="#">LPI9</a>	<a href="#">Heritage at risk</a>	<a href="#">Number of assets on the Heritage at Risk Register and assets removed from the Register through targeted action</a>
<a href="#">LPI10</a>	<a href="#">Listed buildings</a>	<a href="#">Development approvals resulting in the loss of listed buildings</a>
<a href="#">LPI11</a>	<a href="#">Archaeology</a>	<a href="#">Completion of review of Archaeological Priority Areas</a>
Housing		
<a href="#">LPI-212</a>	Housing supply	Increase in supply in new homes over the plan period, measured by housing completions and net pipeline of approved housing units
<a href="#">LPI-313</a>	Housing delivery	Increase in supply in new homes, measured against housing completions towards the borough's strategic housing target to-date
<a href="#">LPI-414</a>	Small housing sites	Housing completions on small sites, measured against draft London Plan small sites target of 379 units annually, and as a proportion of overall housing completions
<a href="#">LPI-515</a>	Affordable housing	Positive trend in percentage of housing completions that are for affordable housing, on schemes of 10 units or more, measured against the borough's strategic affordable housing target of 50 percent
<a href="#">LPI-616</a>	Genuinely affordable housing delivery	Positive trend in percentage of housing completions that are for genuinely affordable housing
<a href="#">LPI-716</a>	Affordable housing planning contributions	Planning contributions secured towards affordable housing on schemes of less than 10 units, measured annually
<a href="#">LPI18</a>	<a href="#">Housing size mix</a>	<a href="#">Dwelling size mix (e.g. bedrooms) for consented and delivered development, measured annually.</a>
<a href="#">LPI19</a>	<a href="#">Purpose Built Student Accommodation</a>	<a href="#">Number of PBSA developments and bed spaces consented and delivered, measured annually.</a>
<a href="#">LPI20</a>	<a href="#">Houses in Multiple Occupation</a>	<a href="#">For HMOs requiring planning permission, location and number developments consented and delivered, measured annually.</a>
<a href="#">LPI21</a>	<a href="#">Gypsy and traveller accommodation</a>	<a href="#">Delivery of 6 additional permanent gypsy and traveller pitches up to 2031.</a>
Economy and culture		
<a href="#">LPI-822</a>	Industrial land availability	No overall loss of industrial floorspace in Strategic Industrial Locations and Locally Significant Industrial Sites
<a href="#">LPI-923</a>	Mixed-use employment locations	Industrial floorspace re-provided through comprehensive redevelopment of MEL sites, measured as the proportion of industrial floorspace of the overall floorspace delivered
<a href="#">LPI-1024</a>	Non-designated employment sites	Industrial floorspace re-provided through the redevelopment of non-designated sites, measured as



		the proportion of industrial and other employment generating floorspace of the overall floorspace delivered
<a href="#">LPI-4425</a>	New workspace	Positive trend in supply of towards a target of 21,800 <a href="#">net sqm B1-light industrial</a> floorspace by 2040
<a href="#">LPI-4226</a>	Affordable workspace	Positive trend in affordable <a href="#">B1</a> workspace as a share of total <a href="#">B1-light industrial</a> floorspace in planning approvals, along with planning contributions secured towards affordable workspace.
<a href="#">LPI27</a>	<a href="#">Skills and training</a>	<a href="#">Planning contributions and/or legal agreements secured for skills and training</a>
<a href="#">LPI-4328</a>	Retail floorspace	Increase in supply of retail floorspace, measured against the target of <del>5,300 net additional sqm over the ten year period 2020-2030 (comprising -500 sqm comparison and +5,800 sqm convenience goods)</del> <a href="#">an additional 8,397 gross square metres of floorspace up to 2035 (overall total comprises +10,641 square metres for convenience goods, -3,651 for comparison goods and +1,407 for food and beverage retail)</a>
<a href="#">LPI-4429</a>	Town centre vitality and viability	Reduction and stabilisation of town centre vacancy rates in major, <del>and district</del> <a href="#">and local</a> town centres, towards a target of 5% vacancy rates for each centre
<a href="#">LPI-4530</a>	Cultural infrastructure	No net loss of cultural venues and facilities
<a href="#">LPI-4631</a>	Public houses	No net loss of public houses
Community infrastructure		
<a href="#">LPI-4732</a>	<a href="#">Safeguarding Community infrastructure</a>	No net loss of community infrastructure
<a href="#">LPI33</a>	<a href="#">New community infrastructure</a>	<a href="#">Development including provision of new community infrastructure consented and delivered, measured annually and by type of infrastructure</a>
Green infrastructure		
<a href="#">LPI-4834</a>	Open space	No net loss of designated open space
<a href="#">LPI35</a>	<a href="#">Neighbourhood Open Space</a>	<a href="#">Number of consented developments resulting in the net loss of Neighbourhood Open Space and amount of open space lost, measured annually</a>
<a href="#">LPI36</a>	Biodiversity	No net loss of designated biodiversity sites
<a href="#">LPI37</a>	<a href="#">Biodiversity Net Gain</a>	<a href="#">Biodiversity net gain measured over plan period</a>
<a href="#">LPI38</a>	<a href="#">Nature Recovery</a>	<a href="#">Adoption and implementation of Local Nature Recovery Strategy</a>
<a href="#">LPI39</a>	<a href="#">Urban Greening</a>	<a href="#">Percentage of qualifying major developments for which target Urban Greening Factor was met on-site</a>
Sustainable design and infrastructure		
<a href="#">LPI-4940</a>	Carbon neutral Lewisham	Reduction in borough-wide carbon emissions towards a local target of net zero carbon by 2030, contributing toward the London Mayor' strategic target for London to become a zero carbon by 2050
<a href="#">LPI-2041</a>	Carbon emissions on new development	Average on-site carbon emission reductions of at least 35% compared to Building Regulations 2013 for approved major development applications.
<a href="#">LPI42</a>	<a href="#">Carbon offsetting</a>	<a href="#">Number of carbon offset payments and amount of funding secured through relevant legal agreements</a>

<a href="#">LPI-2443</a>	<a href="#">Air quality - major development</a>	Positive trend in approved major development applications demonstrating that they meet at least air quality neutral standard for emissions
<a href="#">LPI44</a>	<a href="#">Air quality – borough-wide</a>	<a href="#">Achievement of air quality objectives for Nitrogen Oxide and Particulate Matter, in accordance with Lewisham Air Quality Management Plan</a>
<a href="#">LPI45</a>	<a href="#">Environmental incidents</a>	<a href="#">Positive trend in reduction of environmental incidents reported to the Environment Agency<sup>161</sup></a>
<a href="#">LPI46</a>	<a href="#">Net waste self sufficiency</a>	<a href="#">100% of Borough’s municipal waste managed within London by 2026</a>
<a href="#">LPI47</a>	<a href="#">Municipal waste recycling</a>	<a href="#">Positive trend towards achievement of London Plan target for 65% municipal waste (household and business) recycled by 2030</a>
<a href="#">LPI48</a>	<a href="#">Construction and demolition waste and excavation.</a>	<a href="#">Positive trend towards achievement of London Plan target for 95% of construction and demolition waste sent for re-use/ recycling/recovery by 2030, and 95% of excavation waste for beneficial re-use</a>
<a href="#">LPI49</a>	<a href="#">Composting</a>	<a href="#">Positive trend towards achievement of London Plan target for zero biodegradable and recyclable waste to landfill by 2026.</a>
<b>Transport and connectivity</b>		
<a href="#">LPI50</a>	<a href="#">Strategic infrastructure</a>	<a href="#">Progress in the delivery of strategic transport infrastructure, as measured by projects set out in Table 12.1 of the Local Plan</a>
<a href="#">LPI-2251</a>	Modal share	Increasing mode share for walking, cycling and public transport (excluding taxis) towards the London Mayor’s target of <del>80</del> 90% in inner-London by 2041.
<b>Neighbourhoods and places</b>		
<a href="#">LPI-2352</a>	Allocated sites committed	Number and proportion of total allocated sites committed by way of planning consent towards target of 100% by 2040
<a href="#">LPI-2453</a>	Allocated sites delivered	Number and proportion of total allocated sites delivered by way of completion, towards target of 100% by 2040
<a href="#">LPI-2554</a>	Housing supply by character area	Increase in supply in new homes in the character area over the plan period, measured by housing completions and net pipeline of approved housing units
<a href="#">LPI-2655</a>	Housing delivery by character area	Increase in supply in new homes in the character area, measured against housing completions to-date
<a href="#">LPI-2756</a>	Workspace delivery by character area	Positive trend in amount of workspace completed in the character area
<a href="#">LPI-2857</a>	Retail floorspace delivery by character area	Net change in Class <del>A1-E</del> retail floorspace by character area
<a href="#">LPI-2958</a>	Lewisham links	Delivery of Lewisham links routes by character area
<a href="#">LPI-30</a>	<a href="#">Open Lewisham</a>	<del>Positive reduction in multiple deprivation over the plan period, measured against the baseline 2019 Indices of Multiple Deprivation</del>

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<sup>161</sup> This refers to environmental incidents reported to the Environment Agency national incident hotline and may include, for example, water pollution, waste management issues, fish kills, odour issues, blocked drains, dust, misconnection issues, odour and low flow in rivers.

# **Part Five:**

Appendices and schedules

## 20 Appendices

### Appendix 1: Abbreviations

<b>Table 20.1 Abbreviations</b>	
ACV	Asset of Community Value
ALGG	All London Green Grid
APA	Archaeological Priority Area
ASLC	Area of special local character
AQA	Air Quality Assessment
AQFA	Air Quality Focus Area
AQMA	Air Quality Management Area
BLE	Bakerloo Line Extension
BREEAM	Building Research Establishment Environmental Assessment Method
CAZ	Central Activities Zone
CEZ	Creative Enterprise Zone
CHP	Combined heat and power
CIBSE	Chartered Institution of Building Services Engineers
GiGL	Greenspace Information for Greater London
CIL	Community Infrastructure Levy
CO <sub>2</sub>	Carbon dioxide
DLR	Docklands Light Railway
EA	Environment Agency
EqlA	Equalities Impact Assessment
GLAAS	Greater London Archaeological Advisory Service
GIA	Gross Internal Area
GLA	Greater London Authority
GLHER	Greater London Historic Environment Record
Ha	Hectare
HIA	Health Impact Assessment
HMO	House in Multiple Occupation
HRA	Habitats Regulations Assessment
HSE	Health and Safety Executive
IIA	Integrated Impact Assessment
IMD	Index of Multiple Deprivation
kWh	Kilowatt hour
LDD	London Development Database
LEL	Local Employment Location
LHN	Local Housing Need
LSIS	Locally Significant Industrial Sites
LVMF	London View Management Framework
MEL	Mixed Use Employment Location
MHGLC	Ministry of Housing Communities and Local Government
MMO	Marine Management Organisation

MOL	Metropolitan Open Land
NHS	National Health Service
NO2	Nitrogen dioxide
NOx	Oxides of nitrogen, or nitrogen oxides: a mixture of nitric oxide and nitrogen dioxide
NPPG	National Planning Practice Guidance
NPPF	National Planning Policy Framework
OA	Opportunity Area
PBSA	Purpose-Built Student Accommodation
POS	Public Open Space
PSA	Primary Shopping Area
PTAL	Public Transport Access Level
RIGS	Regionally-Important Geological Sites
SAC	Special Areas of Conservation
SEA	Strategic Environmental Assessment
SELCHP	The South East London Combined Heat and Power Plant
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SIL	Strategic Industrial Location
SINC	Site of Importance for Nature Conservation
SFRA	Strategic Flood Risk Assessment
SMEs	Small and medium-sized enterprises (including micro-businesses)
SPA	Special Protection Areas
SPG	Supplementary Planning Guidance
Sqm	Square metres
SUDs	Sustainable Urban Drainage Systems
TE2100	Thames Estuary 2100 Plan
TER	Target Emission Rate
TfL	Transport for London
UGS	Urban Green Space
UGF	Urban Greening Factor
VBC	Vacant Building Credit
WHS	World Heritage Sites
WFD	European <a href="#">Water Framework Directive (WFD)</a>

## Appendix 2: Glossary

### A

**Active ~~f~~Frontage** ~~Design principle in which the t~~The front of a building ~~s with openings onto the space that is~~ designed to generate visual interest, activity and engagement between the building interior and the space outside ~~of it~~, particularly ~~entrances at the ground floor or street level~~. An active frontage normally forms part of a positive frontage of a building located within a town centre. See also Positive frontage.

**Affordable housing** See [National Planning Policy Framework and London Plan policy H4](#), also ‘genuinely affordable housing’, as well as [Local Plan Policy HO3 and draft London Plan Policy H4](#). See also Genuinely affordable housing.

**Affordable ~~w~~Workspace** Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

**Agent of Change ~~P~~Principle** ~~The A~~ principle ~~that~~ places the responsibility of mitigating the impact of nuisances ~~(including noise)~~ from existing ~~noise~~-nuisance generating ~~businesses~~ uses on ~~the~~ proposed new development, ~~close by, thereby ensuring that residents and users of the new development are protected from noise nuisances, and existing businesses uses are protected from noise nuisance complaints~~. Similarly, any new noise nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by. See [London Plan Policy D13](#).

**Air Quality Management Area (AQMA)** ~~Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. An area which a local authority had designated for action, based upon a prediction that air quality objectives will be exceeded.~~

**Albedo** ~~The surface reflectivity of the sun’s radiation.~~

**Ambient Noise** ~~Ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a noisy all-night party. Unless stated otherwise, noise includes vibration.~~

**Air quality neutral** ~~An air quality neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the Greater London Authority.~~

**Amenity** Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

**Amenity ~~s~~Space** ~~The outside space of a building normally associated with a home or homes~~housing. It may be private or shared, depending on the building it serves.

**Ancient or ~~v~~Veteran ~~t~~Tree** A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

**Ancient ~~w~~Woodland** An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

**Archaeological ~~i~~Interest** There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence

about the substance and evolution of places, and of the people and cultures that made them.

**Areas of ~~d~~Deficiency in ~~a~~Access to ~~n~~Nature** Areas where people have to walk more than one kilometre to reach a publicly accessible Metropolitan or Borough Site of Importance for Nature (SINC).

**Areas of ~~d~~Deficiency in ~~a~~Access to ~~p~~Public ~~o~~Open ~~s~~Space** Areas lacking in sufficient publicly accessible open space, as defined by a set of standards in Policy G4 of the London Plan.

**Article 4 Direction** A tool used by local planning authorities to remove some or all permitted development rights that apply to a particular site or area.

## B

**Back ~~g~~Gardens** Private amenity areas that were the entire back garden of a dwelling or dwellings as originally designed.

**Backland ~~s~~Sites** Landlocked sites to the rear of street frontages not historically in garden use such as builders yards, small workshops and warehouses, and garages.

**Biodiversity** This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

**Biodiversity ~~o~~Offsets** Measures to improve existing or create replacement habitat where there are unavoidable impacts on wildlife habitats resulting from development or change of land use.

**~~Biomass~~** The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as arboricultural forestry and agricultural residues.

**Brown-~~f~~Field Land** Previously developed land.

**Build to Rent** ~~Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control. See London Plan policy H11.~~

**~~Building Research Establishment Environmental Assessment Method (BREEAM)~~** A national environmental assessment and rating system for buildings. It is the most widely used environmental standard in the UK, used to assess those buildings and extensions to buildings that are not rated by the Code for Sustainable Homes.

## C

**Carbon ~~d~~Dioxide (Co2)** Principal greenhouse gas related to climate change.

**Car ~~c~~Club** A short-term ~~car vehicle~~ rental service that allows members access to cars parked locally ~~for a per-minute, per-hour or per-day fee~~.

**Car ~~f~~Free ~~d~~Development** Car-free developments ~~do not provide parking for cars on-site and there is no entitlement to on-street parking permits for residents. The exception to this is~~

~~parking for accessible properties. has no general parking but should still provide disabled persons parking. See London Plan policy T6.~~

~~**Carbon Dioxide (Co2)** Principal greenhouse gas related to climate change.~~

~~**Care Home** Housing generally catering for older people, those less mobile or wheelchair users. Schemes may have their own care staff, and will usually provide one or more meals each day, if required. Bathrooms will be designed to make it easier for assistance to be offered.~~

~~**Central Activities Zone (CAZ)** The vibrant heart and globally iconic core of London. The CAZ contains a broad range of functions that have London-wide, national and international significance, including Government, business, culture, research and education, retailing, tourism, transport and places of worship. The CAZ offers access to a unique collection of heritage and environmental assets including World Heritage Sites, the Royal Parks and the River Thames~~

~~**Circular economy** An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.~~

~~**Climate Change Adaptation** Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.~~

~~**Climate Change Mitigation** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.~~

~~**Combined Heat and Power (CHP)** The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.~~

~~**Commercial wWaste** Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992.~~

~~**Communal hHeating sSystem** A communal heating system supplies heat to multiple properties from a common heat source. It may range from a district system heating many buildings to a system serving an individual block of flats.~~

~~**Community Facilities** For the purposes of this Local Plan, community facilities can include: public houses, libraries, youth facilities, meeting places, places of worship, public conveniences and other uses in use class D1 that provide a service to the local community.~~

~~**Community infrastructure** See Social infrastructure.~~

~~**Community Infrastructure Levy (CIL)** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area to pay for infrastructure projects identified by the Local Authority and/or the Mayor of London.~~

~~**Comparison retail/shopping** These refer to shopping for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.~~



**Connectivity** This refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from A to B, by foot, bicycle and vehicle.—

**Conservation (hHeritage)** The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance

**Conservation Area** Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

**Contributions** Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.

**Convenience retail/shopping** These refer to shopping for everyday essential items like food, drink, newspapers and confectionery.—

**Core Strategy** A Local Plan setting out the spatial vision and strategic objectives of the planning framework for the area, in line with the Sustainable Community Strategy.

**Creative Enterprise Zone (CEZ)** A Mayor of London initiative to establish clusters of creative production, which provide affordable premises and enterprise-related incentives for artists and creative businesses, pro-culture planning and housing policies, and offer career pathways and creative jobs for local communities and young people.

**Creative iIndustries** Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

**Cultural Quarters** Areas where a critical mass of cultural activities and related uses, usually in historic or interesting environments, are designated as Cultural Quarters. ~~They can contribute to urban regeneration~~

D

**Decentralised eEnergy** Local renewable and local low-carbon energy sources.

**Deliverable** "To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) Sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans);

b) Where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years."

**Design and Access statement** A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. ~~The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled~~

people, have been integrated into the proposed development and how inclusion will be maintained and managed.

**Design Concept** The basic design ideas on which a proposal will be based, often expressed in a combination of words and visual material.

**Designated ~~h~~Heritage ~~a~~Asset** World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Developable** To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

**Development Management** These policies set out detailed criteria to carefully manage and control development through the planning application process.

**Development Plan** For Lewisham this comprises The London Plan, Lewisham Local Plans, other Development Plan Documents and Neighbourhood Plans.

**Development Proposal** This refers to development that requires planning permission.

**Digital ~~i~~Infrastructure** Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.

**District Centre** Distributed more widely than Metropolitan and Major centres, providing convenience goods and services, and social infrastructure for more local communities and accessible by public transport, walking and cycling. Typically, they contain 5,000–50,000 sqm of retail, leisure and service floor space. Some District centres have developed specialist shopping function. See London Plan, Annex 1.

**District ~~h~~Heating ~~n~~Network** A network of pipes carrying hot water or steam, usually underground that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length.

**Drainage Hierarchy** Policy hierarchy helping to reduce the rate and volume of surface water run-off.

**Dual ~~a~~Aspect ~~d~~Dwelling** A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. The provision of a bay window does not constitute dual aspect.

**Dwelling** A self-contained unit of residential accommodation; also referred to as a 'residential unit'.

## E

**Edge of Centre** For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Embodied carbon / energy / emissions** ~~The total life cycle carbon, energy, greenhouse gases used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.~~

**Energy eEfficiency** Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience

**Energy Hierarchy** ~~The Mayor's T~~tiered approach to reducing carbon dioxide emissions in the built environment. ~~See London Plan policy SI 2. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is using renewable energy (be green).~~

**Environmental Impact Assessment** ~~A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.~~

**Evidence Base** ~~The data and information about the current state of Lewisham used to inform the preparation of Local Plan documents.~~

## F

**Family housing** A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has ~~three, four, five,~~ or more bedrooms. Also referred to as family-sized housing or homes.

**Flood Risk Assessment (FRA)** An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.

**Freight** ~~A general term to refer to trips made for the purposes of delivering goods, enabling servicing activity or supporting construction.~~

**Future Proofing** ~~Ensuring that designs are adaptable and take account of expected future changes. For example, ensuring a heating system is designed to be compatible with a planned district heat network to allow connection in future.~~

## G

**Genuinely aAffordable aHousing** In Lewisham, genuinely affordable housing is housing at social rent levels or the GLA London Affordable Rent level (in Lewisham this is GLA London Affordable Rent minus the 1 per cent above Consumer Price Index uplift).

**Geodiversity** The range of rocks, minerals, fossils, soils and landforms.

**Good Growth** This is growth that is socially and economically inclusive and environmentally sustainable. See also London Plan, Chapter 1.

**Green Belt** A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

**Green cCorridor** Relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible to each other and to the Green Belt or Metropolitan Open Land. They often consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the

built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

**Green cCover** The total area covered by vegetation and water across London. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens

**Green industries** Business sector that produces goods or services which, compared to other more commonly used goods and services, are less harmful to the environment.

**Green infrastructure** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Green roofs and walls** ~~The total area covered by vegetation and water across London. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens.~~ Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.

**Green space** All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape

**Greenfield runoff rate** The runoff rate from a site in its natural state, prior to any development.

**Greenhouse gas** Any gas that induces the greenhouse effect, trapping heat within the atmosphere that would normally be lost to space, resulting in an increase in average atmospheric temperatures, contributing to climate change. Examples include carbon dioxide, methane and nitrous oxides.

**Greening** The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping use of vegetation or water.

**Gypsy and Traveller** Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

## H

**Habitable room** A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

**Health Impact Assessment (HIA)** Used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. ~~HIA should be undertaken as~~

~~early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.~~

~~**Heat Map** Is a graphical representation of data where elements are represented as colours. In this particular instance as the colour darkens the height increases.~~

**Heritage Asset** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic Environment** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic Environment Record** Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

**House of-in Multiple Occupation (HMO)** Dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 (except for areas affected by an Article 4 Direction) whereas HMOs for more than six people are Sui Generis.

**Household waste** Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, and any other household waste collected by the waste authorities.

~~**Housing Need** A level of socially desirable housing, the demand for which is not reflected in the open market, normally due to a lack of income in relation to prevailing house prices or rents. It can therefore usually only be met through an element of subsidy.~~

~~**Independent Examination** The process by which a planning inspector may publicly examine a Local Plan before issuing a report with recommendations that should be made prior to adoption of the Local Plan.~~

**Inclusive design** Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

**Infill Development** Development that takes place on vacant or undeveloped sites between other developments and/or built form.

~~**Infrastructure** Includes transport, energy, water, waste, digital/smart, social and green infrastructure. Term used to describe the facilities and services for local people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new road or school, to the creation of a local play-space.~~

**Inner London** The area covered by the inner London boroughs.

**Integrated Impact Assessment (IIA)** As part of developing Tower Hamlet's Local Plan all policies have been subject to an IIA. The IIA comprises: Sustainability Appraisal, Health Impact Assessment, Equalities Impact Assessment and Habitat Regulation Assessment.

**Intermediate**

**Intermediate Housing** Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent. See National Planning Policy Framework and London Plan policy H6.

**L**

**Land Contamination (Assessment)** A study of the level of contamination of the land on a development site, including, as appropriate, initial risk assessment, site investigation, remediation strategy and a verification plan and report.

**Legibility** The extent to which a place can be easily understood and traversed.

**Lewisham Transport Interchange** This includes the mainline railway station, the DLR station and the bus layover site that covers the area sandwiched between both station buildings and the large roundabout that links the A20 and the A21.

**Listed Building** Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

**Liveable nNeighbourhoods** Is a programme gives boroughs the opportunity to bid for funding for long term schemes that encourage walking, cycling and the use of public transport. A neighbourhood that supports living, working, commerce and culture within its area, along with encouraging and enabling sustainable modes of travel, particularly walking and cycling. It also refers to the suitability and desirability of an environment for people of all backgrounds, ages and abilities.

**Local Centre** Typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, as well as hosting a key community facility as an 'anchor' attracting visitors. They may include a small supermarket (typically up to around 500 sqm), sub post office, pharmacy, laundrette and other useful local services. See London Plan, Annex 1.

**Local Development Framework (LDF)** The Local Development Framework is a portfolio, or a 'folder', of Local Development Documents which will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of their area where this affects the development and use of land.

**Local Development Order** An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

**Local Housing Need** The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 60 of this Framework).

**Local Plan** A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

**Local Views** A local line of sight from a particular point to an important local landmark, view or skyline.

**Locally Listed Buildings** These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

**London Panorama** A broad prospect seen from an elevated public viewing place.

**London Plan** The London Plan is the spatial development strategy for all of London. It is prepared by the [Mayor of London](#) / Greater London Authority. In London, Local Plans must be in general conformity with the London Plan.

**Low Emission Zone** Charging zone across most of Greater London for vehicles (excluding cars) that do not meet emissions standards

## M

**Main Town Centre Uses** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). [See also National Planning Policy Framework.](#)

**Major Centre** Typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions. [See London Plan, Annex 1.](#)

**Major Development** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Masterplan** "A document which sets out [land use principles and/or proposals for the layout and design of](#) buildings, spaces, [transport and movement of people and vehicles](#), [strategy and land use in text and three dimensions and supporting infrastructure along with matches these proposals to a delivery strategy.](#) A masterplan can cover an individual site, multiple sites and/or a wider strategic area, such as a town centre. The masterplan can be described as a sophisticated 'model' that:

- shows how the streets, squares and open spaces of a neighbourhood are to be connected
- defines the heights, massing and bulk of buildings
- sets out suggested relationships between buildings and public spaces
- determines the distribution of activities and uses that will be allowed

- identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles
- sets out the basis for provision of other infrastructure elements such as utilities
- relates physical form to the socio-economic and cultural context and stakeholder interests
- allows an understanding of how well a new, urban neighbourhood is integrated with the surrounding urban context and natural environment."

**Metropolitan Open Land** Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

**Metropolitan Town Centre** ~~Serve wide catchments which can extend over several boroughs and into parts of the Wider South East. Typically they contain at least 100,000 sqm of retail, leisure and service floorspace with a significant proportion of high order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions. Many have important clusters of civic, public and historic buildings. See London Plan, Annex 1.~~

**Mixed use Employment Location (MEL)** ~~Land currently in industrial use occupied by older and poorer quality industrial uses at low densities which may be incompatible with adjacent residential areas. The sites were considered by the Lewisham Employment Land Study to require redevelopment and have been designated to ensure mixed use development incorporating re-provision of business space to ensure the regeneration of a part of the borough where the environment is poor and levels of deprivation are high. Designated land within Lewisham's employment land hierarchy. MELs consist of large redundant and/or underused industrial sites where plan-led, mixed-use redevelopment is permitted to support strategic regeneration objectives. Some MEL sites have now been comprehensively redeveloped.~~

**Mixed-use ~~d~~Development** Development for a variety of activities on single sites or across wider areas such as town centres.

## N

**National Planning Policy Framework (NPPF)** ~~Prepared by the Government to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. The NPPF explains the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.~~

**Natural ~~s~~Surveillance** When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

**Nature ~~c~~Conservation** Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

**Neighbourhood Plan** A statutory plan prepared by a parish council or designated neighbourhood forum that contains non-strategic planning policies for a designated



neighbourhood area. ~~In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.~~

**Noise and ~~v~~Vibration ~~a~~Assessment** An assessment of noise and vibration that is either; existing and may impact upon future development, or that would be caused by new development and could impact upon the existing environment.

**~~Non-strategic Policies~~** ~~Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.~~

**North ~~f~~Facing** North facing windows are generally defined as any windows within 45 degrees of due north.

## O

**Older ~~p~~People** People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs

**Open ~~s~~Space** ~~All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. Land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within Lewisham, both designated and non-designated, whether in public or private ownership and whether public access is unrestricted, limited or restricted.~~

**Opportunity Area** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

**Original Building** A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

**~~Out of Town/ Out of Centre~~** ~~A location out of centre that is outside the existing urban area.~~

**~~Outer Centre~~** ~~A location which is not in or on the edge of a centre but not necessarily outside the urban area.~~

**~~Outer London~~** ~~The area covered by the outer London boroughs.~~

**Outstanding Universal Value** Cultural and/or natural significance that is so exceptional that it transcends national boundaries and is of common importance for both present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site at the time of its inscription. This Value can be expressed by physical, architectural or intangible attributes that are ~~to~~ embodied in the buildings, spaces, monuments, artefacts and archaeological deposits within the site, the setting and views of and from it. ~~Statements of Outstanding Universal Value are key references for the effective protection and management of World Heritage Sites and can be found at <http://whc.unesco.org/en/list>.~~

## P

**People with disabilities** People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

**Permission in Principle** Form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

**Permeability** The extent to which an area has a variety of pleasant, convenient and safe routes through it by walking and cycling.

**Permitted Development Rights** A general planning permission granted not by the local authority but by Parliament. Legislation (currently the Town and Country Planning (General Permitted Development (England) Order 2015) sets out classes of development for which a grant of planning permission is automatically given, provided that no restrictive condition is attached or that the development is exempt from the permitted development rights.

**Planning and Compulsory Purchase Act 2004** National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it.

**Planning condition** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning Frameworks** These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners. While planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their Development Plans

**Planning obligation** A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. [See also Section 106 agreements.](#)

**Playing field** The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Policies Map** A part of the Local Plan illustrating the policies and showing the location of proposals on an Ordnance Survey base map.

**Positive frontage** Design principle in which the front of the building is designed to create or enhance visual interest, provide a clear and legible articulation of buildings and their facades, and add vitality to the street or public realm. A positive frontage may incorporate an active frontage at the ground floor or street level. [See also Active frontage.](#)

**Previously Developed Land** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for

restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Primary Shopping Area (PSA)** Defined area where retail development is concentrated.

**Priority ~~h~~Habitats and ~~Species~~ Species and ~~Habitats~~ of ~~p~~Principal ~~i~~Importance** included in the England Biodiversity List published by the Secretary of State identified under section 41 of the Natural Environment and Rural Communities Act 2006. Most areas of priority habitat are protected within Sites of importance for Nature Conservation

**Priority species** Species that are a conservation priority because they are under particular threat, or they are characteristic of a particular region.

**Private ~~r~~Rented ~~s~~Sector** All non-owner-occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).

**Protected species** Certain plant and animal species protected to various degrees in law, particularly the Wildlife and Countryside Act, 1981 (as amended).

**Public realm** The publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces

**Public Transport Access Levels (PTALs)** The extent and ease of access by public transport, or, where it can reasonably be used as a proxy, the degree of access to the public transport network. ~~Public Transport Access Levels (PTALs)~~ are calculated across London using a grid of points at 100m intervals. For each point walk time to the public transport network is combined with service wait time (frequency) to give a measure of public transport network density.

## Q

**Quiet Areas** The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations (including much of Greater London) include provisions that aim to protect any formally identified 'Quiet Areas' from an increase in road, railway, aircraft and industrial noise.

## R

**Recycling** Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

**Renewable Energy** Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

**Retrofitting** The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

**Riverside** The bank or area alongside a river.

## S

**Safeguarded Wharves** A network of sites that have been safeguarded for cargo handling uses such as intraport or transshipment movements and freight-related purposes by Safeguarding Directions. ~~Sites that are safeguarded are set out in the Safeguarded Wharves Review (2017/2018).~~

**Secondary ~~h~~Heat** To recover useful energy, in the form of heat, from sources where processes or activities produce heat which is normally wasted (for example recovering heat from the Underground network) or from heat that exists naturally within the environment (air, ground and water).

**Section 106 agreements** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. See also Planning obligation.

**Self-build and ~~c~~Custom-build ~~h~~Housing** Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

**Sequential ~~a~~Approach** ~~Planning policies that require particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. For example retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are or can be well integrated with the existing centre and public transport. As defined in the National Planning Policy Framework, paragraph 86 in relation to planning applications for town centre uses and paragraph 158 in relation to flood risk.~~

**Serviced ~~a~~Accommodation** In the context of visitor accommodation this includes hotels, bed & breakfasts, guest houses, and hostels where services such as catering and cleaning are provided to guests.

**Setting of a ~~h~~Heritage ~~a~~Asset** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Shell and ~~c~~Core** A commercial development where all internal finishes and services are left out, for provision by the tenant.

**Significance ~~(for of a heritage asset policy)~~** ~~Is the surrounding in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.~~

**Single ~~f~~Family ~~h~~House** Self-contained house occupied by a single family. Also referred to as single family home.

**Site Allocation** A type of Local Plan policy which establishes land-use principles and, where appropriate, site specific requirements for new development within a specific location. The designations and site allocations will help to ensure that development within Lewisham is appropriately managed and does not compromise the achievement of the plan's vision and strategic objectives.

**Site of Importance for Nature Conservation (SINC)** Areas of land chosen to represent the best wildlife habitats in London and areas of land where people can experience nature close to where they live and work. Sites are classified into Sites of Metropolitan, Borough and Local Importance depending on their relative value. Unlike SSSIs, SINC's are not legally protected, but their value must be considered in any land use planning decision. Procedures for the identification of SINC's are set out in Appendix 5 of the Mayor's London Environment Strategy.

**Social infrastructure** Covers facilities such as health provision, early years provision, schools, colleges and universities, community, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure. Also referred to as Community infrastructure.

**Soundscape** The overall quality of an acoustic environment as a place for human experience. Soundscape design might include preserving, reducing or eliminating certain sounds or combining and balancing sounds to create or enhance an attractive and stimulating acoustic environment.

**Spatial Development Strategy** A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and Construction Act 2009 (as amended).

**Special Areas of Conservation** Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

**Specialist Accommodation for Older People** "Some residents living in the borough require specialist accommodation to meet their social, physical, mental and/or health care needs. Specialist accommodation can be divided into three main types:

- ▲ Sheltered housing is self-contained residential accommodation specifically designed and managed for older people (minimum age 55) in need of no or a low level of support. Each household has self-contained accommodation and the schemes normally include additional communal facilities such as a residents lounge. A warden, scheme manager, community alarm/telecare or house manager interacts with residents on a regular basis and is the first point of contact in an emergency.

- ▲ Extra care accommodation (sometimes also referred to as close care, assisted living, very sheltered or continuing care housing): Self-contained residential accommodation and associated facilities designed and managed to meet the needs and aspirations of people who by reason of age or vulnerability have an existing or foreseeable physical, sensory or mental health impairment. Each household has self-contained accommodation and 24 hour access to emergency support. In addition extra care accommodation includes a range of other facilities such as a resident's

lounge, a guest room, laundry room, day centre activities, a restaurant or some kind of meal provision, fitness facilities and classes and a base for health care workers. The exact mix of facilities will vary on a site by site basis. Some domiciliary care is provided as part of the accommodation package, according to the level of need of each resident. Extra care housing aims to create a balanced community, bringing together a balanced proportion of people with different levels of care needs.

▲ **Care homes (including end of life/hospice care and dementia care):** Nursing or residential care home providing non self-contained residential accommodation for people who by reason of age or illness have physical, sensory or mental impairment, including high levels of dementia. Accommodation is not self-contained: meals and personal services are routinely provided to all residents. Communal facilities are likely to include a dining room and residents lounge. There will be a scheme manager and in house care team who provide a consistent presence. Personal or nursing care is a critical part of the accommodation package. Care homes include 24 hour medical care from a qualified nurse."

**Specialist Housing** Specialist housing refers to supported housing such as sheltered housing, residential care homes, nursing homes and dual-registered care homes.

**Stakeholder** A person, group, company, association, etc. with an economic, professional or community interest in the borough or a specific part of it, or that is affected by local developments.

**Strategic Development** Proposals involving over 100 homes or 10,000 square metres of floorspace.—

**Statement of Community Involvement (SCI)** The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

**Strategic Areas for Regeneration** These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need. They fall within the 20 per cent most deprived LSOAs in England, using the Index of Multiple Deprivation.

**Strategic Environmental Assessment** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment

**Strategic Flood Risk Assessment (SFRA)** "An assessment usually under taken by a Local Authority at a borough-wide level that considers flood risk, both fluvial and tidal and examines the risks involved for developing certain areas within the borough in accordance with the NPPF. The Lewisham SFRA was produced by Jacobs and published in July 2008. Areas/sites are categorised as falling within one or more of the following flood zones:

▲ **Flood Zone 1** Low probability of flooding. Defined as land outside flood zone 2 and having less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).

▲ **Flood Zone 2** Medium probability of flooding. Defined as land having between 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.

▲ **Flood Zone 3a** High probability of flooding. Defined as land having 1 in 100 or greater annual probability of river flooding.

~~• Flood Zone 3b Land where water has to flow or be stored in times of flood. Defined as land having a 1 in 20 (5%) or greater annual probability of flooding in any year; or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the local authority and the Environment Agency."~~

**Strategic Housing Land Availability Assessment (SHLAA)** An assessment of land availability for housing which informs the London Plan and borough local development documents, ~~as set out in Planning Policy Statement 3: Housing (PPS3).~~

**Strategic Housing Market Assessment (SHMA)** An assessment of housing need and demand which informs the London Plan and borough local development documents ~~as set out in Planning Policy Statement 3: Housing (PPS3).~~

**Strategic Industrial Locations/Land (SIL)** London's largest concentrations main reservoirs of industrial, logistics and related capacity for uses that support the functioning of London's economy.

~~**Strategic Policies** Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.~~

**Streetscape** The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.

**Supplementary Planning Documents (SPD)** Documents which add further detail to the policies in the development plan. ~~They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents SPDs~~ are capable of being a material consideration in planning decisions but are not part of the development plan.

~~**Sustainability Appraisal** Required by the Planning and Compulsory Purchase Act 2004. Sustainability Appraisal is based on the principles of Strategic Environmental Assessment but is wider in focus and covers other key considerations of sustainability that also concern social and economic issues.~~

**Sustainable Development** ~~There are three dimensions to sustainable development: economic, social and environmental. The economic role means contributing to a strong, responsive and competitive economy. The social role means supporting strong, vibrant and healthy communities. The environmental role means contributing to protecting and enhancing our natural, built and historic environment. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. See also National Planning Policy Framework.~~

**Sustainable Drainage Systems (SuDS)** Using sustainable drainage techniques and managing surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

**Sustainable Transport Modes** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, and cycling, ~~low and ultra-low emission vehicles, car sharing, and~~ public transport.

T

**Thames Policy Area** A special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

**Town Centre** Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

**Transport Assessment** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development

**Transport for London** One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

**Transport Statement** A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

**Travel Plan** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed

**Tree Preservation Order (TPO)** May be made to protect individual trees or groups of trees. The Order gives protection against unauthorised felling, lopping, or other tree works.

**Trees of value** Trees that have the capacity to deliver eco-system benefits in the form of absorbing carbon dioxide and producing oxygen and to filter, absorb and reduce other pollutant gasses including sulphur dioxide, carbon monoxide, nitrogen dioxide and ozone. To achieve improved air quality, trees of value will have large deciduous canopies or have the potential to develop such in the future.

## U

**Urban Greening** ~~Urban greening describes the act-process of adding green infrastructure elements, such as street trees and green roofs, in urban areas that are most applicable in London. Due to the morphology and density of the built environment in the city, green roofs, street trees, and additional vegetation, the most appropriate elements of green infrastructure.~~

**Urban Greening Factor (UGF)** A land-use planning tool to help determine the amount of greening required in new developments.

**Urban Heat Island** ~~The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, the centre of London can be up to 10°C warmer than the rural areas around the city. The temperature difference is usually larger at night than during the day. The Urban Heat Island effect is noticeable during both the summer and winter months.~~

## V



**Viability ~~a~~Assessment** An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements where relevant. ~~These should to~~ be undertaken in line with the methodology and approach set out in [London Plan](#) Policy H65 and the Mayor's Affordable Housing and Viability SPG.

**Viability ~~r~~Review ~~m~~Mechanism** A review of development viability defined with a Section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision over the lifetime of a proposal.

**Visitor ~~a~~Accommodation** "Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans and camping."

## W

**Water spaces** Areas covered by water including the River Thames and other rivers, canals, reservoirs, lakes and ponds.

**Waterlink Way** A long distance cycle/pedestrian route following the River Ravensbourne from the south of the borough to the Thames at Deptford.

~~**Wider Determinants of Health** The wider determinants of health are a diverse range of social, economic and environmental factors which impact on people's health and life expectancy. They include transport, housing, education, income, working conditions, unemployment, air quality, green space, climate change and social and community networks.~~

**Windfall ~~d~~Development (sites)** Sites not specifically ~~identified~~ [allocated](#) in the development plan.

## Z

**Zero-carbon** Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

\*These definitions have been referenced [primarily](#) from the NPPF (~~2019~~2021), ~~and~~ The London Plan (~~2016~~2021). ~~previous Lewisham Council Development Management documents~~

## Appendix 3: Non-strategic policies

The NPPF (2019), paragraph 21, sets out that local plans should identify and distinguish strategic policies from other non-strategic policies. All policies within this Local Plan, including the site allocations, are strategic policies except for the non-strategic policies identified in the table below.

Table 20.2 Non-strategic policies

Part	Section	Reference	Policy title
Two	5	QD8	Noise and vibration
Two	5	QD9	External lighting
Two	5	QD12	Shopfronts
Two	5	QD13	Outdoor advertisements, digital displays and hoardings
Two	8	EC16	Shopping parades, corner shops and other service points
Two	8	EC21	Visitor accommodation
Two	9	CI4	Nurseries and childcare facilities
Two	9	CI5	Burial space
Two	10	GR5	Food growing
Two	12	TR6	Taxis and private hire vehicles

## Appendix 4: Policy replacement table and deleted policies

The ~~Regulation 19 stage document will include a schedule of the extant development plan policies which are proposed to be replaced and following documents are~~ superseded by the new Lewisham Local Plan ~~policies and are therefore deleted.~~

Development Plan Documents	Status
Lewisham Core Strategy	Deleted.
Sites Allocations Local Plan	Deleted.
Lewisham Town Centre Local Plan.	Deleted.
Development Management Local Plan	Deleted.
Guidance Documents	Status
Bromley Road, Southend Village Supplementary Planning Document.	Deleted.

**Commented [NE814]:** Replaced by the new Local Plan, in accordance with the LDS

**Commented [NE815]:** Deleted. The development principles and guidance for this area, and strategic sites, are covered within the new Local Plan.

## Appendix 5 Further information on proposals for public houses

This Appendix must be read in conjunction with ~~draft~~ Local Plan policy EC19 (Public Houses), which sets out requirements for submission of viability and marketing information to support certain types of development proposals. ~~The Council may use its discretion in the application of the requirements on a case-by-case basis. This may include, for instance, to take provide flexibility where development proposals involve the retention of a public house in-situ.~~

### Viability statement

In order to ensure that the Council can make a sound assessment when a change of use is ~~p~~Proposed, applicants will be required to submit a Viability Statement.

This will need to include:

**Commented [NE816]:** Respond to consultation – some flexibility should be enabled on a case basis, e.g. where pubs are to be retained in situ

1. Evidence in the form of at least the last three trading years of audited accounts.
2. All reasonable efforts have been made to preserve the public house (including all diversification options explored) and evidence supplied to illustrate that it would not be economically viable to retain the building or site for its existing use class. Examples of the initiatives or proposals that could be explored are as follows:
  - a. adding a kitchen and serving food, or improving the existing food offer
  - b. making the pub, garden, food offer more 'family-friendly'
  - c. providing events and entertainment such as quiz nights, amplified or non-amplified live music, comedy/cabaret nights
  - d. hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children's day nurseries
  - e. offering take-away food and off-licence services
  - f. provision of bed & breakfast or other guest accommodation
  - g. sharing the premises with other businesses
  - h. altering business and operating hours.

#### **Marketing statement**

The Council will require clear evidence of appropriate marketing to show a lack of demand for the public house. This will mean the submission of a Marketing statement including the following information:

1. Details of the company/person who carried out the marketing exercise.
2. The marketing process should last for at least 36 months.
3. The asking price should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is not engaged to market the property.
4. The marketing exercise should be sufficiently thorough and utilise all available forms of advertising media and therefore include as a minimum:
  - a. a for Sale/for Rent signboard
  - b. adverts in the local press
  - c. adverts in appropriate trade magazines/ journals
  - d. adverts on appropriate trade websites
  - e. adverts through both national and local estate agents (including their websites) and
  - f. a targeted mail shot or email to an agreed list of potential purchasers.

#### **Local consultation and use of the public house by community and voluntary organisations**

The use of public house space for community groups is a valued resource and evidence will be required demonstrating consultation has taken place with local community and voluntary organisations. The applicant will be required to carry out an assessment of the needs of the community for community facilities to show that the existing or former public house is no longer needed and that alternative provision is available in the area.

Where there is local need, this use should be retained or replaced within the building, unless an alternative approach can be identified and agreed. The retention of the ground floor for non-residential use will help maintain street activity and a mixed use neighbourhood.

The Council may also consider adding certain public houses to the Community Assets register if the community support for their retention is significant

## Appendix 6 Housing trajectory and 5 Year Housing Land Supply

The trajectory has been updated, informed by the latest Starts and Completions Survey (which had not been undertaken at the time the trajectory was previously published for the September 2022 Mayor and Cabinet). This update provides an opportunity to align the site phasing with the results of the survey and ensure site delivery is more realistic and less ambitious than before. The trajectory will continue to be updated as the Plan progresses towards adoption.

Commented [SA817]: Appendix 6 has been updated

Site progress column:

None	No progress made so far
A21, NX, CTCF	Masterplan/Framework has been prepared
<u>Adopted SA</u>	<u>Site was adopted in the Site Allocations Local Plan</u>
App	Application submitted or <u>advanced</u> pre-application discussions have started
<u>Lapsed</u>	<u>Planning consent has recently lapsed</u>
<u>GfNS</u>	Planning permission or resolution to approve has been granted <u>but construction has not yet started</u>
UC	<u>Planning permission has been granted and the s</u> Site is under construction
Comp	Site has been completed

The 5 and 15 year supply start from 2023/24, to coincide with the anticipated adoption of the Plan.

Years before and after the 15 year supply are also shown, in order to assess the supply against different targets.

The uplift from the Bell Green sites represents the additional units that could be delivered if a higher growth scenario was adopted, based on an increase in PTAL levels resulting from the Bakerloo Line Extension and/or Bell Green/Lower Sydenham becoming an Opportunity Area.

## Key findings

- The site allocations will supply ~~24,424~~24,414 (~~7374~~7374%) new homes throughout the 20 year Plan period (2020/21 – 2039/40), consisting of:
  - ~~7,084~~7,085 (29%) in the Central Area
  - ~~12,030~~12,921 (53%) in the North Area
  - 1,244 (5%) in the East Area
  - 2,262 (9%) in the South Area
  - 901 (4%) in the West Area.
- ~~Large Other large~~ consented sites will supply ~~4,544~~4,602 (5%) new homes throughout the 20 year Plan period.
- Small site windfalls will supply ~~7,368~~7,151 (22%) new homes throughout the 20 year Plan period. The small sites will form an important contribution in being able to meet the housing supply targets.
- The majority of the supply comes from the North Area, followed by the Central Area. This is because the site allocations are focussed towards the north and central parts of the borough, where the Opportunity Area is located and in other highly accessible locations, such as major- town centres and along the A21 corridor ~~or around the Bell Green/Lower Sydenham area.~~
- Overall, there will be a baseline supply of 33,178 new homes throughout the 20 year Plan period, consisting of site allocations, other large consented sites and small site windfalls. This rises to 35,652 new homes if growth from an additional 2,474 new homes in the Bell Green area is taken into account.
- The baseline supply of housing has been assessed against a range of the 10 year London Plan target as well as the 5 and 15 year NPPF targets. All of these targets have been, all of which can be met or exceeded, as shown in the tables below.
- ~~As the targets have been exceeded, there will be~~ This demonstrates that sufficient homes can be delivered within the 20-5 and 15 year Plan period, even if some sites do not come forward for development or their delivery is delayed.
- The NPPF does not require the Local Plan housing supply to be assessed beyond the 15 year target period. However, the Local Plan runs for 20 years and the housing trajectory demonstrates that there will continue to be a supply of housing provided in the longer term. An additional 2,474 new homes could be delivered arising from the growth in the Bell Green area, and this will be helpful in meeting longer term targets, beyond the 15 years.
- The Council will keep under review the Local Plan's housing targets and performance against the delivery of these targets. In particular, the longer term housing supply will be reassessed when the next London wide SHLAA becomes available, as part of the review of the London Plan. Where changes to the London Plan borough-level housing targets are made the local plan review process will be used to ensure Lewisham's Local Plan remains in general conformity with the London Plan.

Site allocation number	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period Net units completed prior to April 2019	Pre 15 year supply				15 year supply															Post 15 year supply			
					19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40		
									Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15				
LARGE SITES    25 units or more or 0.25 hectatres or more * less than 25 units but contributes to the spatial strategy or non self-contained supply																											
CENTRAL AREA																											
Central Area draft site allocations																											
	1 Lewisham Gateway	1.53	UC		362					324	325																
	2 Lewisham Shopping Centre	6.38	App										160		157	157	157	158	158	158	158	158					112
	3 Land at Engate Street	0.81	A21																								
	4 Conington Road	1.11	UC							121	123	121															
	5 Land at Conington Road and Lewisham Road (Tesco)	1.53	App											107	100	100	100										
	7 Lewisham Retail Park, Loampit Vale	1.13	NS											200	200	129											
	8 110-114 Loampit Vale	0.12	None																	30							
	9 Silver Road and Axon House	0.48	UC							141																	
	10 House on the Hill, Slaithwaite Road	0.31	A21/App										52														
	11 Church Grove Self-Build	0.35	UC					36																			
	12 Ladywell Play Tower	0.32	NS																								
	13 PLACE/Ladywell (Former Ladywell Leisure Centre)	0.93	App										106		69												
	14 Driving Test Centre, Nightingale Grove	0.41	Adopted SA																			40					
	15 Land at Nightingale Grove and Maythorne Cottages *	0.43	NS										22														
	16 Land at Rushey Green and Bradgate Road (Aldi)	0.50	A21																							88	
	17 Catford Shopping Centre and Milford Towers	3.42	CTCF/App										102		200	200				145	145	146	146				
	18 Catford Island	2.28	CTCF/App										250	102	100	150											
	19 Laurence House and Civic Centre	2.21	CTCF													87	87	88									
	21 Wickes and Halfords, Catford Road	2.06	CTCF													172	170	170									
	22 Ravensbourne Retail Park	2.46	A21/App										220			147											
	Total: Central Area site allocations				362	0	0	0	0	36	586	448	154	1219	402	1074	864	414	246	158	303	333	304	344	0	88	112
Central Area other large consented sites																											
	Land to rear of Chiddingstone House, Lewisham Park	0.50	Comp			53																					
	St Mungos, Spring Gardens, Arlington Close	0.96	Comp			28																					
	Pheobes Garden Centre	0.42	Comp			27																					
	Lewisham Exchange (former Carpetright) (NSC student housing with ratio 2.5:1 applied) *	0.26	Comp				370																				
	320 Brownhill Road (NSC care home with 1.1 ratio applied)	0.11	Comp					26																			
	9-19 Rushey Green, (former job centre)	0.13	UC					45																			
	Lewisham House, 25 Molesworth Street	0.96	NS									109	109														
	Catford Timber Yard	0.17	NS									52															
	73 Lewisham High Street *		NS									23															
	Coffe and Hatcliffe Glebe (NSC over 60s sheltered units with 1:1 ratio applied) *	0.12	NS									22															
	Total: Central Area other large consented sites				0	108	370	26	45	0	0	206	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total: Central Area				362	108	370	26	81	586	448	360	1328	402	1074	864	414	246	158	303	333	304	344	0	88	112	
NORTH AREA																											
North Area draft site allocations																											
	1 Convoys Wharf MEL	20.46	UC							200	225	300	300	260	260	260	260	260	260	260	260	260	60	75			
	2 Deptford Landings MEL (formerly known as Oxestalls Road) and Scott House	4.71	UC		203					100	200	250	250	200	120	120	120	120	120	120	17						
	3 Evelyn Court LSIS	0.27	App										102														
	4 Neptune Wharf MEL	1.14	UC							199																	
	5 Surrey Canal Road and Trundleys Road LSIS (NSC 393 student beds with 2.5:1 ratio applied + 58 units)	0.55	NS									107	108		59												
	6 Apollo Business Centre LSIS	0.42	App										98														
	7 Silwood Estate	0.25	NS										61														
	9 Surrey Canal Triangle MEL	8.49	NS									335	335	335	335	335	335	335	335	200	200	200	230	230	230	119	

Site allocation number	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period Net units completed prior to April 2019	Pre 15 year supply				15 year supply															Post 15 year supply		
					19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	
									Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15			
10	Corner of Besson and Briant Street	1.01	NS																							
11	Former Hatcham Works, New Cross Road	3.67	Adopted SA, NX								200	124					100	175	175	175	175					
12	Goodwood Road and New Cross Road	0.62	Adopted SA, NX																83	84						
13	Achilles Street	1.40	App									200	100	63												
14	Amersham Vale, Former Deptford Green School (Upper School Site)	0.68	Comp			120																				
15	Albany Theatre	0.61	None																							
16	Land North of Reginald Road and South of Frankham Street (Former Tidemill School)	1.26	UC						193										59	60						
17	Lower Creekside LSIS	1.00	UC						55					55	52											
18	Sun Wharf MEL (including Network Rail Arches)	1.00	App										180	40												
19	Creekside Village East, Thanet Wharf MEL	0.61	NS								197	196														
Total: North Area site allocations					0	203	0	120	0	747	425	1389	1954	990	889	715	715	815	890	897	796	635	290	305	230	119
North Area other large consented sites																										
	Anthology, Deptford Foundry	1.12	Comp		316																					
	Bond House	0.24	Comp		89																					
	19 Yeoman Street	0.27	Comp		72																					
	43-49 Pomoeroy Street	0.22	Comp		65																					
	Astra House, 23-25 Arklow Road	0.17	Comp			33																				
	Haulage Yard, Hereford Place	0.09	UC						26																	
	1 White Post Street *	0.28	UC						21																	
	Shaftsbury Christian Centre, Frankham Street	0.10	UC							33																
	Safa House, 28 Arklow Road *	0.03	NS								14															
	52-54 New Cross Road	0.07	NS								35															
	333-337 New Cross Road (NSC student housing with ratio 2.5:1 applied)	0.07	NS								25															
	Former Deptford Green Sports Pitch, Edward Street	0.23	Lapsed									34														
Total: North Area other large consented sites					0	542	33	0	0	47	33	74	34	0	0	0	0	0	0	0	0	0	0	0	0	0
Total North Area					0	745	33	120	0	794	458	1463	1988	990	889	715	715	815	890	897	796	635	290	305	230	119
EAST AREA																										
East Area draft site allocations																										
	1 Heathside and Lethbridge Estate	6.07	UC	782					221	222																
	2 Blackheath Hill LSIS	0.31	NS								63															
	3 Leegate Shopping Centre	1.90	App									250	100	100												
	4 Sainsbury's Lee Green	1.05	None																						111	
	5 Land at Lee High Road and Lee Road	0.43	None																			55				
	6 Southbrook Mews *	0.24	None																					23		
	7 Mayfields Hostel, Burnt Ash Road *	0.49	Lapsed								21															
	8 Sainsbury Local and West of Grove Park Station	0.90	None																						78	
Total: East Area site allocations					782	0	0	0	0	221	222	63	271	100	100	0	0	0	0	0	0	0	55	0	23	189
East Area other large consented sites																										
	Stephen James BMW, Lee Terrace	0.38	Comp		30																					
	152 Lee High Road *	0.09	UC						17																	
	Haven and Betuna, Grove Park Road *	0.08	NS							20																
	34-40 Eastdown Park *	0.13	Lapsed									21														
Total: East Area other large consented sites					0	30	0	0	0	17	20	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0
Total: East Area					782	30	0	0	0	238	242	63	292	100	100	0	0	0	0	0	0	0	55	0	23	189
SOUTH AREA																										
South Area draft site allocations																										
	1 Former Bell Green Gas Holders and Livesey Memorial Hall	1.66	App									100														
	2 Bell Green Retail Park	7.37	Adopted SA													48	100		150	150	150	150				



Site allocation number	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period Net units completed prior to April 2019	Pre 15 year supply					15 year supply															Post 15 year supply	
					19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	
									Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15			
	3 Sainsbury's Bell Green	5.42	None																							
	4 Stanton Square LSIS	0.97	None																137	137	138	138				
	5 Sydenham Green Group Practice	0.49	None																		36					
	6 Worsley Bridge Road LSIS	1.26	None																		113					
	7 Lidl, Southend Lane *	0.43	None																						17	
	8 Land at Pool Court *	0.30	App									6														
	9 Catford Police Station *	0.32	A21												24											
	10 Homebase / Argos, Bromley Road	1.70	App												141											
	11 Beadles Garage	0.33	A21																						25	
	12 Downham Co-op	0.43	None																						42	
	13 Excalibur Estate	6.14	UC	57								230														
	14 Bestway Cash and Carry	1.70	None																		68	68				
Total: South Area site allocations				57	0	0	0	0	0	0	0	336	0	165	0	48	100	0	150	400	323	450	206	84	0	
South Area other large consented sites																										
	Kenton Court, 132 Adamsrill Road	0.21	Comp				25																			
	1 Melfield Gardens *	0.47	Comp				16																			
	1-3 Bellingham Road *	0.20	UC					18																		
	Home Park Housing Office, 129 Winchfield Road	0.24	UC						31																	
	86-92 Bell Green *	0.03	Lapsed									23														
Total: South Area other large consented sites				0	0	0	41	18	31	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total: South Area				57	0	0	41	18	31	0	0	359	0	165	0	48	100	0	150	400	323	450	206	84	0	
West Area draft site allocations																										
	1 111 - 115 Endwell Road	0.38	Adopted SA											57												
	2 6 Mantle Rd *	0.12	Adopted SA											20												
	3 Jenner Health Centre	0.41	None																		30					
	4 Land at Forest Hill Station East (Waldram Place and Perry Vale)	0.21	Adopted SA																			41				
	5 Land at Forest Hill Station West (Devonshire and Dartmouth Roads)	0.44	Adopted SA																			80				
	6 Perry Vale LSIS	0.72	None																							
	7 Clyde Vale LSIS *	0.12	None																			73		73		
	8 Featherstone Lodge, Eliot Bank	0.64	None																						21	
	9 Willow Way LSIS	1.29	None											88	87					33						
	10 74-78 Sydenham Road *	0.09	None																						16	
	11 Land at Sydenham Road and Loxley Close	0.64	None																					62	63	
	12 113 to 157 Sydenham Road	0.86	Adopted SA																	53	52	52				
Total: West Area site allocations				0	0	0	0	0	0	0	0	0	0	165	87	0	0	0	0	86	82	246	0	156	79	
West Area other large consented sites																										
	Land rear of 15-17a Tyson Road	0.92	Comp		68																					
	Fairway House, rear of Dartmouth Road	0.01	Comp		27																					
	Longfield Crescent Estate	1.75	Comp		27																					
	Former Sydenham Police Station	0.19	Comp				33																			
	154-158 Sydenham Road	0.40	UC					33																		
	Wellington Close, Somerville Estate*	0.46	UC					23																		
	Our Lady and St Philip Neri RC Primary School	0.33	UC						59																	
	Waldram Crescent, Rear of 1-17 Stanstead Road *	0.11	UC						22																	
	Mayow Park Warehouse (NSC 6 C2 supported living and 26 temporary C3 with ratio 1.8:1 applied) *	0.10	UC						18																	
	Garages at Knapdale Close *	0.72	UC						17																	
	Bampton Estate	1.85	UC						0																	

Site allocation number	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period Net units completed prior to April 2019	Pre 15 year supply				15 year supply															Post 15 year supply		
					19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	
									Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15			
	Regent Business Centre, 291-301 Kirkdale	0.24	NS							35																
	Mais House	1.35	NS							110																
	Martin's Yard, Drakefell Yard	0.36	App								71															
	Valentine Court	0.27	App								45															
Total: West Area other large consented sites				0	122	0	33	56	116	0	145	116	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total West Area				0	122	0	33	56	116	0	145	116	0	165	87	0	0	0	0	86	82	246	0	156	79	
Total for Site Allocations					1201	203	0	120	36	1554	1095	1606	3780	1492	2393	1666	1177	1161	1048	1350	1615	1344	1385	511	581	499
Total for other large consented sites					0	802	403	100	119	211	53	425	303	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL for Large Sites					1201	1005	403	220	155	1765	1148	2031	4083	1492	2393	1666	1177	1161	1048	1350	1615	1344	1385	511	581	499
SMALL SITES																										
Borough-wide small site completions						241	133	196																		
Borough-wide small sites windfall allowance based on London Plan target of 379 p.a.									379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	
TOTAL for Small Sites				0	241	133	196	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	
TOTAL for Plan Period					1201	1246	536	416	534	2144	1527	2410	4462	1871	2772	2045	1556	1540	1427	1729	1994	1723	1764	890	960	878
UPLIFT FROM BELL GREEN SITES																										
	Former Bell Green Gas Holders and Livesey Memorial Hall											85	85	85	88											
	Bell Green Retail Park																			216	216	216	216	216		
	Sainsbury's Bell Green																			159	159	159	159	161		
	Stanton Square LSIS																					68	69			
	Sydenham Green Group Practice																							51		
	Worsley Bridge Road LSIS																					66				
Total for uplift				0	0	0	0	0	0	0	85	85	85	88	0	0	0	0	0	375	375	509	444	428		
TOTAL for Plan Period with uplift					1201	1246	536	416	534	2144	1527	2410	4547	1956	2857	2133	1556	1540	1427	1729	1994	2098	2139	1399	1404	1306

Types of target	Relevant years	Target	Assessment
<u>London Plan</u> - 10 year <u>London Plan</u> target	2019/20 – 2028/29	Lewisham's target for a 10 year period is <u>16,670</u> (1,667 p.a.), incorporating a small sites target of 379 p.a.	The site allocations, <u>other</u> large consented sites and small site windfalls will supply <u>19,555</u> <del>17,918</del> new homes between 2019/20 – 2028/29. <del>Target exceeded.</del> <u>The supply of housing during the 10 years exceeds the target.</u>
<u>NPPF</u> - 5 year <u>housing land supply target</u>	2023/24 – 2027/28	Lewisham's target is <u>2,112</u> <del>2,212</del> p.a. or <u>10,560</u> <del>11,060</del> over the 5 year period. This consists of 3 components: <ul style="list-style-type: none"> <li>London Plan housing target: 1,667 p.a.</li> <li>An appropriate buffer: 5% (or <u>404</u><del>83</del> units p.a.) has been added <u>to the 1,667 annual target</u>, given Lewisham's 87% performance in the last Housing Delivery Test.</li> <li>A backlog: completions during 2019/20 to 2021/22 amounted to 2,231 compared to the London Plan target of 5,001 over the same period. This creates an undersupply of 2,770 new homes as at the end of 2021/22. This backlog will be catered for by the end of the first 5 years (2027/28) and is equivalent to 462 p.a.</li> </ul>	The site allocations, <u>other</u> large consented sites and small site windfalls will provide specific deliverable sites amounting to <u>12,838</u> <del>12,414</del> new homes between 2023/24 – 2027/28. <u>The supply of housing during the 5 years exceeds the target.</u> <del>Target exceeded.</del>
<u>NPPF</u> - Number of deliverable years	2023/24 – 2027/28	Lewisham's 5 year supply is assessed against the annual target of <u>2,211</u> <del>2,212</del> pa (1,667 p.a. plus 5% buffer <u>of 83 units p.a.</u> and <u>344</u> <del>462</del> p.a. backlog), to demonstrate more than 5 years' worth of supply.	The site allocations, <u>other</u> large consented sites and small site windfalls will supply <u>12,838</u> <del>12,414</del> new homes between 2023/24 – 2027/28. When divided by <u>2,112</u> <del>2,212</del> p.a. there will be <u>6,085.61</u> deliverable years, <u>exceeding the target.</u> <del>Target exceeded.</del> The target can also be exceeded if the buffer is increased to 10% (with <u>5,895.41</u> deliverable years) or 20% (with <u>5,325.04</u> deliverable years).
<u>NPPF</u> - 15 year <u>housing land supply target</u>	2023/24 – 2037/38	Lewisham's target is <u>27,230</u> <del>27,730</del> over the 15 year period. This consists of <u>2,112</u> <del>2,212</del> p.a. for years 1-5, then the target of 1,667 p.a. has been rolled forward for years 6-15.	The site allocations, <u>other</u> large consented sites and small site windfalls will supply <u>27,889</u> <del>29,854</del> new homes between 2023/24 – 2037/38. <u>This is 659 more than the target.</u> <del>The supply of housing during the 15 years exceeds the target.</del> <del>Target exceeded.</del>
<u>NPPF</u> - Delivery through small sites	2020/21 - 2039/40	Land to accommodate at least 10% of the target on sites no larger than 1 hectare.	<ul style="list-style-type: none"> <li><u>2,128</u><del>2,195</del> or <u>20%</u> of the 5 year target (<u>10,560</u><del>11,060</del>) will be provided on site allocations and <u>other</u> large consented sites of 1 hectare or less. <u>This rises to 4,090 (37%) if small site windfalls are taken into account.</u></li> </ul>

		<ul style="list-style-type: none"> <li>• <del>3,298</del>3,379 or 12% of the 15 year target (<del>27,230</del>27,730) will be provided on site allocations and <u>other</u> large consented sites of 1 hectare or less. <u>This rises to 9,064 (33%) if small site windfalls are taken into account.</u></li> <li>• <del>3,654,765</del> or <del>15</del>14% of the <del>24,241 site allocations</del> supply across the 20 year plan period (<u>33,178</u>) will be on <u>site allocations and other large consented sites</u> <del>sites</del> of 1 hectare or less. <u>This rises to 11,919 (36%) if small site windfalls are taken into account.</u> <del>Target exceeded.</del></li> <li>• <u>Any additional s</u>Small site windfalls will increase this supply further.</li> </ul>
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## 21 Schedules

### Schedule 1: Strategic and local views, vistas and landmarks

Table 21.1 Table showing designated views and local landmarks

Site address	Easting (X) Coordinate	Northing (Y) Coordinate
<b>London Strategic Views</b>		
Blackheath <del>Central</del> Point <a href="#">to Central London</a>	538306	176822
<a href="#">Alexandra Palace to Central London</a>		
<a href="#">Primrose Hill to Central London</a>		
<a href="#">Kenwood to Central London</a>		
<a href="#">Parliament Hill to Central London</a>		
<a href="#">Greenwich Park to Central London</a>		
<b>Local Land Marks</b>		
Horniman Museum (front façade) at London Road, Forest Hill	534860	173105
The Apostles (formerly Christ Church) at Church Rise, Forest Hill	535747	172819
St. Bartholomew's Church at Westwood Hill, Sydenham	535096	171671
St Pauls Church at Marry Ann Gardens, Deptford	537287	177480
St Mary's the Virgin Parish Church at Lewisham High Street, Lewisham	537942	174836
Ladywell Water Tower at Dressington Avenue, Ladywell	537260	174556
Lewisham Clock Tower at Lewisham High Street, Lewisham	538332	175596
All Saints Church at All Saints Drive, Blackheath	539549	176275
<b>Lewisham Local Views</b>		
Horniman Gardens at London Road, Forest Hill	534860	173237
Telegraph Hill Upper Park at Kitto Road, Telegraph Hill	537458	176070

**Commented [KK818]:** Coordinates have been omitted for these as the starting points for these views fall outside of the borough boundary

Foreshore at Strand, North Deptford	536848	178584
Blythe Hill Fields at Blythe Hill Lane, Blythe Hill	536614	173824
Hilly Fields at Vicars Hill, Brockley	537347	175309
Mountsfield Park at Stainton Road, Hither Green	538415	173924
Forster Memorial Park at Whitefoot Lane, Downham	538771	172226

## Schedule 2: Designated heritage assets

### Conservation Areas

Belmont, Blackheath, Brockley, Brookmill Road, Christmas Estate, Cobbs Corner, Culverley Green, Deptford Creekside, Deptford High Street and St Pauls, Forest Hill, Halifax Street, Hatcham, Jews Walk, Ladywell, Lee Manor, Lewisham Park, Mercia Grove, Somerset Gardens, St Johns, St Marys, St Pauls, St Stephens, Stanstead Grove, Sydenham Hill / Mount Gardens, Sydenham Park, Telegraph Hill

### Article 4 Directions on the Historic Environment

Baring Hall Hotel, Beckenham Place Park, Belmont, Blackheath, Brockley, Brookmill Road, Cobbs Corner, Culverley Green, Deptford Creekside, Deptford High Street and St Pauls, Deptford Town Hall, Forest Hill, Halifax Street, Hatcham, Jews Walk, Ladywell, Lammas Green, Lee Manor, Lewisham Park, Mercia Grove, Perry Vale and Christmas Estate, Perry Fields, Somerset Gardens, St Johns, St Marys, St Stephens, Stanstead Grove, Sydenham Hill, Sydenham Park, Sydenham Thorpe's, Telegraph Hill

### World Heritage Site

Maritime Greenwich

### Scheduled Ancient Monument

The Tudor Naval Storehouse in the former Royal Naval Shipyard, Deptford, now known as Convoys Wharf

### Registered Parks and Gardens

Grove Park Cemetery, Manor Park Gardens

### London Squares

Addington Grove, Adelaide Avenue, Culverley Green - Culverley Road, Deptford Memorial Gardens, Dermody Road, Duncombe Hill, Fambridge Close, Lewisham High Street London Squares (west side between Bradgate Road and Ladywell Road), Lewisham Memorial Gardens - Lewisham High Street, Lewisham Way/Wickham Road, London Squares at Catford (Rushey Green east side between Davenport and Rosenthal Road and squares to the north and south of junction with Brownhill Road), Wickham Gardens

### Schedule 3: Non-designated heritage assets

Archaeological Priority Area (APA) and name
APA1: Thames Alluvial Floodplain, APA2: Thames and Ravensbourne Terrace Gravels, APA3: Watling Street and the 'Deep-Ford', APA4: London - Lewes Roman Road, APA5: Bell Green, APA6: Lewisham and Catford/Rushey Green, APA7: Deptford - The Strand, Sayes Court and Royal Naval Dockyard, APA8: Deptford Creek, APA9: Upper Deptford, APA10: Deptford - The Broadway and Tanners Hill, APA11: Lee, APA12: Sydenham, APA13: Southend, APA14: New Cross, APA15: Perry Street, APA16: Brockley Jack, APA17: Brockley Priory, APA18: Blackheath and Blackheath Village, APA19: The Manor House, Lee, APA20: Beckenham Place Park, APA21: Wells Park

Areas of Special Local Character
Silk Mills Path, Loampit Hill, Dermody Gardens, Manor Park, Lee Green, Rockbourne Park, <del>Sydenham Extension</del> , Kirkdale, Hall Drive, Charleville Circus, Woolstone and Hurstbourne Roads, Bellingham Estate, <del>Sydenham Hill Ridge</del>

Local List of Buildings of Architectural or Historic Interest
Local List is available on Council's Planning Webpage. Subject to periodic review and updating.

**Commented [NE819]:** Respond to consultation – request that Sydenham Hill Ridge be included as an ASLC, in line with extant plan

### Schedule 4: Designated employment land

Type	Ref	Location	Proposed changes to Policies Map
Strategic Industrial Location	SIL	Bromley Road Surrey Canal Road	<p><b>Bromley Road</b> Shopping frontages along Randlesdown Road de-designated from SIL.</p> <p><b>Surrey Canal Road</b> Bermondsey Dive Under site designated as SIL.</p> <p>Evelyn Court, Apollo Business Centre and Land at Surrey Canal Road and Trundelys Road sites de-designated from SIL.</p>

Locally Significant Industrial Site	LSIS	<a href="#">Apollo Business Centre</a> Blackheath Hill Childers Street West Clyde Vale Endwell Rd <a href="#">Evelyn Court</a> Evelyn Street Lower Creekside Malham Rd ( <a href="#">with 118 Stanstead Rd</a> ) Manor Lane Molesworth Street Perry Vale Stanton Square <a href="#">Trundleys Road</a> Willow Way Worsley Bridge Rd <a href="#">Bermondsey Dive Under (part)</a> <a href="#">Lewisham Way</a>	<b>Terminology</b> Local Employment Land (LEL) re-named LSIS for consistency with terminology used in London Plan.  <b>Childers Street</b> Childers Street West designated LSIS. (Childers Street East remains designated MEL).  <b>Malham Road</b> 188 Stansted Road designated as LSIS.  <a href="#">Apollo Business Centre, Evelyn Court, Trundleys Road, Bermondsey Diver Under (part) Re-designated as LSIS from SIL</a>
Mixed-use Employment Location	MEL	Arklow Rd Childers Street East Convoys Wharf Grinstead Rd Oxestalls Rd Plough Way Sun and Kent Wharf Surrey Canal Triangle <a href="#">Creekside Village East, Thanet Wharf</a>	<b>Childers Street</b> Childers Street East remains designated MEL. (Childers Street West designated as LSIS).
Non-designated employment site	Not Applicable	Dispersed throughout Borough	



### Schedule 5: Town centres and Primary Shopping Areas

Town centre	Primary Shopping Area	Proposed changes to Policies Map
<b>MAJOR</b>		
Lewisham	<p>Lewisham High Street: 212 to 50, 197 to 131 and 85 to 93</p> <p>Lewis Grove: 129 to 97 and 1 to 43</p> <p>Lewisham shopping centre: ground floor units</p> <p>Lewisham Gateway: ground floor units</p>	<p><b>Town-centre boundary</b>  Amended to include: 129 Lewisham High Street; 100 Granville Park; Prendergast Vale School Cornmill Gardens; the remainder of Connington Road to Elverson Road DLR Station; the remainder of Lee High Rd (including Manor Park Parade) to Halley Gardens.</p> <p><b>Shopping frontages</b>  Primary and secondary frontages removed. Replaced by Primary Shopping Area.</p>
Catford	<p>Catford Broadway: ground floor units</p> <p>Catford Road: Station Buildings and 1 to 9</p> <p>Winslade Way: 36 to 2, 38 to 6 and 123 to 9</p> <p>Rushey Green: 58 to 166 and 75 to 199</p>	<p><b>Town-centre boundary</b>  Amended to include: Catford Station; Grosvenour Court at Adenmore Road;  Halford and Wickes site.</p> <p>Amended to exclude: Residential properties bounded by Brownhill Road, Plassy Road, Bowness Road and Engleheart Road;  Residential building at Scooby Street; Holbeach School; Residential properties consisting of terraced housing bounded by Doggett Road, Thomas Lane, Holbeach Road and Catford Road.</p> <p><b>Shopping frontages</b>  Primary and secondary frontages removed. Replaced by Primary Shopping Area.</p>
<b>DISTRICT</b>		
Blackheath	<p>Tranquil Vale: 1 to 49, 36 to 74 and 16</p> <p>Montpelier Vale: 2 to 36 and 1 to 47</p> <p>Blackheath Village: 0 to 16 and 1 to 11</p> <p>Royal Parade: 8 to 17</p>	<p><b>Shopping frontages</b>  Primary and secondary frontages removed. Replaced by Primary Shopping Area.</p>
Deptford	<p>Deptford High Street: 1 to 179 and 2 to 164</p> <p>Deptford Broadway: 1</p>	<p><b>Town-centre boundary</b>  Amended to include: The area and properties bounded by Evelyn Street, Deptford High Street and Albury Street.</p>

**Commented [NE820]:** Deleted – not required for Regulation 19 plan. These will be set out on the Policies Map.

	Deptford Market Yard: Carriage way, Arches and 2 St Pauls House	<b>Shopping frontages</b> <del>Primary and secondary frontages removed. Replaced by Primary Shopping Area.</del>
Downham	Bromley Road: 436 to 500 and 431 to 499	<b>Shopping frontages</b> <del>Primary and secondary frontages removed. Replaced by Primary Shopping Area.</del>
Forest Hill	London Road: 1 to 55 and 2 to 56  David's Road: 1 to 5  Devonshire Road: 2 to Forest Hill Station and 1 to 7  Dartmouth Road: 1 to 35 and 2 to 28	<b>Shopping frontages</b> <del>Primary and secondary frontages removed. Replaced by Primary Shopping Area.</del>
Lee <a href="#">Green</a>	Burnt Ash Road: 2 to 14, 1 to 27 and the Leegate Centre  Eltham Road: 2 to 18  Lee High Road: 432 to 422 and 321 to 351  Lee Road: 128 to 120	<b>Shopping frontages</b> <del>Primary and secondary frontages removed. Replaced by Primary Shopping Area.</del>
New Cross	New Cross Road: 257 to 407	<b>Town-centre boundary</b> <del>Extended to include: 256 to 268 New Cross Road</del>  <b>Shopping frontages</b> <del>Primary and secondary frontages removed. Replaced by Primary Shopping Area.</del>
New Cross Road	Not applicable  (See Local Centres for further information)	<b>Town-centre hierarchy</b> <del>De-designated as District Centre, and re-designated Local Centre.</del>
Sydenham	Sydenham Road: 4 to 78 and 3 to 111  Sydenham Station Approach: 2 to 12  Kirkdale: 313 to 325 and 260 to 278	<b>Town-centre boundary</b> <del>Amended to include: 180 to 190 Sydenham Road</del>  <b>Shopping frontages</b> <del>Primary and secondary frontages removed. Replaced by Primary Shopping Area.</del>
<b>LOCAL Local Centre frontages</b>		
All centres	Not applicable	<b>Terminology</b> <del>Neighbourhood Local Centre re- named Local Centre.</del>
Bellingham	Randlesdown Road: 4 to 50 and the Fellowship	<b>Town-centre hierarchy</b> <del>New designated Local Centre.</del>

	Bromley Road: 205 to 265	
Brockley	<p>Coulgate Street: all ground floor units Harefield Road: 1 to 7</p> <p>Brockley Road: 186 to 188 and 169 to 201</p> <p>Brockley Cross: 1 to 9, 21 to 25 and 2 to 28</p> <p>Endwell: 100 to 110</p> <p>Malpas Road: 253 to 259 and 246 to 248</p>	
<a href="#">Burnt Ash Lee Station</a>	<p>Burnt Ash Road: 111 to 133 and 116 to 136</p> <p>Burnt Ash Hill: 1 to 45</p>	<del>Town-centre hierarchy</del> <del>New designated Local Centre.</del>
Crofton Park	Brockley Road: 322 to 410, 349 to 409 and 435 to 447	
Downham Way	Downham Way: 419, 431 to 457 and 430 to 406	
Evelyn Street	Evelyn Street: 262 to 232, 299 to 321, 204 to 210, 186 to 190, 154 to 166 and 195	<del>Town-centre hierarchy</del> <del>New designated Local Centre.</del>
Grove Park	<p>Baring Road: 342 to 386 and 293 to 325</p> <p>Downham Way: 589 and 636 to 650</p>	
Honor Oak and Brockley Rise	<p>Honor Oak Park: 38 to 78, 25 to 63 and 1 to 5</p> <p>Brockley Rise: 56 to 104 and 119 to 139</p>	<del>Town-centre hierarchy</del> <del>New designated Local Centre.</del>
Ladywell	<p>Ladywell Road: 71 to 111 and 38 to 80</p> <p>Algernon Road: 251 to 259 and 222 to 230</p>	<del>Town-centre hierarchy</del> <del>New designated Local Centre.</del>
Lewisham Way	<p>Lewisham Way: 119 to 249, 138 to 154 and 110 to 118</p> <p>The Parade Upper Brockley Road: 7a to 13</p>	
New Cross Road	<p>Queens Road: 387 to 401</p> <p>New Cross Road: 105 to 205, 92 to 110 and 116 to 184</p>	<del>Town-centre hierarchy</del> <del>De-designated as District Centre.</del> <del>Designated Local Centre</del>
Staplehurst Road	Staplehurst Road: 9 to 37 and 2 to 28	<del>Town-centre hierarchy</del> <del>New designated Local Centre.</del>

<u>Upper Sydenham</u> <u>Kirkdale</u>	Kirkdale road: 92 to 112 150 and 97 to 191	<b>Town-centre hierarchy</b> <b>New designated Local Centre.</b>
<u>Hither Green Lane</u>	Dartmouth Road: 184 to 190 <u>Hither Green Lane 232 to 166 and 191</u>	

**Commented [NE821]:** Respond to consultation – further review of local centres, results in new designation for Hither Green Lane (elevated from parade)

## Schedule 6: CEZ, Cultural Quarters and Night-time Economy Hubs

<b>Lewisham North Creative Enterprise Zone applies to the following wards</b>
Evelyn, New Cross, Telegraph Hill (part), Brockley (Part)

<b>Cultural Quarters</b>	<b>Location</b>
Deptford	Deptford District Centre and west of Deptford Creek
New Cross	Goldsmiths College, northern end of Lewisham Way and western end of New Cross Road
Forest Hill	118 Stanstead Road, west of the railway line within Forest Hill District Centre, Horniman Museum and Gardens and Horniman Play Park.

<b>Night-time Economy Hubs</b>	
<b>Location</b>	<b>Type</b>
Lewisham Major Centre	Area with more than local significance (NT3)
Catford Major Centre	Area with more than local significance (NT3)
Blackheath District Centre	Area with more than local significance (NT3)
New Cross Gate District Centre	Area with more than local significance (NT3)
New Cross Road Local Centre	Area with more than local significance (NT3)
Deptford District Centre	Area with local significance
Forest Hill District Centre	Area with local significance

## Schedule 7: Designated Open Spaces

Table 21.2: Table showing a list of open spaces their designations

<b>Site</b>	<b>Open Space Type</b>	<b>Open Space Designation</b>
<u>Admiralty Square</u>	<u>Parks and Gardens</u>	<u>SOS</u>
<u>Alanthus Close Green</u>	<u>Formal Amenity Greenspace</u>	<u>SOS</u>
<u>Abbotshall Rd, The Healthy Lifestyle Centre</u>	<u>Sports Ground Outdoor Sports Facilities</u>	<u>SOSUGS</u>
<u>Adamsrill Rd, disused allotments</u>	<u>Allotments</u>	<u>UGS</u>
<u>Adolf St/Overdown Rd</u>	<u>Allotments</u>	<u>UGS</u>
<u>Albion Villas Millennium Green</u>	<u>Miscellaneous – Amenity Greenspace Natural and Semi-natural Urban Green Space</u>	<u>SOSPOS</u>
<u>Aragon Gardens</u>	<u>Parks and Gardens</u>	<u>SOS</u>
<u>Arcus Road Housing Green (North)</u>	<u>Formal Amenity Greenspace</u>	<u>SOS</u>

**Commented [NE822]:** Respond to consultation – Part 2 Open space policies and land use designations have been comprehensively reviewed following the Regulation 18 consultation. The amended designations take into account new evidence, including the Open Spaces Review.

<a href="#">Arcus Road Housing Green (South)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Bellingham Leisure and Lifestyle Centre</a> , <a href="#">Randlesdown Rd</a>	<a href="#">Outdoor Sports Facilities</a> , <a href="#">Sports Ground</a>	<a href="#">UGSSOS</a>
<a href="#">Ballamore/Shroffold Rd</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOSUGS</a>
<a href="#">Baring Rd and Bramdean Rd t/o</a>	<a href="#">Allotments</a>	<a href="#">MOL/UGS</a>
<a href="#">Barmeston Rd</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOSUGS</a>
<a href="#">Barriedale</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Bawtree Road</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Baxter's Field</a> , <a href="#">Radlet Avenue</a>	<a href="#">Park and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Beachborough Gardens</a> , <a href="#">Beachborough Rd</a>	<a href="#">Miscellaneous – Amenity Greenspace</a> , <a href="#">Formal Amenity Greenspace</a>	<a href="#">POSSOS</a>
<a href="#">Beaulieu Avenue Green</a>	<a href="#">Miscellaneous – Amenity Greenspace</a> , <a href="#">Formal Amenity Greenspace</a>	<a href="#">UGSSOS</a>
<a href="#">Beckenham Hill Park</a>	<a href="#">Miscellaneous – Amenity Greenspace</a>	<a href="#">POS/Green Grid</a>
<a href="#">Beckenham Hill Railway Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">Green Corridor</a>
<a href="#">Beckenham Place Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/POS/Green Grid</a> , <a href="#">SOS</a>
<a href="#">Beckenham Place Park Common</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/SOS</a>
<a href="#">Beckenham Place Park Summerhouse Fields</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/SOS</a>
<a href="#">Bell Green Pond</a>	<a href="#">Natural and Semi-natural Urban Green Space</a>	<a href="#">MOL/SOS</a>
<a href="#">Bellingham Bowling Club, Greenside Close, Penderry Rise</a>	<a href="#">Outdoor Sports Facilities</a> , <a href="#">Sports Ground</a>	<a href="#">UGS</a>
<a href="#">Bellingham Green</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOSPOS</a>
<a href="#">Bellingham Leisure and Lifestyle Centre</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">SOS</a>
<a href="#">Bellingham Play Park</a> , <a href="#">Winsford Rd</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/SOSPOS</a>
<a href="#">Besson Street Nature Reserve</a> , <a href="#">Besson Street Community Garden</a>	<a href="#">Allotments and Community Gardens</a> , <a href="#">Miscellaneous</a>	<a href="#">SOSPOS</a>
<a href="#">Blackheath</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/SOSPOS/Green Grid</a>
<a href="#">Blackhorse Road</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Blythe Hill</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Catford &amp; Cyphers Cricket Club</a> , <a href="#">Rubens St</a>	<a href="#">Sports Ground</a>	<a href="#">MOL/UGS</a>
<a href="#">Blackhorse Rd</a>	<a href="#">Allotments</a>	<a href="#">UGS</a>
<a href="#">Blythe Hill</a>	<a href="#">Allotments</a>	<a href="#">UGS</a>
<a href="#">Blythe Hill Fields</a>	<a href="#">Parks and Gardens</a> , <a href="#">SING</a>	<a href="#">POS</a>

		<b>Proposed change to Policies Map</b> Open space status changed to POS and MOL
<u>Boyland Road Housing Green</u>	Formal Amenity Greenspace	SOS
<u>Bramdean Crescent Housing Green</u>	Formal Amenity Greenspace	SOS
Bridge Leisure and Lifestyle Centre East, <del>Kangley Bridge Rd</del>	Outdoor Sports FacilitiesSports Ground	UGSSOS
Bridge Leisure Centre West, <del>Kangley Bridge Rd</del>	-Outdoor Sports FacilitiesSports Ground	UGSSOS
Bridgehouse Meadows, <del>Surrey Canal Rd</del>	Natural and Semi-natural Urban GreenspacePark	POSSOS
<u>Bridgehouse Nature Area</u>	Natural and Semi-natural Urban Greenspace	SOS
<u>British Gas Land Buffer Zone</u>	Urban Natural and Semi-natural Greenspace	SOS
<del>B</del> <u>rdmead Broadmead</u>	Allotments and Community GardensAllotments	UGSSOS
<del>B</del> <u>rdway Fields West, Brookmill Rd</u> <u>Broadway Fields</u>	Parks and Gardens	MOL/ <u>SOS</u> POS
<u>Broadway Fields East, Deals Gateway</u>	Park	POS
Brockley & Ladywell Cemetery	Cemeteries, Churches and Disused ChurchyardsMiscellaneous Cemeteries and churchyards	POSSOS
<u>Brockley Railway Cutting</u>	Green Corridor	SOS
<u>Brockley Hill Private Gardens</u>	Miscellaneous — Private Gardens	UGS
<u>Brockley Station Community Garden</u>	Allotments and Community Gardens	SOS
Bromley Hill Cemetery	Cemeteries, Churches and Disused ChurchyardsMiscellaneous — Cemeteries and churchyards	POSSOS
Brookmill Nature Reserve, <del>Brookmill Rd</del>	Natural and Semi-natural Urban GreenspaceMiscellaneous	UGSSOS
Brookmill Park, <del>River Ravensbourne and Nature Area</del>	Parks and Gardens, SING	MOL/ <u>UGS</u> / <u>POSSOS</u>
<u>Buckthorne Nature Reserve</u>	Natural and Semi-natural Urban Greenspace	MOL/SOS
Burnt Ash Pond Nature Reserve, <del>Melrose Close</del>	Miscellaneous - Natural and Semi-natural Urban Greenspace	UGSSOS

Castillon Rd	Allotments <u>and</u> Community Gardens	SOSUGS
<u>Castleton Road, Marvels Lane Green</u>	Formal Amenity Greenspace	SOS
<u>Catford Cyphers Cricket Club, Rubens St.</u>	Outdoor Sports Facilities	MOL/SOS
<u>Catford Embankment</u>	Green Corridor	SOS
Catford Wanderers Sports Club, Beckenham Hill Rd	Outdoor Sports FacilitiesSports Ground	UGSSOS
<u>Charlottenburg Park</u>	Parks and Gardens	SOS
<u>Chinbrook Community Orchard</u>	Miscellaneous – SINC	MOL/UGS/Green Grid
Chinbrook Meadows ( <u>Lewisham</u> )	Allotments <u>and</u> Community Gardens	MOL/UGS/Green GridSOS
Chinbrook Meadows	Parks and Gardens; Green Corridor	MOL/SOSPOS/Green Grid
<u>Chinbrook Meadows Lane</u>	Green Corridor	MOL/SOS
<u>Chingley Close Housing Green</u>	Formal Amenity Greenspace	SOS
<u>Christ Church Chapel</u>	Cemeteries, Churches and Disused Churchyards	SOS
Clarendon Rise/Dermody Rd	Allotments <u>and</u> Community Gardens	SOSUGS
<u>Clyde Street Green</u>	Formal Amenity Greenspace	SOS
<u>Conington Rd</u>	Miscellaneous – Amenity Greenspace	POS
<u>Confluence Park</u>	Parks and Gardens	SOS
<u>Conisborough College</u>	Outdoor Sports Facilities	SOS
Cornmill Gardens	Parks and Gardens	MOL/SOSPOS
<u>Cox wood</u>	Natural and Semi-natural Urban Greenspace	MOL/SOS
<u>Crossfield Street Open Space</u>	Miscellaneous – Amenity Greenspace	POS
<u>Culverley Green</u>	Miscellaneous – Amenity Greenspace	POS
<u>Creeside Discovery Centre</u>	Natural and Semi-natural Urban Greenspace	SOS
<u>Crofton Park Cutting &amp; Embankment</u>	Green Corridor	SOS
<u>Crofton Park Railway Garden</u>	Allotments and Community Gardens	SOS
Dacre Park	Allotments <u>and</u> Community Gardens	UGSSOS
Dacres Wood Nature Reserve, <u>Dacres Rd</u>	Natural and Semi-natural Greenspace Urban Greenspace Miscellaneous	SOSPOS
<u>Dagonet Gardens Housing Green</u>	Formal Amenity Greenspace	SOS
<u>Dartmouth Rd Open Space</u>	Miscellaneous – Amenity Greenspace	POS

De Frene Rd <del>Allotments t/o</del> 37Market Garden	Allotments and Community Gardens	UGSSOS
<del>Deals Gateway Pocket Park</del>	Formal Amenity Greenpace	
Deloraine Street	Allotments and Community Gardens	UGSSOS
<del>Deptford Allotments</del>	Allotments and Community Gardens	SOS
<del>Deptford Creek</del>	Green Corridor	SOS
<del>Deptford Green School Playing Field</del>	Outdoor Sports Facilities	SOS
<del>Deptford Railway Meadow</del>	Natural and Semi-natural Urban Greenspace	SOS
Deptford Park	Parks and Gardens	SOSPOS
Devonshire Rd Nature Reserve	Natural and Semi-natural Urban GreenspaceMiscellaneo us	UGSSOS
Downham Playing Fields	Parks and GardensMiscellaneous— Playing Fields	POS
<del>Downham Woodland Walk Nature Reserve</del>	Natural and Semi-natural Urban Greenspace	SOS
Downham Way, The Green	Natural and semi-natural UrbanGreenspaceMiscell aneous—Amenity Greenspace	POSSOS
<del>Duncombe Hill</del>	Formal Amenity Greenpace	SOS
Durham Hill (Downham Fields)	Parks and Gardens	POSSOS
<del>East Hither Green Railway Embankment</del>	Green Corridor	SOS
<del>East Lee Railway Embankment</del>	Green Corridor	SOS
<del>East of Hardcastle Close</del>	Green Corridor	SOS
<del>Eckington Gardens, Casella Rd</del>	Parks and Gardens	POSSOS
<del>Edith Nesbitt Gardens, Leyland Rd, Osberton Rd</del>	Parks and Gardens	POSSOS
Edward Street	Allotments and Community Gardens	UGSSOS
<del>Edward Street play area (New Deptford Green)</del>	Miscellaneous—Playing courts	UGS
<del>Elfrida Crescent East</del>	Miscellaneous—Amenity Greenspace	UGS
<del>Elliot Bank Hedge</del>	Formal Amenity Greenpace	SOS
<del>Elliott Forde Park</del>	Parks and Gardens	SOS
Elm Lane Sports Ground	Outdoor Sports FacilitiesSports Ground	MOL/UGS/Green GridSOS
Evelyn Green	Parks and Gardens	POSSOS
Exford Rd <del>Allotments</del>	Allotments and Community Gardens	MOL/UGSSOS



<a href="#">Exford Rd Allotments Entrance</a>	<a href="#">Miscellaneous—Amenity Greenspace</a>	<a href="#">MOL/UGS</a>
<a href="#">Exford Rd/Burnt Ash Hill Triangle</a>	<a href="#">Formal Amenity Greenspace</a> <a href="#">Miscellaneous—Amenity Greenspace</a>	<a href="#">UGSSOS</a>
<a href="#">Farmstead Road Community Garden</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Farmstead Rd Housing Green</a> <a href="#">/Overdown Rd</a>	<a href="#">Formal Amenity Greenspace</a> <a href="#">Miscellaneous—Amenity Greenspace</a>	<a href="#">UGSSOS</a>
<a href="#">Ferranti Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Firhill Rd North Allotments</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Firhill Rd Playing fields</a>	<a href="#">Outdoor Sports Facilities</a> <a href="#">Sports Ground</a>	<a href="#">MOL/UGS/Green Grid</a> <a href="#">SOS</a>
<a href="#">Firhill Rd North Allotments</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Firhill Rd South Allotments</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Folkestone Gardens, Trundleys Rd</a>	<a href="#">Parks and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Fordham Park, Pagnell Street</a>	<a href="#">Parks and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Forest Hill Bowls Club, Wynnell Rd</a>	<a href="#">Outdoor Sports Facilities</a> <a href="#">Sports Ground</a>	<a href="#">SOSUGS</a>
<a href="#">Forest Hill School Sports MUGA</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">SOS</a>
<a href="#">Forster Memorial Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOSPOS</a>
<a href="#">Friendsbury Gardens</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
<a href="#">Friendly Gardens</a>	<a href="#">Parks and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Friendly Street Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Garthorne Rd Nature Reserve</a>	<a href="#">Miscellaneous—SINC Natural and Semi-natural Urban Greenspace</a>	<a href="#">UGSSOS</a>
<a href="#">Gareth Grove Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Grangemill Way Allotments</a>	<a href="#">Allotments</a>	<a href="#">UGS</a>
<a href="#">Ghent Street</a>	<a href="#">Miscellaneous—Amenity Green Space</a>	<a href="#">UGS</a>
<a href="#">Gilmore Rd Triangle</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a> <a href="#">Park</a>	<a href="#">SOSPOS</a>
<a href="#">Goan Club, Ravensbourne Avenue</a>	<a href="#">Outdoor Sports Facilities</a> <a href="#">Sports Ground</a>	<a href="#">MOL/SOSUGS</a>
<a href="#">Goldsmiths' College Green</a>	<a href="#">Miscellaneous—Formal Amenity Green Space</a>	<a href="#">UGSSOS</a>
<a href="#">Goldsmiths' College Tennis Court</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">SOS</a>
<a href="#">Grove Close Green Space</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Grove Park Cemetery</a>	<a href="#">Miscellaneous—Cemeteries and</a>	<a href="#">MOL/SOS/ Green Grid</a>

	<del>churchyards</del> Cemeteries, Churches and Disused Churchyards	
Grove Park Library and Gardens	<del>Parks and Gardens</del>	MOL/ <del>POS/ Green Grid</del> SOS
<del>Grove Park Library Nature Reserve</del>	<del>Natural and Semi-natural Urban Greenspace</del>	<del>MOL/SOS</del>
<del>Grow Mayow Community Garden</del>	<del>Allotments and Community Gardens</del>	<del>SOS</del>
<del>Guys Hospital Sports Ground, Brockley Rise</del>	<del>Sports Ground</del>	<del>UGS</del>
<del>Haberdashers' Aske's Knights Academy</del>	<del>Outdoor Sports Facilities</del>	<del>SOS</del>
<del>Hall Drive Housing Green</del>	<del>Formal Amenity Greenspace</del>	<del>SOS</del>
Hatcham Gardens	<del>Parks and Gardens</del>	<del>POSSOS</del>
Hazelbank Rd Allotments	<del>Allotments and Community Gardens</del>	<del>UGSSOS</del>
<del>Hedge Walk</del>	<del>Allotments and Community Gardens</del>	<del>SOS</del>
<del>Hillcrest Estate Woodland</del>	<del>Natural and Semi-natural Urban Greenspace</del>	<del>SOS</del>
Hilly Fields	<del>Parks and Gardens</del>	<del>POSSOS/MOL</del>
Hither Green Sidings	Miscellaneous –open green space, SINC	MOL
Hither Green Cemetery	<del>Cemeteries, Churches and Disused Churchyards</del> <del>Miscellaneous – Cemeteries and churchyards</del>	<del>MOL/Green Grid</del> SOS
<del>Hither Green Embankment- North</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Hither Green North-East Railway Cutting</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Hither Green Railway Land 1</del>	<del>Green Corridor</del>	<del>MOL/SOS</del>
<del>Hither Green Railway Land 2</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Hither Green Railway Land 3</del>	<del>Green Corridor</del>	<del>SOS</del>
Hither Green <del>Triangle</del> Nature Reserve	<del>Natural and Semi-natural Urban Greenspace</del> <del>Miscellaneous</del>	<del>MOL/UGSSOS</del>
<del>Hither Green South East Embankment</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Hither Green South East Railway Embankment</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Hocket Close</del>	<del>Formal Amenity Greenspace</del>	<del>SOS</del>
Home Park	<del>Parks and Gardens</del>	<del>POSSOS</del>
<del>Honor Oak Covered Reservoir</del>	<del>Natural and Semi-natural Urban Greenspace</del>	<del>SOS</del>
Honor Oak Adventure Playground and <del>Nature Reserve</del>	<del>Provision for Children and Young People</del> <del>Miscellaneous</del>	<del>UGSMOL</del>

Honor Oak Covered Reservoir	<a href="#">Natural and Semi-natural Urban Greenspace</a> <del>Miscellaneous</del> — SINC	SOSUGS
<a href="#">Honor Oak Cutting</a>	<a href="#">Green Corridor</a>	MOL (part)/SOS
<a href="#">Honor Oak Sports Ground</a>	<a href="#">Outdoor Sports Facilities</a>	SOS
Horniman <del>Museum and</del> Gardens	<a href="#">Parks and Gardens</a>	MOL/ <del>POS/Green Grid</del> SOS
<a href="#">Horniman Nature Trail</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a>	MOL/SOS
<del>Horniman's Triangle-Play Park</del>	<a href="#">Parks and Gardens</a>	<del>POS/ Green Grid</del> SOS
<del>Horniman Drive/Roeombe Crescent Triangle</del>	<del>Miscellaneous</del> — <a href="#">Amenity Greenspace</a>	UGS
Hurstbourne Rd <del>Allotments</del>	<a href="#">Allotments and Community Gardens</a>	UGSSOS
<a href="#">Jona Close Orchard</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a>	SOS
<del>Jim Hurren Allotments, Overdown Rd (south)</del>	<a href="#">Allotments and Community Gardens</a>	UGSSOS
<del>Jubilee Sports Ground (St Dunstan's Enterprises)</del>	<a href="#">Sports Ground</a>	POS/MOL  <b>Proposed change to Policies Map</b> De-designation of approximately 0.40 ha MOL located at the northern tip of Jubilee Sports Ground
Kendale Rd <del>Allotments</del>	<a href="#">Allotments and Community Gardens</a>	UGSSOS
<a href="#">Knapmill Road Housing Green (North West)</a>	<a href="#">Formal Amenity Greenspace</a>	SOS
<a href="#">Knapmill Road Housing Green (North West)</a>	<a href="#">Formal Amenity Greenspace</a>	SOS
Kirkdale Green	<a href="#">Parks and Gardens</a>	POSSOS
Knapmill Way Allotments	<a href="#">Allotments and Community Gardens</a>	UGSSOS
<a href="#">Knapmill Way Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	SOS
<a href="#">Laban</a>	<a href="#">Formal Amenity Greenspace</a>	SOS
Ladywell Fields <del>*including Nature Reserve</del>	<a href="#">Parks and Gardens</a> , <a href="#">Green Corridor</a>	MOL/SOS/POS/UGS/ <del>Gr</del> een Grid
<a href="#">Ladywell Fields Railway Embankment</a>	<a href="#">Green Corridor</a>	SOS
Ladywell <del>Lodge/</del> Green	<a href="#">Formal Amenity Greenspace</a> <del>Park</del>	POSSOS
<a href="#">Ladywell House Gardens</a>	<a href="#">Formal Amenity Greenspace</a>	SOS

<a href="#">Lammas Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Land at Beckenham Hill</a>	<a href="#">Miscellaneous</a>	<a href="#">MOL</a>
Launcelot Rd, disused allotments	Allotments	UGS
<a href="#">Launcelot Road Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
Lee & District Land Club <del>at</del> <a href="#">Baring Rd</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">MOL/SOS/UGS</a>
Leslie Silk, <del>Allotments</del> , Overdown Rd (north)	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS/UGS</a>
<a href="#">Lethbridge Close</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a>	<a href="#">SOS</a>
<a href="#">Lewisham Crematorium</a>	<a href="#">Cemeteries, Churches and Disused Churchyards</a>	<a href="#">MOL/SOS</a>
Lewisham Park	Park	POS
<a href="#">Lewisham Railway Triangles</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Lewisham Station Railway Embankment</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Lewisham to Blackheath Railway</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Loampit Vale Railway Embankment</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Lock Chase Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
Long Meadow Allotments	<a href="#">Allotments and Community Gardens</a>	<a href="#">MOL/SOS/UGS</a>
<a href="#">Longton Nursery</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Lower Pepys Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
<del>Longshore, Sites at</del>	<a href="#">Amenity Greenspace</a>	<a href="#">POS</a>
<del>Longton Nursery, Churchley Rd</del>	<a href="#">Allotments</a>	<a href="#">UGS</a>
Luxmore Gardens	<a href="#">Parks and Gardens</a>	<a href="#">SOS/POS</a>
Manor House Gardens	<a href="#">Parks and Gardens</a>	<a href="#">MOL/SOS/POS</a>
Manor Park ( <a href="#">Lewisham</a> )	<a href="#">Parks and Gardens</a>	<a href="#">SOS POS</a>
Margaret McMillan Park ( <a href="#">Lewisham</a> )	<a href="#">Parks and Gardens</a>	<a href="#">SOS/POS</a>
<a href="#">Marvels Lane Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Mary Ann Gardens</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
<a href="#">Mayneswood Road Housing Green (South)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
Mayow Park	<a href="#">Parks and Gardens</a> , <del>SING</del>	<a href="#">POS/SOS</a>
Meadow Close Allotments	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGS/MOL/SOS</a>
<a href="#">Merchant Taylors' Almshouses</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Merlin Gardens</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<del>Midland Bank Sports Ground, Calmont Rd</del>	<a href="#">Sports Ground</a>	<a href="#">MOL/UGS</a>

Milborough Crescent	<del>Formal Amenity Greenspace</del> Miscellaneous – Amenity Greenspace	UGSSOS
Millwall Embankment	Green Corridor	SOS
Millwall Football Club Training Ground	Outdoor Sports Facilities	MOL/SOS
Molesworth Street Railway Embankment	Green Corridor	SOS
Moremead Road Housing Green	Formal Amenity Greenspace	SOS
Mountsfield Park	<del>Parks and Gardens</del> SINC	MOL/SOSPOS  Proposed change to Policies Map Open space status change to POS and MOL
New Cross Cutting	Green Corridor	MOL (part)/SOS
New Cross Gate Cutting Nature Reserve	Miscellaneous	UGSMOL/SOS
North New Cross Road Railway Embankment	Green Corridor	SOS
Northbrook Park	<del>Park, Green Corridors and Gardens</del>	MOL/POS/Green GridSOS
Northbrook Park Railway Cutting	Green Corridor	SOS
Oldstead Rd	Allotments	UGS
Oslac Rd	<del>Miscellaneous – Amenity green/playspace</del>	POS
Pepys Park including Nature Area	Park	POS
Pitfold Close Amenity Space	<del>Miscellaneous – Amenity greenspace</del>	UGS
Norther Road Amenity Green (North)	Formal Amenity Greenspace	SOS
Northover Road Amenity Green (South)	Formal Amenity Greenspace	SOS
Nunhead Cutting	Green Corridor	SOS
Nunhead East Railway Embankment	Green Corridor	SOS
Nyhead Street	Formal Amenity Greenspace	SOS
Oakridge Road Housing Green	Formal Amenity Greenspace	SOS
Oldstead Road Allotments (East)	Allotments and Community Gardens	SOS
Oldstead Road Green	Formal Amenity Greenspace	SOS
Overdown Road Housing Green	Formal Amenity Greenspace	SOS
Pepys Estate Green (East)	Formal Amenity Greenspace	SOS

<a href="#">Pepys Estate Green (West)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Peter Pan's Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
<a href="#">Peter Pan's Pool</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a>	<a href="#">SOS</a>
<a href="#">Pincott Place Railway Embankment</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Pitfold Gardens</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Playgreen Green Way Hosuing Green (East)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Playgreen Way Housing Green (Centre East)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Playgreen Way Housing Green (Centre West)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Playgreen Way Housing Green (West)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Pool River Linear Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/SOS</a>
<a href="#">Pool River Open Space Railway</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Prendergast Girls' School fields</a>	<a href="#">Outdoor Sports Facilities</a> <del>Sports Ground</del>	<a href="#">UGSSOS</a>
<a href="#">Prendergast Ladywell School</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">SOS</a>
<a href="#">Priestfield Rd</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Quaggy Gardens</a>	<a href="#">Miscellaneous – Amenity Space</a>	<a href="#">POS</a>
<a href="#">Queen's Rd</a>	<a href="#">Miscellaneous – Amenity Greenspace</a>	<a href="#">UGS</a>
<a href="#">Queenswood Rd Nature Reserve</a>	<a href="#">Miscellaneous</a>	<a href="#">UGS</a>
<a href="#">Railway side Ladywell Fields North</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Rainsborough Ave/ Clement House</a>	<a href="#">Park and Garden</a>	<a href="#">SOS</a>
<a href="#">Rainsborough Avenue Embankments</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a>	<a href="#">SOS</a>
<a href="#">Randlesdown Road Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Rangefield Road Housing Green - East</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Rangefield Road Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Ravensbourne</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Ravensbourne Park Gardens</a>	<a href="#">Parks and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Ravensbourne River</a>	<a href="#">Green Corridor</a>	<a href="#">MOL (part)/ SOS</a>
<a href="#">Rear of 34 Exford Road</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">MOL/SOS</a>
<a href="#">Reigate Road Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Reigate Rd Open Space</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a> <del>Miscellaneous – Amenity Green Space</del>	<a href="#">MOL/SOSPOS</a>

<a href="#">Ringway-Centre Community Gardens</a>	<a href="#">Natural and Semi-natural Urban Greenspace</a>	<a href="#">SOS</a>
<a href="#">River Quaggy - Hither Green</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">River Quaggy - Lee Green</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">River Quaggy - Lewisham</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">River Quaggy - South of A20</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">River Ravebbourne Southend</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">River Ravensbourne by Brookmill Park</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Riverdale Sculpture Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL (part)/SOS</a>
<a href="#">Riverview Pool Linear Walk/Riverview Walk/Waterlink Way</a>	<a href="#">Parks and Gardens</a>	<a href="#">MOL/POS/Green Grid</a> <a href="#">SOS</a>
<a href="#">Rocombe Crescent Triangle</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Romborough Gardens East</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Romborough Gardens Allotments West</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Roseveare Road Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Rossett Way</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Roudtable Road Housing Green (North)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Roundtable Road Housing Green (South)</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Royal Naval Place Stage 1</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Royal Naval Place Stage 2</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Rutland Walk Sports Club, Rutland Walk</a>	<a href="#">Outdoor Sports Facilities Sports Ground</a>	<a href="#">MOL/UGS/Green Grid</a> <a href="#">SOS</a>
<a href="#">Saint Georges Square</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Sandpit Road Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Sayes Court Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">POSSOS</a>
<a href="#">Sedgehill School</a>	<a href="#">Miscellaneous - Amenity Open Space, Playing, Fields</a>	<a href="#">MOL/UGS/Green Grid</a>
<a href="#">Sedgehill Rd</a>	<a href="#">Allotments</a>	<a href="#">MOL/UGS/Green Grid</a>
<a href="#">Sedgehill School</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">MOL/SOS</a>
<a href="#">Sedgehill School Sports Ground</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">MOL/SOS</a>
<a href="#">Shaw Rd</a>	<a href="#">Miscellaneous—Amenity Green Space and SING Natural and Semi-natural Urban Greenspace</a>	<a href="#">SOSPOS</a>
<a href="#">Silwood Triangle</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>

Slaithwaite Rd <a href="#">Allotments</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Somerset Gardens</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">South of Prendergast Ladywell School</a>	<a href="#">Natural and semi natural greenspace</a>	<a href="#">SOS</a>
<a href="#">Southend Lane Housing Green</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">Southend Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">POS/<del>Green Grid</del>SOS</a>
<a href="#">St Barnabas</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">St Bartholomews Churchyard</a>	<a href="#">Cemeteries, Churches and Disused Churchyards</a>	<a href="#">SOS</a>
<a href="#">St Dunstan's College Sports Ground, Stanstead Rd</a>	<a href="#">Outdoor Sports Facilities Sports Grounds</a>	<a href="#">UGS/<del>Green Grid</del>MOL/SOS</a>
<a href="#">St Joseph's Academy Playing Fields</a>	<a href="#">Sports Grounds</a>	<a href="#">UGS SOS</a>
<a href="#">St John the Baptist Church</a>	<a href="#">Formal Amenity Greenspace</a>	<a href="#">SOS</a>
<a href="#">St Mary's Churchyard, Lewisham High Street</a>	<a href="#">Miscellaneous – Cemeteries and churchyards</a>	<a href="#">MOL</a>
<a href="#">St John's Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">St Josephs Vale Strip</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">St Margarets Churchyard</a>	<a href="#">Cemeteries, Churches and Disused Churchyards</a>	<a href="#">SOS</a>
<a href="#">St Mary's Churchyard Lewisham</a>	<a href="#">Cemeteries, Churches and Disused Churchyards</a>	<a href="#">SOS</a>
<a href="#">St Mary's Churchyard Lewisham</a>	<a href="#">Cemeteries, Churches and Disused Churchyards</a>	<a href="#">SOS</a>
<a href="#">St Matthew's Academy Sports Ground</a>	<a href="#">Outdoor Sports Facility</a>	<a href="#">SOS</a>
<a href="#">St Mildred's Allotments Railway Land</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">St Mildred's Rd, Allotments</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">MOL/<del>UGS</del>SOS</a>
<a href="#">St Mildred's Road Roughland</a>	<a href="#">Green Corridor</a>	<a href="#">MOL/SOS</a>
<a href="#">St Norbert Green</a>	<a href="#">Formal Amenity Greenspace Park</a>	<a href="#">POS/SOS</a>
<a href="#">St Norbert Rd</a>	<a href="#">Allotments</a>	<a href="#">UGS</a>
<a href="#">St Paul's Churchyard, Deptford and Children's Playground</a>	<a href="#">Park Cemeteries, Churches and Disused Churchyards</a>	<a href="#">POS/MOL/SOS</a>
<a href="#">Stanley Street Allotments</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">UGSSOS</a>
<a href="#">Ringway Centre/Stratfield House Baring Rd</a>	<a href="#">Miscellaneous – Amenity Space</a>	<a href="#">MOL</a>
<a href="#">Staunton Street Green</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>



Sue Godfrey Nature Park	<del>Natural and Semi-natural Urban Greenspace</del> <del>Miscellaneous — Green Open Space</del>	<del>POSSOS</del>
<a href="#">Sundridge Railway Slides</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Surrey Canal</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Surrey Canal Linear Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
Sydenham Cottages Nature Reserve	<del>Natural and Semi-natural Urban Greenspace</del> <del>Miscellaneous</del>	<del>MOL/SOSPOS</del>
<a href="#">Sydenham Gardens</a>	<a href="#">Allotments and Community Gardens</a>	<a href="#">SOS</a>
<a href="#">Sydenham High School Field</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">SOS</a>
Sydenham Park Allotments	<del>Allotments and Community Gardens</del>	<del>UGSSOS</del>
<a href="#">Sydenham Park Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Sydenham Road Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Sydenham School Sports Pitch</a>	<a href="#">Outdoor sports facilities</a>	<a href="#">SOS</a>
Sydenham Wells Park	<a href="#">Parks and Gardens</a>	<del>MOL/SOSPOS/Green Grid</del>
<del>Tarleton Gardens inc. Eliot Bank Hedge</del>	<del>Miscellaneous — Amenity Green Space</del> <del>Natural and Semi-natural Urban Greenspace</del>	<del>SOSUGS</del>
Taylor's Lane <del>Allotments</del>	<del>Allotments and Community Gardens</del>	<del>UGSSOS</del>
Telegraph Hill Park	<del>Parks and Community Gardens</del>	<del>MOL/POS/Green GridSOS</del>
Ten-Em-Bee Sports Club, <del>Old Bromley Rd</del>	<del>Outdoor Sports Facilities Sports Grounds</del>	<del>MOL/SOSUGS</del>
<del>Thurbarn Rd</del>	<del>Miscellaneous — Amenity green/playspace</del>	<del>POS</del>
Trewsbury Rd	<del>Allotments and Community Gardens</del>	<del>SOS UGS</del>
<a href="#">Tudor Livesey Memorial Hall Bowling Green</a>	<a href="#">Outdoor Sports Facilities</a>	<a href="#">SOS</a>
Turnham Rd Green	<del>Turnham Road Green</del> <del>Miscellaneous — Amenity green space</del>	<del>UGSSOS</del>
<a href="#">Upper Pepys Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
<a href="#">Vesta Road Railway Cutting</a>	<a href="#">Green Corridor</a>	<a href="#">MOL/SOS</a>
<a href="#">Vineries Nature Reserve</a>	<a href="#">Natural and Semi-natural Greenspace</a>	<a href="#">MOL/SOS</a>
Weavers Estate Allotments, Engleheart Rd	<del>Allotments and Community Gardens</del>	<del>UGSSOS</del>
<a href="#">West of Broadway Fields</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">West of SELCHP</a>	<a href="#">Green Corridor</a>	<a href="#">SOS</a>
<a href="#">Westbourne Drive Park</a>	<a href="#">Parks and Gardens</a>	<a href="#">SOS</a>
Whitefoot Recreation Ground	<a href="#">Sports Ground and Green Corridor</a>	<a href="#">UGS</a>

<del>Wild Cat Wilderness Community Greenspace</del>	<del>Allotments and Community Gardens</del>	<del>MOL/SOS</del>
<del>Windlass Place</del>	<del>Allotments and Community Gardens</del>	<del>UGSSOS</del>
<del>Worsley Bridge</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Zampa Road Railway Embankment</del>	<del>Green Corridor</del>	<del>SOS</del>
<del>Woodland Walk Downham</del>	<del>Park</del>	<del>POS</del>
<del>Woodyates Rd and Pitfold Rd r/o</del>	<del>Miscellaneous — Amenity Green Space</del>	<del>UGS</del>
<del>Railway area between Friendly Street and St John's Vale</del>	<del>Green Corridor</del>	
<del>Railway areas between Elverson Rd and Bertrand Street, Elverson Rd and Granville Park and between Thurston Rd River Ravensbourne</del>	<del>Green Corridor</del>	
<del>Hither Green Station Railway Lands</del>	<del>Green Corridor</del>	
<del>Railway line areas between Oldfield Grove and south-east corner of Bridgehouse Meadows</del>	<del>Green Corridor</del>	
<del>Railway line area between south-western corner of Bridgehouse Meadows and White Post Street</del>	<del>Green Corridor</del>	
<del>Railway line area between Engate Street and Ennersdale Rd</del>	<del>Green Corridor</del>	
<del>Railway line area including Lee Station between Lee High Rd and borough boundary</del>	<del>Green Corridor</del>	
<del>Railway line area between Crofton Park and Ladywell Fields</del>	<del>Green Corridor</del>	
<del>Railway line area between Forest Hill and Sydenham not protected by SINC designations</del>	<del>Green Corridor</del>	
<del>Railway Area/Amblecote Meadows/Pullman Close</del>	<del>Green Corridor</del>	
<del>Railway area between south end of Cumberland Place and Baring Rd</del>	<del>Green Corridor</del>	
<del>Railway line areas between New Cross/New Cross Gate and Surrey Canal Rd</del>	<del>Green Corridor</del>	

## Schedule 8: Designated Sites of Importance for Nature Conservation

Table 21.3: Table showing Sites of Importance for Nature Conservation

Commented [SA823]: Factual updates

Sites of metropolitan importance	
Site name	Proposed changes to Policies Map
River Thames and tidal tributaries	
Blackheath and Greenwich Park	
Forest Hill to New Cross Gate Railway Cutting	
Beckenham Place Park (Local Nature Reserve)	<b>Site name</b> Changed from 'Beckenham Place Park'.  <b>Boundary</b> Extended in south west corner
Hiither Green to Grove Park	

Sites of borough importance	
Site name	Proposed changes to Policies Map
Brockley and Ladywell Cemeteries	
Hiither Green Cemetery, Lewisham	<b>Boundary</b>
Crematorium and Reigate Rd Open Space	Extended along south east corner
Downham Woodland Walk (Local Nature Reserve)	<b>Boundary</b>
Pool River Linear Park	Extended in southern corner
Hillcrest Estate Woodland	<b>Boundary</b>
Grove Park Nature Reserve	Extended in two areas along western boundary, with two small areas excluded along Fordmill Road
Forster Memorial Park	<b>Boundary</b>
Burnt Ash Pond (Local Nature Reserve)	Extended to include a small area along the southwest and southeast corner
Burnt Ash Pond (Local Nature Reserve)	<b>Site name</b> Changed from 'Burnt Ash Pond Nature Reserve'.
Horniman Gardens, Horniman Railway Trail and Horniman Triangle	<b>Boundary</b>
Durham Hill	Extended along southwest corner
Dacres Wood Nature Reserve and Sydenham Park Railway Cutting (Local Nature Reserve)	<b>Boundary</b>
Loat's Pit	Reconfigured along northern boundary
Grove Park Cemetery	<b>Site name</b>
Sue Godfrey Nature Park (Local Nature Reserve)	Changed from 'Dacres Wood Nature Reserve and Sydenham Park Railway Cutting'
Honor Oak Rd Covered Reservoir	
St Mary's Churchyard, Lewisham	
River Quaggy at Manor House Gardens	<b>Site name</b> Changed from 'Manor House Gardens'

Mayow Park	<b>Boundary</b> Extended along the southwest corner
Spring Brook at Downham Playing Fields	<b>Boundary</b> Extended along all existing boundaries
River Ravensbourne and Brookmill Park	
Senegal Railway Banks	
Railside Land: New Cross to St Johns Railsides	
Nunhead Cutting	
Brockley to St John's Railsides	
St Johns to Lewisham Railsides (St Johns Station)	<b>Boundary</b> Extended around station
Lewisham Railway Triangles	
Lewisham to Blackheath Railsides	<b>Boundary</b> Extended along north and southern boundary.
<del>Hither Green Railsides (Hither Green Station)</del>	
<del>Hither Green Sidings</del>	
Railsides South of Sydenham	
Lower Sydenham Station Meadow.	<b>Site name</b> Changed from 'Lower Sydenham Station Allotments'  <b>Boundary</b> Extended at northern end
New Cross and New Cross Gate railsides	<b>Boundary</b> Extended to include railway sidings
Mountsfield Park	
Chinbrook Community Orchard and Allotments	
River Quaggy at Chinbrook Meadows	<b>Site name</b> Changed from 'Chinbrook Meadows'.
River Ravensbourne at Ladywell Fields	<b>Site name</b> Changed from 'Ladywell Fields'  <b>SINC status</b> Upgraded from Local to Borough importance
River Quaggy and Manor Park	<b>Boundary</b> Extended along northern boundary and reduced along southern boundary  <b>SINC status</b> Upgraded from Local to Borough importance
River Thames Tidal Creek at Creekside Education Centre	<b>Site name</b> Changes from 'Creekside Education Centre'  <b>SINC status</b> Upgraded from Local to Borough importance
Bridgehouse Meadows Railsides	<b>Site name</b>

	<p>Changed from 'Bridge House Meadows'</p> <p><b>Boundary</b> Extended in the southwest corner and at eastern boundary</p> <p><b>SINC status</b> Upgraded from Local to Borough importance</p>
Ringway Community Gardens	

Sites of local importance	
Site name	Proposed changes to Policies Map
Brookmill Nature Reserve (Local Nature Reserve)	<b>Site name</b> Changed from 'Brookmill Nature Reserve'
Besson Street Community Garden	
Sydenham Cottages Nature Reserve	<b>Boundary</b> Extended at northern boundary and south west corner.
Folkestone Gardens	
Whitefoot Recreation Ground	
Queenswood Nature Reserve	<b>Boundary</b> Extended along northern boundary
Rainsborough Avenue Embankments	<b>Boundary</b> Boundary amended with a reduction in overall area
Sayes Court Park	
Iona Close Orchard	<b>Boundary</b> Amended to exclude an area along the western boundary
Sedgehill Allotments	
Brockley Hill Park	
Sydenham Wells Park	
Hilly Fields	
Eliot Bank Hedge and Tarleton Gardens	<b>Boundary</b> Extended along most boundaries
River Ravensbourne at Peter Pan's Garden & Southend Pond	<b>Site name</b> Changed from 'Southend Pond'
	<b>Boundary</b> Extended along northern boundary
Albion Millennium Green	
Pepys Park Nature Area	<b>Boundary</b> Extended in north-east corner
St Paul's Churchyard and Crossfield Street Open Space	<b>Boundary</b> Extended along northern boundary
Telegraph Hill Park	
Bromley Hill Cemetery	<b>Boundary</b> Extended in the northern corner.
Gilmore Rd Triangle	<b>Boundary</b> Extended at north northern boundary.

### Schedule 949: Local Nature Reserves and Ecological Corridors

Site Name
Local Nature Reserve
Beckenham
Brookmill
Burnt Ash Pond
Dacres Wood
Downham Wood
Grove Park
Sue Godfrey Nature Reserve
Ecological Corridor
South Bermondsey to Sydenham, Lee and Grove Park Railway Lines
The River Thames - Deptford Creek – The River Ravensbourne
The Pool River – Catford to Southend Park and into Bromley
Nunhead to Blackheath

### Schedule 10: Sites of geodiversity interest

Table 21.4 Table showing sites of geodiversity interest

Site type	Site name	Location
Regionally Important Geological Site	Beckenham Place Park	Bellingham
Locally Important Geological Site	Old Gravel Pit	Blackheath
Locally Important Geological Site	Buckthorne Cutting	Crofton Park

### Schedule 11: Regeneration nodes, growth nodes and growth corridors

Area type	Area name	Coverage
Regeneration node	Lewisham Major Centre	800m buffer around town centre boundary
Regeneration node	Catford Major Centre	800m buffer around town centre boundary
Regeneration node	Deptford District Centre	800m buffer around town centre boundary
Regeneration node	Bell Green Local Centre	400m buffer around the following site allocation boundaries: Former Bell Green Gas Holders, Bell Green Retail Park and Sainsbury's Bell Green
Growth node	Forest Hill District Centre	800m buffer around town centre boundary
Growth node	New Cross District Centre	800m buffer around town centre boundary

**Commented [NE824]:** Addition – added for clarification to aid policy implementation. These were set out in the spatial strategy and the spatial extent of these areas will be shown on the Policies Map.

Growth node	Lee Green District Centre	800m buffer around town centre boundary
Growth node	Bellingham Local Centre	400m buffer around town centre boundary
Growth node	Grove Park Local Centre	400m buffer around town centre boundary
Growth node	Surrey Canal Triangle	Surrey Canal Mixed-use Employment Location Site Allocation Boundaries
Growth node	Evelyn Local Centre	400m buffer around town centre boundary and nearby site allocation boundaries
Growth Corridor	A2	Frontages along New Cross Rd
Growth Corridor	A20	Frontages along Lee High Rd
Growth Corridor	A21	Frontages along Lewisham High St, Rushey Green and Bromley Road
Growth Corridor	A205	Frontages London Rd, Devonshire Rd, Waldram Park Rd, Stanstead Rd, Catford Rd, Brownhill Rd and Westhorne Avenue
Growth Corridor	A212	Frontages along Sydenham Rd, Stanton Way and Southend Lane

## Schedule 12: Tall Building Suitability Zones

<b>COVERAGE</b>	<b>MAXIMUM BUILDING HEIGHT (Storeys)</b>
<b><u>North Deptford</u></b>	
<u>Surrey Canal Triangle Mixed-use Employment Location</u>	<u>45</u>
<u>Apollo Business Centre Locally Significant Industrial Site and Surrey Canal Road and Trundleys Road Locally Significant Industrial Site</u>	<u>25</u>
<u>Deptford Landings Mixed-Use Employment Location (previously known as Timberyards, Oxestalls Road)</u>	<u>35</u>
<u>Convoy's Wharf Mixed-Use Employment Location</u>	<u>48</u>
<b><u>Deptford Creekside</u></b>	
<u>Land overlooking Deptford Creek adjacent Laban Theatre and new development of Union Warf</u>	<u>30</u>
<u>Sun Wharf Mixed-Use Employment Location (including Network Rail)</u>	<u>20</u>
<b><u>Lewisham</u></b>	
<u>Conington Road brownfield site, Land at Conington Road and Lewisham Road, Thurston Road Bus Station and Lewisham Gateway</u>	<u>35</u>
<u>Lewisham Shopping Centre</u>	<u>25</u>

<u>Triangular site used as a depot adjacent to River Ravensbourne.</u>	<u>16</u>
<u>Church Grove self-build site</u>	<u>16</u>
<b><u>Catford</u></b>	
<u>Wickes and Halfords big box retail</u>	<u>20 at centre and 12 at periphery</u>
<u>Catford Shopping Centre and Milford Towers</u>	<u>20 storeys at centre, with 12 storeys in discreet locations subject to detailed testing.</u>
<u>Laurence House and Civic Centre with Rushey Green telephone exchange</u>	<u>12 storeys</u>
<u>Catford Retail Park</u>	<u>20 at centre, with 16 storeys in discreet locations subject to detailed testing.</u>
<b><u>New Cross and New Cross Gate</u></b>	
<u>Besson Street</u>	<u>12</u>
<u>Former Hatcham Works, 12 Goodwood Road and New Cross Road</u>	<u>15</u>
<u>Clifton Rise and Achilles Street</u>	<u>12 to 15</u>
<u>Amersham Vale parking lot and 'Metro New Cross'</u>	<u>12 to 15</u>
<b><u>Bellingham</u></b>	
<u>Ravensbourne Retail Park</u>	<u>10 to 12</u>
<b><u>Lee</u></b>	
<u>Sainsbury's Site and Leegate Shopping Centre</u>	<u>10 to 12</u>
<b><u>Bell Green / Lower Sydenham</u></b>	
<u>Southern corner of former Gas Works site, Bell Green Retail Park and Sainsbury's Bell Green</u>	<u>16</u>
<u>Worsley Bridge Road Locally Significant Industrial Site</u>	<u>12</u>