

Lewisham Local Plan

Proposed submission document – Regulation 19 stage

(Text only version of Part Three - Site Allocations)

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South Area 161161148

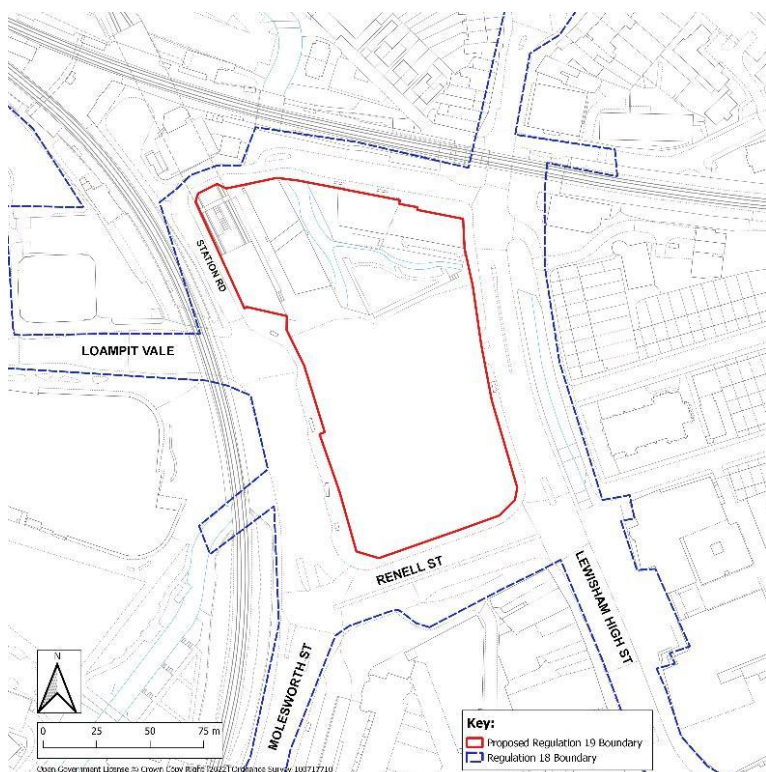
| | |
|---|------------------|
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| | |
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| 3 Jenner Health Centre | <u>204204205</u> |
| 4 Land at Forest Hill Station East (Waldram Place and Perry Vale) | <u>206206207</u> |
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| 6 Perry Vale Locally Significant Industrial Site | <u>211211212</u> |
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| 12 113-157 Sydenham Road | <u>224224225</u> |

Central Area

1 Lewisham Gateway



Commented [SA1]: Factual update – boundary amended to exclude surrounding roads

| | | | | |
|--|---|-------------------|--------------------|------------------------|
| Site address: | Lewisham Gateway Site, Lewisham High Street, London, SE13 | | | |
| Site details: | Site size (ha): 6.44 1.53 , Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Mixed public and private Current use: Transport interchange Lewisham Core Strategy (2011) and London SHLAA (2017) | | | |
| How site was identified: | | | | |
| Planning designations and site considerations: | Opportunity Area, <u>Regeneration Node</u> , <u>Appropriate Location for Tall Buildings</u> , Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, <u>Public Open Space</u> , <u>Strategic Open Space</u> , <u>Waterlink</u> Way, Air Quality Management Area , Air Quality Focus Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2,3a,3b 1,2,3 , <u>Rivers Ravensbourne and Quaggy on-site</u> , <u>Groundwater Source Protection Zone 1</u> , Critical Drainage Area | | | |
| Planning Status: | Full application DC/06/062375 granted in May 2009. Various reserved matters and s73 minor material amendment granted April 2013 – February 2019. <u>Phase 1 is complete and has delivered 362 residential units and 1,089m² of main town centre floorspace. Phase 2 has started construction and development is partially complete.</u> | | | |
| Timeframe for delivery: | <u>Years 1-5</u> Yes | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |

Commented [HK2]: Factual update on designations

Commented [PP13]: Factual update – providing additional details on flood risk

Commented [PP14]: Factual update – on the progress made in redeveloping the site

| | | |
|---|--|---|
| Indicative development capacity: | Net residential units 4,057 1011 | Gross non-residential floorspace: Employment 17,500 1,525 Main town centre 25,500 9,548 |
| <u>Remaining net units to be delivered:</u> | <u>649</u> | |

Commented [SA5]: Capacities amended to reflect the planning consents granted for the site

Existing planning consent

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

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

DC/13/82493 - Approval of Reserved Matters for Block A.

DC/14/89233 - Approval of Reserved Matters for Block B.

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

DC/18/109819 – ~~approval of Phase 2~~ Approval of reserved matters application for Phase 2 to provide 530 residential units, 119 co-living units, 4,381m² of Class A1/A3, 1,525m² of B1 co-working floorspace, a cinema and a gym.

Commented [SA6]: Factual updates – to reflect planning consents granted for the site.

Site allocation

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

Commented [SA7]: Amended for clarity

Opportunities

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

Ravensbourne and to create a more coherent network of ~~pedestrian walking routes~~ and cycle ~~ways routes~~ connecting to the surrounding area.

Commented [SA8]: Amended for clarity

Development requirements

1. Development must improve access to and permeability across the wider town centre area. This includes ~~continued improvements to provide a~~ legible and safe network of walking ~~routes~~ and cycle ~~ways routes~~ to create a direct link between the station and town centre, as well as enhanced connections between public spaces and surrounding neighbourhoods.
2. Applicants must work in partnership with Transport for London to deliver the road realignment, encompassing parts of Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale.
3. Development must not prejudice the delivery of transport infrastructure. Proposals will be required to safeguard land necessary to secure the delivery of enhancements to the station interchange in order to improve passenger movement and connections between buses, trains, the Docklands Light Rail, and the future Bakerloo line extension.

Commented [SA9]: Respond to consultation – request for continued improvements to be made.

~~Appropriate provision for the bus layover, currently sited at Thurston Road.~~

Commented [SA10]: Repetition – removed as a new site allocation providing for a bus station at Thurston Road has been included in the Plan.

4. Positive frontages along main roads and key routes, with active ground floor frontages.
5. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - a. A programme of river restoration, including channel re-profiling, to improve the ecological quality of the water environment and enhance the amenity provided by the Rivers Quaggy and Ravensbourne, along with Waterlink Way, ~~taking into account the River Corridor Improvement Plan SPD;~~
 - b. A central landscaped open space that celebrates the confluence of the rivers Quaggy and Ravensbourne.

Commented [SA11]: Amended for clarity and to aid policy implementation

Development guidelines

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

Commented [SA12]: Amended for clarity

~~4.5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.~~

~~5.6. Applicants should work in partnership with Thames Water. Given the adjacent watercourse, surface water should not be discharged to the public network.~~

~~6.7. Development must respond positively to the St Stephen's and Belmont Conservation Areas, and the St Stephen's Church (Grade II). Clear visual links to the church, situated to the east of the site boundary, should be established and maintained.~~

~~7. Transport for London proposals for the extension of the Bakerloo Line provide for the possibility of infrastructure requirements at this site, including a new 'station box', being located partly on the existing bus layover site at Thurston Road. Applicants must consult with Transport for London and Network Rail to ensure development makes appropriate provision for transport infrastructure.~~

~~Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility of the site.~~

Commented [SA13]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA14]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

Commented [SA15]: Repetition – removed as a new site allocation providing for a bus station at Thurston Road has been included in the Plan.

Commented [SA16]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

2 Lewisham Shopping Centre



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

Site details: Site size (ha): 6.38, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Main town centre uses, Retail

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

Planning designations and site considerations: Opportunity Area, [Regeneration Node](#), [Appropriate Location for Tall Buildings](#), Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones [2](#), [3a](#), [3b](#), [1, 2, 3](#), [River Quaggy nearby](#), [Groundwater Protection Zone 1](#), Critical Drainage Area, 3 Locally Listed Buildings on site

Planning Status: ~~None~~ [Pre-application](#)

| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 Yes | Beyond 15 years |
|-------------------------|----------------------------------|-----------------------------------|------------------------------------|---------------------------------|
|-------------------------|----------------------------------|-----------------------------------|------------------------------------|---------------------------------|

| Indicative development capacity: | Net residential units: 1,579 | Gross non-residential floorspace: Employment 20,097 Main town centre 60,291 |
|----------------------------------|---------------------------------|---|
|----------------------------------|---------------------------------|---|

Commented [SA17]: Factual update on designations

Commented [SA18]: Factual update – providing additional details on flood risk

Commented [SA19]: Factual update – on the progress made in redeveloping the site

Commented [SA20]: Capacities remain the same as Regulation 18 plan

Existing planning consent

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

DC/21/120369 - part of the site, prior approval for the change of use of Lewisham House, 25 Molesworth Street, SE13, from office use (Class B1a) to residential (Class C3) to create 218 units. It was determined in May 2021 as Approval Required and the full application has yet to be submitted.

Commented [SA21]: Factual update – to reflect that planning consent has been granted for part of the site

Site allocation

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

Opportunities

This site forms the heart of Lewisham major centre and includes the Lewisham Market. It is dominated by the shopping centre, built in the 1970s, and the Lewisham House office block.

Comprehensive redevelopment Renewal and modernisation of the shopping centre, alongside the delivery of a significant amount of new housing on upper floors will enhance the quality of town centre and help it to achieve ~~metropolitan~~ Metropolitan centre status. Comprehensive redevelopment of the site can deliver a significant amount of new housing together with Redevelopment will provide opportunities to deliver modern retail and employment space, leisure, cultural and community facilities, to support the long-term vitality and viability of the town centre. Development can also enable transformative public realm enhancements to improve connections throughout the wider town centre area, and secure the long-term future of the market.

Commented [SA22]: Respond to consultation – landowner request to amend the wording of the Opportunities text

Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

Commented [SA23]: Respond to consultation – landowner request that a masterplan approach is used.

2. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors together with a high quality market area.

3. Development must be designed to improve connections through the site including the creation of new east-west connections between Molesworth Street and Lewis Grove, along with a new north-south pedestrianised spine running through the site, linking the Lewisham Gateway site from Rennal Street at the north to Lewisham High Street / Molesworth Street at the south.

4. Positive frontages within the Primary Shopping Area and along key routes, with active ground floor frontages.

5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:

- a. Improvements to Lewisham High Street and Market square.

- b. A central landscaped open space
- c. A network of connections linking to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath, taking into account the River Corridor Improvement Plan SPD.

5.6. Protect and enhance Lewisham market.

6.7. Provision of dedicated public toilets appropriate to the scale of development.

Development guidelines

1. Positive and active ground floor frontages should be an integral element of the development design. They should be accommodated adjacent to Lewis Grove and along the new north-south route through the site from Lewisham Gateway, including the junction with Molesworth Street to the south, as well as along Rennell Street and Molesworth Street.
2. A range of design treatments should be integrated along key routes to help activate frontages and create visual interest, including high quality shopfronts, building entrances and windows at the street level. Breaks should also be provided along the length of routes by the introduction of footpaths and amenity spaces, along with the interspersing of smaller business units.

~~Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility.~~

3. High quality public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including at the High Street, Market Square and Molesworth Street. Public realm should also help to enhance connections to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.

4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the Lewisham High Street trunk sewer will not be allowed.

- 3.6. The site's relationship with the Lewisham Market and Market Square should be one of the principal considerations in the development design.

- 4.7. The design of development must respond positively to a site's position in the wider site allocation area, and to the scale and function of the High Street. The southern end of the site should operate as a transitional zone with more moderately scaled development. Comprehensive redevelopment, including the Beatties Building and Model Market, should ~~establish a new southern anchor to~~ encourage visitors into the heart of the town centre, and help to support pedestrian movement up the length of the High Street. Taller buildings ~~elements~~ may be appropriate across the site, especially at the northern end of the site and to the west along Molesworth Street.

- 5.8. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.

Commented [SA24]: Amended for clarity and to aid policy implementation

Commented [SA25]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

Commented [SA26]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA27]: Respond to consultation – Thames Water request to provide text relating to water infrastructure

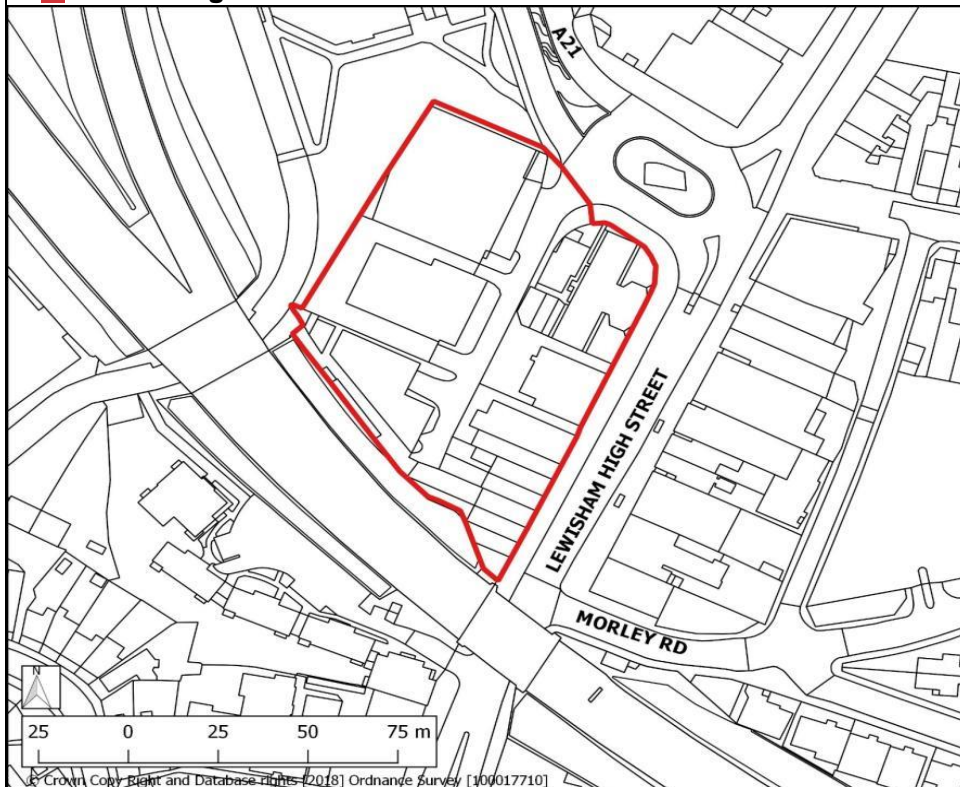
Commented [SA28]: Respond to consultation – landowner request to remove reference to a southern anchor.

Commented [SA29]: Respond to consultation – landowner request that other parts of the site may also be suitable for tall buildings.

9. Development must respond positively to heritage assets including: The Clock Tower, Lewisham High Street (Grade II); Church of St Saviour and St John Baptist and Evangelist (RC), Lewisham High Street (Grade II); Former Prudential Buildings, 187-197 Lewisham High Street (Grade II); and St Stephen's Conservation Area.
- 6.10. The eastern boundary of the St Stephen's Conservation Area runs along Lewisham High Street, opposite the northern portion of the site. Proposals must address impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
- 7.11. The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
12. ~~Redevelopment of~~ Options for the plots of land that do not fall within the ownership of the Lewisham Shopping Centre ~~Lewisham House block~~ should be explored, to better integrate ~~it~~ them into a comprehensive scheme for the wider site allocation. This includes retail units along Lewisham High Street, and the Lewisham House block recognising where the principle of land use has already been established through the prior approval process.

Commented [SA30]: Respond to consultation – landowner request for flexibility, so that the development potential of other plots of land outside the shopping centre can be explored.

4.3 Land at Engate Street



| | | | | |
|--|--|----------------------------|--|---|
| Site address: | Engate Street, Lewisham, London, SE13 7HA | | | |
| Site details: | Site size (ha):0.83, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Mixed public and private, Current use: Main town centre uses, Retail, Commercial | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, adjacent to Strategic Open Space , Bakerloo Safeguarding Direction Metropolitan Open Land , adjacent Sites of Importance for Nature Conservation, Flood Zone 1 , 2 , 3 , adjacent to River Ravensbourne , Groundwater Source Protection Zone 1 , Critical Drainage Area, Locally Listed Buildings on site | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 493 112 | | Gross non-residential floorspace: Employment 6642 Main town centre 0 2013 | |

Commented [SA31]: Factual update on designations

Commented [SA32]: Factual update – providing additional details on flood risk

Commented [SA33]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Commented [SA34]: Respond to consultation - request to reference locally listed heritage asset

Development requirements

1. Development must be delivered in accordance with the A21 Development Framework and taking into account the River Corridor Improvement Plan [SPD].

Commented [SA35]: Amended for clarity and to aid policy implementation

4.2. Positive frontages along Lewisham High Street, with active ground floor frontages.

2.3. Development will be required to retain or re-provide the existing employment floorspace, currently situated to the west of Engate Street, and must not result in a net loss of industrial capacity.

3.4. Development must be designed to enhance the ecological quality and amenity value of the River Ravensbourne.

4.5. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy including enhanced public access to Waterlink Way.

Development guidelines

1. The development design must respond to the site's position relative to the wider town centre area. The site should function as a transitional zone into the centre, with moderately scaled development stepping up from Lewisham High Street.

2. Development should enhance the continuity of the frontages along the High Street.

3. Site redevelopment presents an opportunity to improve legibility and access to Waterlink Way at the northern part of the site. Proposals should also investigate opportunities to introduce a new east-west link through the site from the High Street to Waterlink Way and the River Ravensbourne.

4. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.

Commented [SA36]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

Commented [SA37]: Respond to consultation – Environment Agency request to provide text relating to flood risk

6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network.

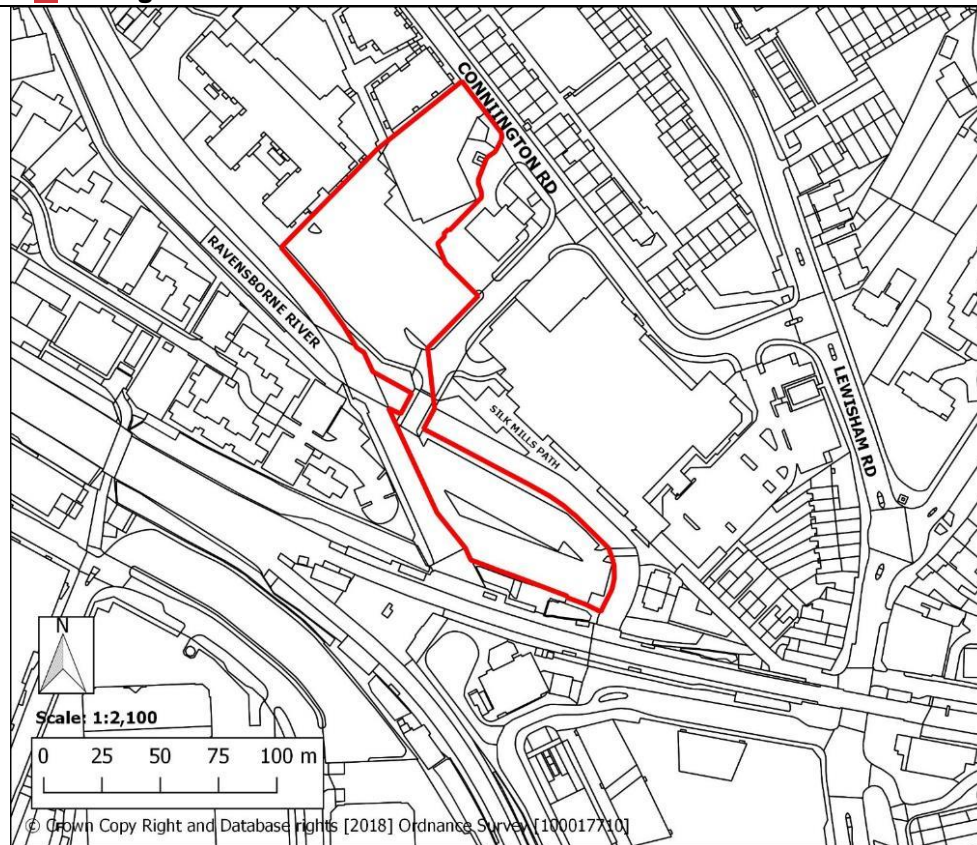
Commented [SA38]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7. Proposals should be designed having regard to the Lewisham Shopping Centre site, to ensure continuity of the High Street and a coordinated approach to public realm.

8. Proposals should have regard for the locally listed villas and seek to enhance their setting.

Commented [SA39]: Respond to consultation - request to reference locally listed heritage asset

5.4 Conington Road



| | | | | |
|--|--|----------------------------|--|---------------------------------|
| Site address: | 209 Lewisham Road, Lewisham, London, SE13 7PY | | | |
| Site details: | Site size (ha): 1.11, Setting: Central, PTAL: In 2015: 5-6b, In 2021: 5-6b, In 2031: 5-6b, Ownership: Private, Current use: Car park | | | |
| How site was identified: | Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Appropriate Location for Tall Buildings , Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1 and 3b , River Ravensbourne on-site , Groundwater Source Protection Zone 1 , Adjacent to Strategic Open Space | | | |
| Planning Status: | Full application DC/18/109184 refused by Mayor of London in March 2019 Development allowed at Appeal in January 2020 and S73 application granted in December 2021. The site is now under construction. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 367 365 | | Gross non-residential floorspace: Employment 0 Main town centre 550 554 | |

Commented [SA40]: Factual update on designations

Commented [SA41]: Factual update – on the progress made in redeveloping the site

Commented [SA42]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

DC/17/101621 – full application to provide 365 residential dwellings and 554m2 of commercial/community/office/leisure space was refused.

APP/C5690 - Appeal allowed in January 2020.

DC/21/121768 – S73 application for changes to the residential mix and changes to storey heights granted in December 2021.

Commented [SA43]: Factual updates – to reflect planning consents granted for the site.

Site allocation

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

Opportunities

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

Development requirements

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

Commented [SA44]: Amended for clarity and to aid policy implementation

Development guidelines

1. Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
2. Development should ensure buildings are set back sufficiently to be able to provide high quality urban spaces with generous, functional and formal landscaped areas

Commented [SA45]: Respond to consultation - request to reference sufficient space to encourage cycling

forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.

3. Development should respond positively in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham interchange and the Lewisham Gateway site.
4. Development should respond positively to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.

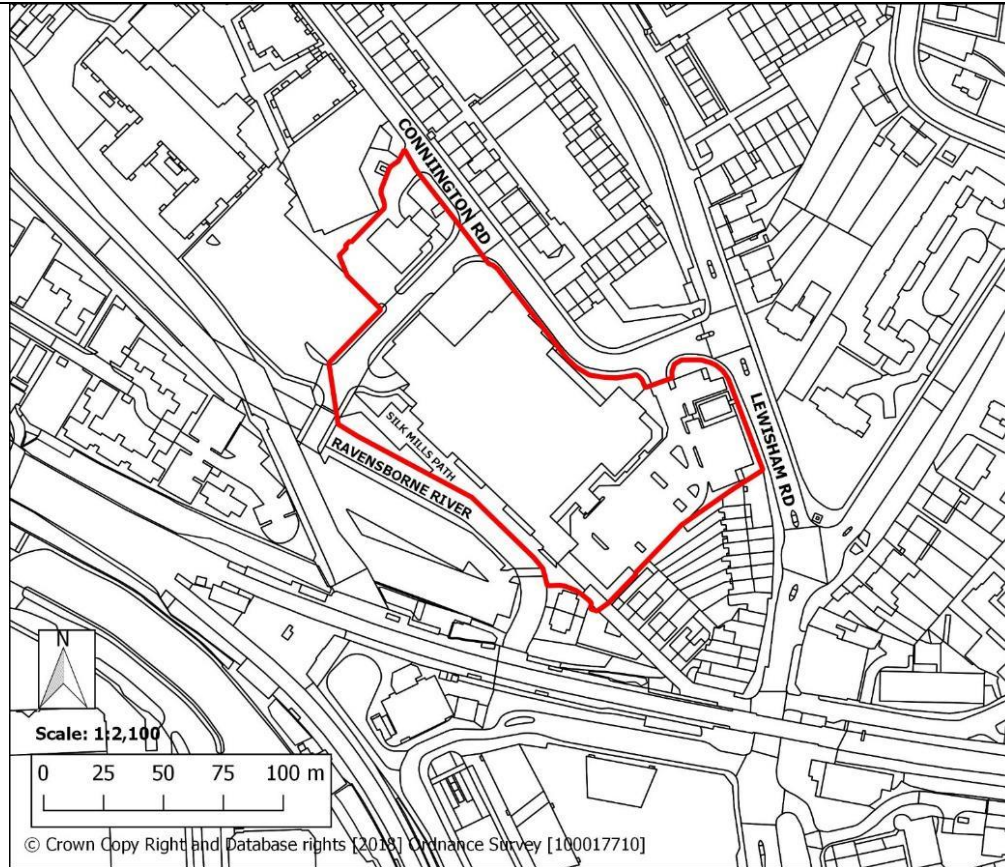
~~Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site.~~

5. ~~Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer running south to north through the site will not be allowed.~~

Commented [SA46]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

Commented [SA47]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

6.5 Land at Conington Road and Lewisham Road (Tesco)



| | | | | |
|--|---|---|---|---------------------------------|
| Site address: | Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY | | | |
| Site details: | Site size (ha): 1.53, Setting: Central, PTAL: In 2015: 5-6b, In 2021: 5-6b, In 2031: 5-6b, Ownership: Private, Current use: Main town centre uses, Retail, Car park | | | |
| How site was identified: | Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Site (2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Appropriate Location for Tall Buildings , Adjacent to Strategic Open Space , Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1, 2 , 3 and 3a , River Ravensbourne on-site , Groundwater Source Protection Zone 1 , Critical Drainage Area | | | |
| Planning Status: | None Pre-application | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 380 407 | | Gross non-residential floorspace: Employment 3,802 1,901 Main town centre 7,604 | |

Commented [SA48]: Factual update on designations

Commented [SA49]: Factual update – providing additional details on flood risk

Commented [SA50]: Factual update – on the progress made in redeveloping the site

Commented [SA51]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Commented [SA52]: Respond to consultation – removed as wording is misleading

Opportunities

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

Commented [SA53]: Respond to consultation – landowner request that reference is made to the replacement of the existing retail store

Development requirements

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

Commented [SA54]: Amended for clarity and to aid policy implementation

Development guidelines

1. Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
2. The site should function as a transitional site, both in terms of land use and visual amenity, from the surrounding low-rise residential neighbourhoods into the transport interchange, Lewisham Gateway and the heart of the town centre. The design of development must step down and respond positively to the residential properties at the site's eastern side, at Conington Road and beyond.
3. New development should ensure buildings are set back sufficiently to be able to provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.

Commented [SA55]: Factual update – to reflect current character surrounding the site

Commented [SA56]: Respond to consultation – request to reference sufficient space to encourage cycling

4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

Commented [SA57]: Respond to consultation – Environment Agency request to provide text relating to flood risk

5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer running south to north through the site will not be allowed.

Commented [SA58]: Respond to consultation – Thames Water request to provide text relating to water infrastructure

3-6. Development should respond positively in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange, Lewisham Gateway and the wider town centre environs.

4-7. Development should respond positively to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.

~~Car parking provision should be the minimum required, reflecting the high level of public transport accessibility of the site.~~

Commented [SA59]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

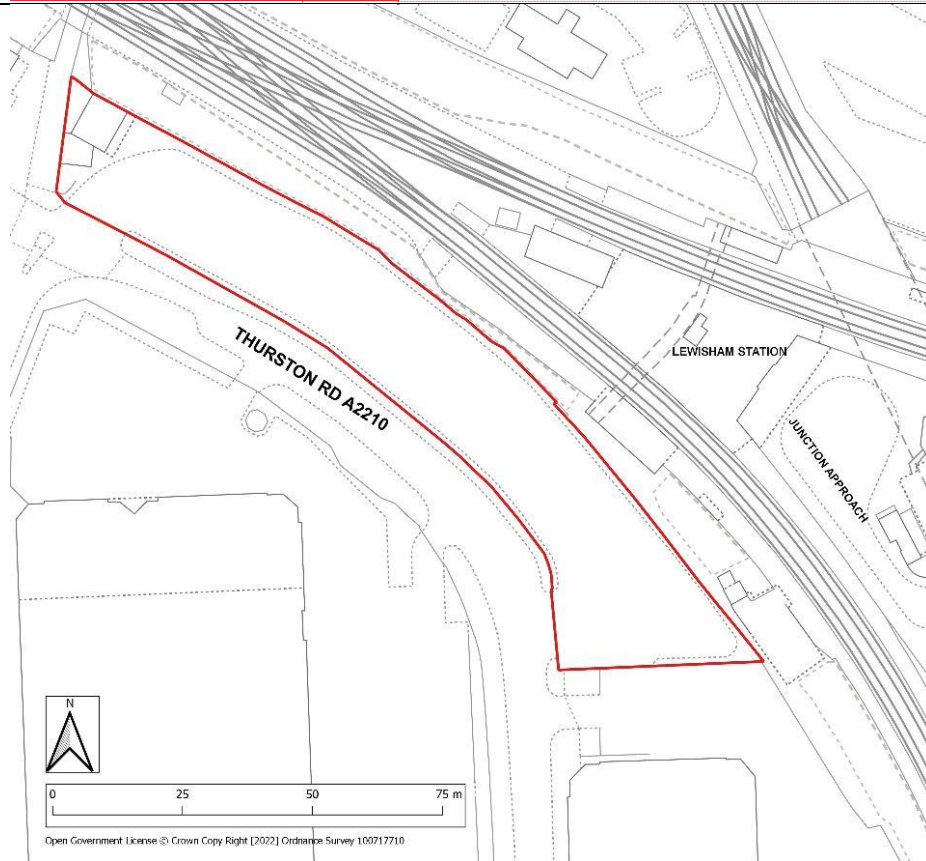
8. Development should respond positively to Eagle House, which sits on the site's eastern edge fronting Lewisham Road. This building was constructed in approximately 1870 and is one of the original Anchor Brewery Buildings. It is of architectural and local significance.

9. Development should allow for the retention and/or re-provision of the bus stop and stand facility that are currently provided on this site.

Commented [SA60]: Respond to consultation – landowner and TFL request reference to the retention or re-provision of the bus stop

6 Thurston Road Bus Station

Commented [SA61]: New site allocation added



Site address: Thurston Road, Lewisham, SE13

Site details: Site size (ha): 0.35, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Bus station

How site was identified: Strategic Planning Team (2022)

Planning designations and site considerations: Opportunity Area, Regeneration Node, Bakerloo Line Safeguarding Direction, Appropriate Location for Tall Buildings, Adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a, Critical Drainage Area

Planning Status: None

Commented [SA62]: Factual update on designations

| <u>Timeframe for delivery:</u> | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
|--------------------------------|------------------|-------------------|--------------------|------------------------|
| | Yes | Yes | Yes | Yes |

| | | |
|---|------------------------------------|--|
| <u>Indicative development capacity:</u> | <u>Net residential units:</u> 0 | <u>Gross non-residential floorspace:</u> Employment 0 Main town centre 0 |
|---|------------------------------------|--|

Site allocation

Safeguarding for strategic transport infrastructure.

Opportunities

The site is located within Lewisham major centre on Thurston Road, running along the southern edge of the railway line. It is currently used as a TFL bus station. Transport for London proposals for the extension of the Bakerloo Line provide for the possibility of infrastructure requirements at this site, including a new 'station box'. In March 2021 the Secretary of State issued a Safeguarding Direction for the BLE and this site has been identified as an area of surface interest, i.e. to be used as a temporary works site during the construction phase of the BLE. It may also be used as a temporary works site whilst making improvements to Lewisham Railway Station. In the longer term there will be an opportunity to re-provide the bus station.

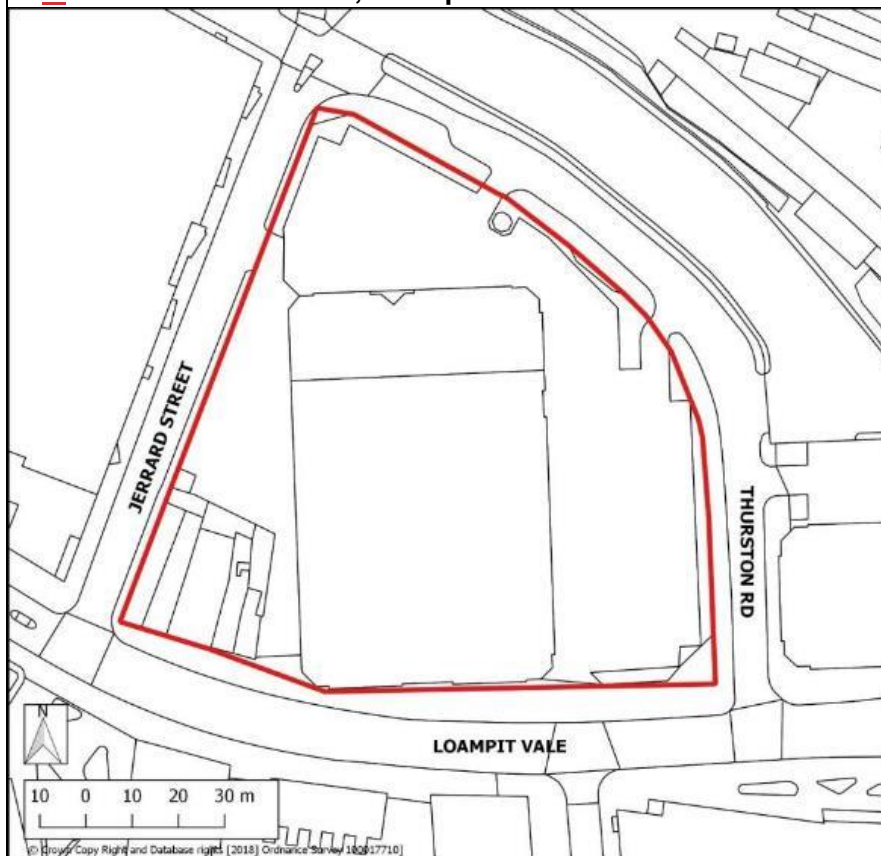
Development requirements

1. Applicants must consult with Transport for London and Network Rail to ensure this site makes appropriate provision for transport infrastructure and services.
2. The site is safeguarded as a temporary works site in order to deliver strategic transport infrastructure, including the BLE station box and improvements to Lewisham Railway Station.
3. The existing bus standing capacity and associated facilities must be temporarily re-located.
4. Once the site has stopped being used as a temporary works site, it must be returned to its original use as a bus station for TFL.

Development guidelines

1. The design of any station improvements and/or new BLE entrances should carefully consider TFL requirements regarding bus standing and associated facilities. The designs should, wherever possible minimise land take to ensure the site can be returned to its original use.
2. Any new station entrance should link into the provision made at Lewisham Exchange.

8-7 Lewisham Retail Park, Loampit Vale



| | | | | |
|--|---|---|--|---------------------------------|
| Site address: | Lewisham Retail Park and Nos. 66-76 Loampit Vale, Lewisham, SE13 | | | |
| Site details: | Site size (ha): 1.13, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Main town centre uses, Retail | | | |
| How site was identified: | Lewisham Town Centre Local Plan (2014) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | -Opportunity Area, Regeneration Node , Bakerloo Line Safeguarding Direction , Adjacent to Site of Importance for Nature Conservation , Adjacent to Strategic Open Space , Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a 2, 3, Groundwater Source Protection Zone 1 , Critical Drainage Area | | | |
| Planning Status: | Full application DC/16/097629 granted in March 2019. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 Years |
| Indicative development capacity: | Net residential units: 536 529 | | Gross non-residential floorspace: Employment 2,174 0 Main town centre 2,174 4343 | |

Commented [SA63]: Factual update on designations

Commented [SA64]: Factual update – providing additional details on flood risk

Commented [SA65]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

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

Site allocation

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

Commented [SA66]: Respond to consultation – landowner request that flexibility is introduced.

Opportunities

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

Commented [SA67]: Factual update – to acknowledge the current uses on the site.

Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

Commented [SA68]: Respond to consultation – landowner request that flexibility is introduced by using a masterplan approach.

4.2. Development must not prejudice the delivery of transport infrastructure, including the Bakerloo Line extension.

2.3. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced connections to Lewisham interchange. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including walking and cycle friendly boulevards along Loampit Vale, Jerrard Street and Thurston Road.

3.4. Positive frontages with active ground floor frontages along key routes.

4.5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including a new station square.

Development guidelines

1. The design of development should respond positively to the importance of Loampit Vale as a major route, and provide an appropriate transition in bulk, scale and massing, towards Lewisham Gateway.
2. Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area. A landmark or way finding building signalling the entrance to Lewisham town centre from Loampit Vale to the west may be acceptable.

3. Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
3. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the Healthy Streets Corridor between Lewisham and Deptford. Development should not result in a reduction in existing footway, cycle lane or carriageway space along Jerrard Street and Thurston Road.
4. Development should be designed having regard to the Carpentright Lewisham Exchange site to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
5. Transport for London proposals for the extension of the Bakerloo line through Lewisham town centre could have an impact on the redevelopment potential of both the Lewisham Retail Park and Carpentright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpentright site), and across a portion of the northern part of the Carpentright site. The bus layover site has been identified as the preferred location for the proposed extension.
6. Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
7. Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.
8. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the trunk sewer will not be allowed.

Commented [SA69]: Respond to consultation – request to make reference to Healthy Streets corridor and no reduction in footway and carriageway space.

Commented [SA70]: Factual update – site is now called Lewisham Exchange

Commented [SA71]: Respond to consultation - Thames Water request to provide text relating to water infrastructure

17-8 100-114 Loampit Vale



| | | | | |
|--|--|----------------------------|---|---------------------------------|
| Site address: | 100-114 Loampit Vale, Lewisham, London, SE13 | | | |
| Site details: | Site size (ha): 0.12, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Industrial, Car services | | | |
| How site was identified: | Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | -Opportunity Area, Regeneration Node , adjacent to Strategic Open Space , -adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Flood Zone 43 , Groundwater Source Protection Zone 11 , Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 29 30 | | Gross non-residential floorspace: Employment 984 298 Main town centre 9 596 | |

Commented [SA72]: Factual update on designations

Commented [SA73]: Factual update – providing additional details on flood risk

Commented [SA74]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Development requirements

1. Positive frontages along Loampit Vale, with active ground floor frontages.
2. Development must respond to the site's transitional position at the edge of the town centre, and be designed to maintain and enhance the continuity of the building line to the west of the railway.
3. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ ~~EC8~~ (Non-designated employment sites).
- 3.4. Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent to the site.

Commented [SA75]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

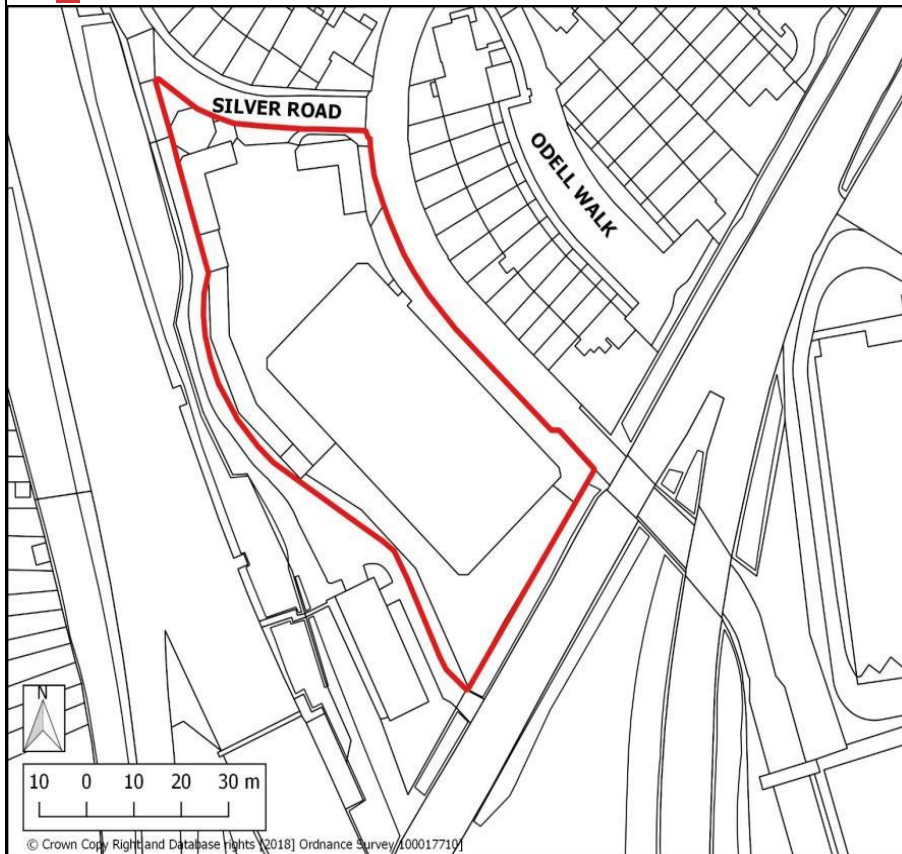
1. The replacement provision of employment floorspace should be ~~in the B1 use class, which is more~~ compatible with the neighbouring properties and the edge of centre location ~~(previous B1 use class)~~.
2. The site presents an opportunity for a moderately scaled development to act as a visual transition to the town centre where taller buildings are located. The new building line should be consistent with and enhance the townscape, positively responding to the terraces to the west of the railway.
3. Development may step up along Loampit Vale towards the railway embankment, where massing should be concentrated, particularly to minimise impact on the properties north and west.
4. ~~Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.~~
5. ~~Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Bell Green trunk sewer will not be allowed.~~
- 3.6. Design should ensure that amenity of neighbouring properties, including the adjoining public house and gardens, is protected, in line with the Agent of Change principle.
- 4.7. Development will be expected to conserve and enhance the setting of the Tabernacle, at Algernon Road, which is a Grade II listed building. It is clearly visible from Loampit Hill and stands out as a local landmark, as helps to function as a wayfinder.
8. The presence of the railway embankment and viaduct will require buildings to be set away to the east of the site.

Commented [SA76]: Factual update – to reflect change to Use Classes

Commented [SA77]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA78]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

10-9 Silver Road and Axion House



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Axion House, 1 Silver Road, London, SE13 7BQ | | | |
| Site details: | Site size (ha): 0.48, Setting: Central, PTAL: In 2015: 1b, In 2021: 1b, In 2031: 1b, Ownership: Private, Current use: Industrial, Vacant land | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Appropriate Location for Tall Buildings , adjacent to Strategic Open Space , Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zones 2, 3a, 3b2, 3 , adjacent to River Ravensbourne , Groundwater Source Protection Zone 1 , Critical Drainage Area | | | |
| Planning Status: | Application submitted (DC/18/109972) – pending decision. granted in May 2020. Started construction. | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 436 141 | | Gross non-residential floorspace: Employment 370.0 Main town centre 370 453 | |

Commented [SA79]: Factual update on designations

Commented [SA80]: Factual update – providing additional details on flood risk

Commented [SA81]: Factual update – on the progress made in redeveloping the site

Commented [SA82]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

DC/18/109972 – Demolition of existing buildings (Axion House) and the construction of buildings to provide 141 residential units and 453m² of flexible B1/A1/A3/D2 commercial uses.

Commented [SA83]: Factual update – to reflect the planning consent granted for the site

Site allocation

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

Opportunities

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

Development requirements

1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ EC8 (Non-designated employment sites).
2. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public access to and landscaping along the river, taking into account the River Corridor Improvement Plan (SPD).

Commented [SA84]: Factual update - to reflect new policy numbers in Regulation 19 plan

Commented [SA85]: Amended for clarity and to aid policy implementation

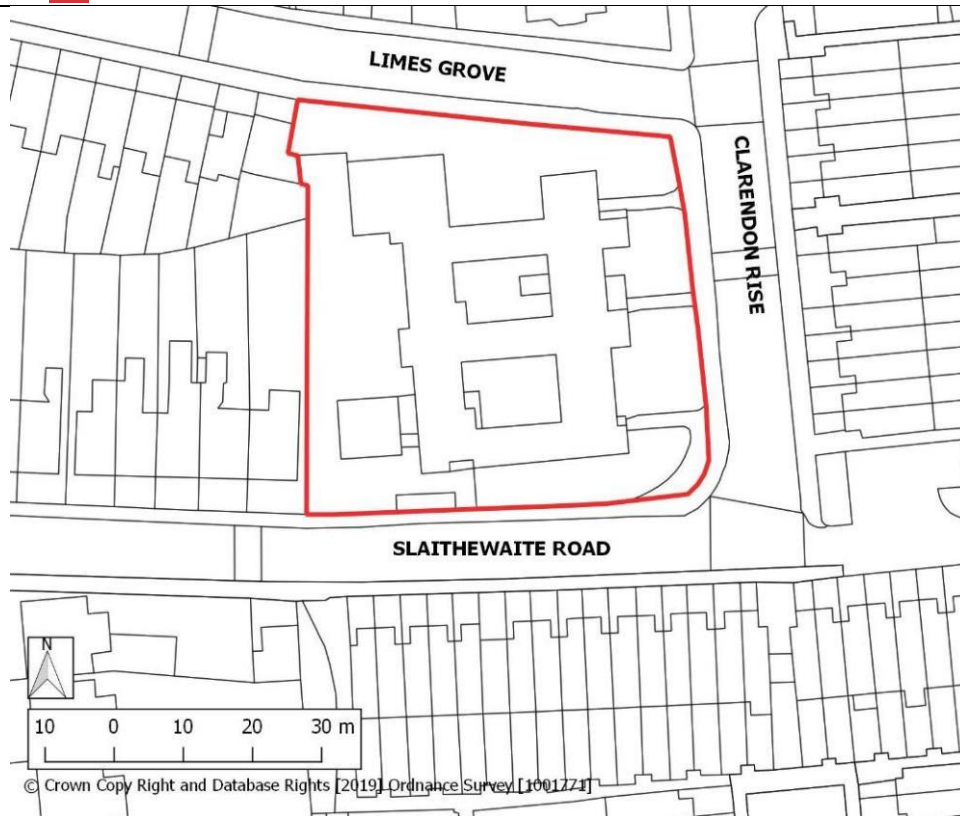
Development guidelines

1. Development should respond positively to the River Ravensbourne and be designed to enhance its amenity value, with walking connections and views through the site to the river, and landscaped public realm alongside it.
2. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
3. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the Ravensbourne trunk sewer will not be allowed.
- 4.4. Development should maximise employment floorspace provision, including through reconfiguration of the existing buildings and spaces, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated employment floorspace.
- 2.5. An element of affordable workspace should be delivered on-site.
- 3.6. The site is situated within a predominantly residential area and consideration will need to be given to the amenity of neighbouring and surrounding properties, including for daylight and sunlight.

Commented [SA86]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA87]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

24-10 House on the Hill at Slaithewaite Road



Site address: 47 Slaithewaite Road, SE13 6DL

Site details: Site size (ha): 0.31 Setting: Urban, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Public Current use: Overnight stay respite centre

How site was identified: Strategic Planning Team (2019)

Planning designations and site considerations: Opportunity area, [Regeneration Node](#), Archaeological Priority Air Quality Management Area, [Flood Zone 1](#), [Groundwater Source Protection Zone 2](#)

Planning Status: ~~None~~ [Pre-application](#)

Timeframe for delivery:

| Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years |
|-----------|------------|-------------|-----------------|
| Yes | | | |

Indicative development capacity:

| Net residential units: | Gross non-residential floorspace: |
|------------------------|------------------------------------|
| 36 52 | Employment 0 Main town centre 0 |

Commented [SA88]: Factual update on designations

Commented [SA89]: Factual update – providing additional details on flood risk

Commented [SA90]: Factual update – on the progress made in redeveloping the site

Commented [SA91]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

Redevelopment for residential use.

Opportunities

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

Development requirements

1. ~~Development must be delivered in accordance with the A21 Development Framework.~~
- 4.2. Redevelopment of the existing residential institution will be subject to Policy ~~HO7~~ **HO6** (Supported ~~and specialised a~~Accommodation)
- 2.3. There are a number of trees of quality located within the site, particularly along its boundary, which must be retained.

Development guidelines

1. The site is located within a predominantly residential area and development should be designed to respond positively to the character of the surrounding properties.
2. Development should be designed in response to the site topography, particularly in terms of building heights and site levels.
3. ~~Development should improve walking, cycling and other active travel modes, contributing to the A21 Healthy Streets corridor. Development should not result in a reduction in existing footway or carriageway space.~~
- 2.4. ~~Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.~~

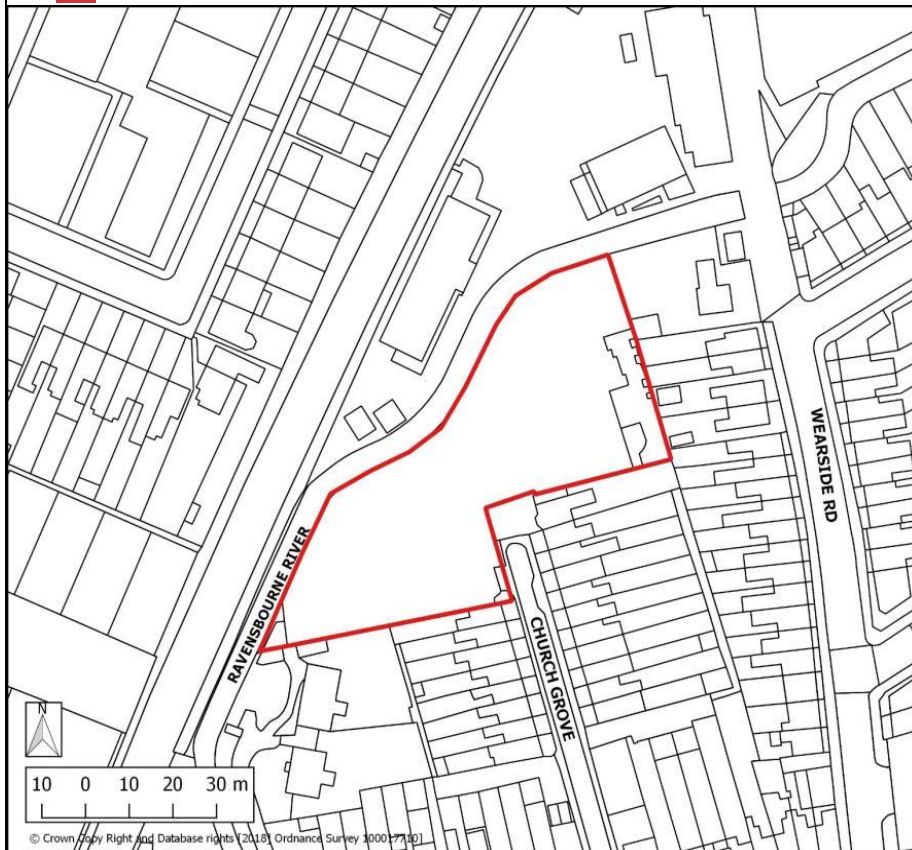
Commented [SA92]: Amended for clarity and to aid policy implementation

Commented [SA93]: Factual update – to reflect new policy numbers and titles in Regulation 19 plan

Commented [SA94]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

Commented [SA95]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

15-11 Church Grove Self-Build



| | | | | |
|--|--|----------------------------|---|---------------------------------|
| Site address: | Land at Church Grove, London, SE13 7UU | | | |
| Site details: | Site size (ha): 0.35, Setting: Central, PTAL: In 2015: 5, In 2021: 5, In 2031: 5, Ownership: Public, Current use: Vacant land | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , adjacent to Conservation Area, adjacent Strategic Open Space , Archaeological Priority Area, Air Quality Management Area, Flood Zones 2 , 3a , 3b3 , Groundwater Source Protection Zone 1 , Critical Drainage Area | | | |
| Planning Status: | Full application DC/17/104264 granted in December 2018 and S73 DC/20/119250 granted in April 2021 . Started construction . | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 33 36 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA96]: Factual update on designations

Commented [SA97]: Factual update – providing additional details on flood risk

Commented [SA98]: Factual update – on the progress made in redeveloping the site

Commented [SA99]: Capacity amended to reflect the planning consents granted for the site

Existing planning consent

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

DC/20/119250 – A S73 application for an additional 3 units.

Commented [SA100]: Factual update – to reflect that planning consent has been granted

Site allocation

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

Opportunities

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

Development requirements

1. Consistent with the planning consent, all residential development must be for self-build housing.
2. Development must make provision of ancillary community facilities or community space.
3. Development must protect and enhance amenity value of the River Ravensbourne, including by providing public access to the river and maintaining an open vista through the site, taking into account the River Corridor Improvement Plan (SPD).

Commented [SA101]: Amended for clarity and to aid policy implementation

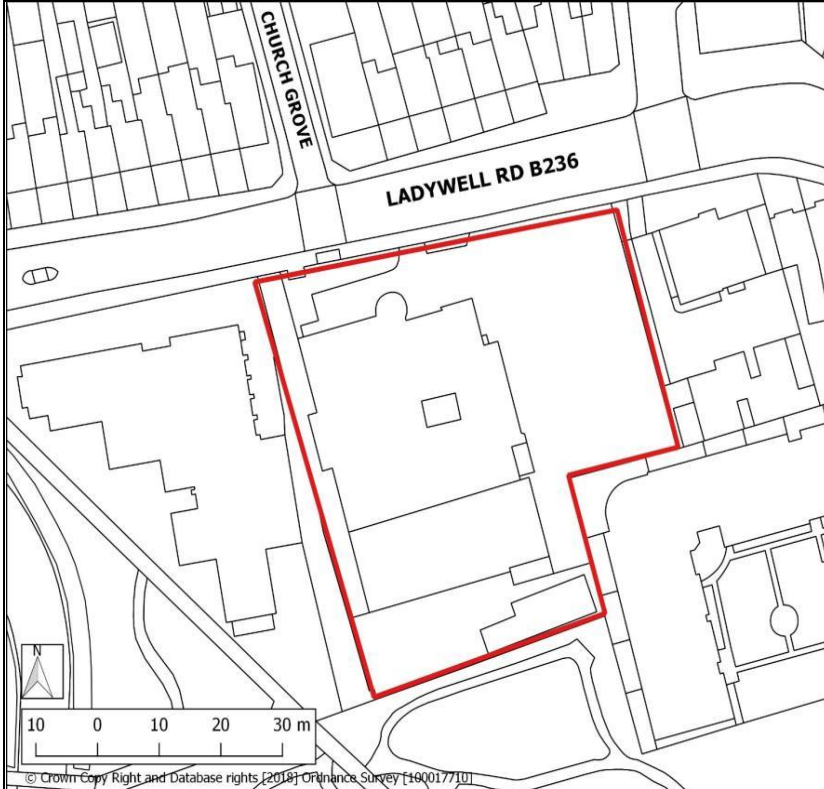
Development guidelines

1. The design of development should respond positively to the site's river setting as well as the surrounding grain along Church Grove.
2. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
3. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek. New connections into the Deptford Church Street trunk sewer will not be allowed and impacts on Deptford Storm Overflow should be avoided.
- 4.4. The southern boundary of the site abuts St Mary's Conservation Area and is within it setting, which development must conserve and enhance.

Commented [SA102]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA103]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

12 Ladywell Play Tower



| | | | | |
|--|--|-------------------|---|------------------------|
| Site address: | Former swimming pool, Ladywell Road, Lewisham, SE13 7UW | | | |
| Site details: | Site size (ha): 0.32, Setting: Central, PTAL: In 2015: 5, In 2021: 5, In 2031: 5, Ownership: Private, Current use: Former swimming pool, Vacant land | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | -Opportunity Area, <u>Regeneration Area</u> , <u>Conservation Area</u> , Archaeological Priority Area, adjacent Metropolitan Open Land, Air Quality Management Area , Air Quality Focus Area , Waterlink Way, Flood Zones 2, <u>3 and 3a</u> , <u>Groundwater Source Protection Zone 1</u> , Critical Drainage Area, Listed Building on site | | | |
| Planning Status: | Pre-application Full application <u>DC/22/126038</u> and Listed Building Consent <u>DC/22/125927</u> was considered at Strategic Planning Committee on 6 th October 2022 | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 33 | | Gross non-residential floorspace: Employment 0 Main town centre 1,459 | |

Commented [SA104]: Factual update on designations

Commented [SA105]: Factual update – providing additional details on flood risk

Commented [SA106]: Factual update – on the progress made in redeveloping the site.

Commented [SA107]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

1. The bulk, massing and building heights of any development within the grounds of the listed building will be expected to be subordinate and complementary to the historic civic character of the immediate context. The historic roofscape including the Baths, St Mary's church, and the Coroners court will be expected to remain dominant in the townscape and skyline.
2. Development proposals should seek opportunities to incorporate flexible space, which could be used as community space.
3. Development should enhance permeability and connections between green/open spaces and town centres. Development on Ladywell Road should help to encourage activity between Ladywell Village and Lewisham High Street.
4. The layout of the site should protect the amenity of Waterlink Way and enable access to it. Waterway Link runs through the site, from Ladywell Fields in the west, along the site's southern boundary with St Mary's Church, then northwards through the site, then along Wearside Road to the north of the site and through to Lewisham town centre.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
- 4.6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan and minimise the risk of flooding or surcharging when emptying swimming pools into the public sewer.

Commented [SA108]: Respond to consultation – Environment Agency request to provide text relating to flood risk

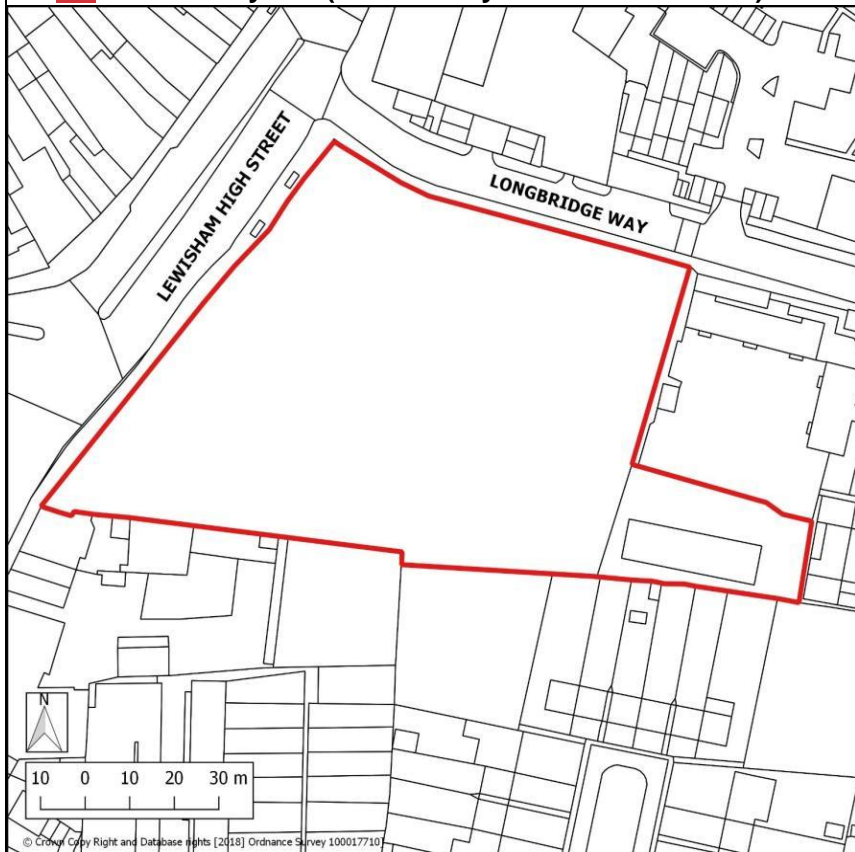
Commented [SA109]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

~~5.7.~~ A tree survey should identify healthy, mature trees to be retained and replaced. Landscaping should form an integral part of the overall design.

~~6.8.~~ Development should maximise opportunities for historical interpretation.

~~9.~~ Large properties exist on either side of the site and there are terraced residential properties on the opposite side of Ladywell Road. To the west of the site is Ladywell Fields, a public open space designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation. To the south of the site, the grounds of St Mary's church are also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.

11-13 PLACE/Ladywell (former Ladywell Leisure Centre)



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

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

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

Planning designations and site considerations: Opportunity Area, [Regeneration Node](#), [Adjacent to Strategic Open Space](#), adjacent Conservation Area, Archaeological Priority Area, adjacent Urban Green Space, Major Centre, Night-time economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, [Groundwater Source Protection Zone 1](#), Critical Drainage Area

Planning Status: Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent ~~for four years~~. [Pre-application](#).

| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years |
|-------------------------|---------------------------|----------------------------|-----------------------------|---------------------------------|
| | Yes | Yes | | |

| | | |
|----------------------------------|--|---|
| Indicative development capacity: | Net residential units: 224 175 | Gross non-residential floorspace: Employment 1,156 462 Main town centre 4,622 1,849 |
|----------------------------------|--|---|

Commented [SA110]: Factual update on designations

Commented [SA111]: Factual update – providing additional details on flood risk

Commented [SA112]: Factual update – on the progress made in redeveloping the site

Commented [SA113]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Existing planning consent

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

Site allocation

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

Opportunities

The site is located within Lewisham major centre and comprises the former Ladywell Leisure Centre and the land adjoining it. Part of the site fronting the High Street has been occupied by a meanwhile use, known as PLACE/Ladywell, consisting of a modular building integrating 24 residential units, housing and workspace. This building is to be demounted and re-located elsewhere in the Borough. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Development will also help to reinvigorate the High Street through active frontages and improved connections with the surrounding residential area.

Commented [SA114]: Factual update – to reflect that there are existing residential units on site

Development requirements

1. Development must integrate with the measures set out in the A21 Development Framework.

Commented [SA115]: Amended for clarity and to aid policy implementation

4.2. Positive frontages along Lewisham High Street and Longbridge Way, with active ground floor frontages on the High Street.

2.3. Proposals involving the redevelopment of the Lewisham Opportunity Pre-School (LOPS) building may be acceptable, subject to appropriate re-provision of community infrastructure within the locality, in line with Policy CI19 (Safeguarding and securing community infrastructure).

Commented [SA116]: Factual update – to reflect new policy numbers in Regulation 19 plan

3.4. The layout and design of development must respond positively to the housing estate immediately adjacent the site to the east, as well as the surrounding residential area. Development should support the delivery of a cohesive urban form and grain, with a clearly articulated network of routes across the site to improve permeability.

4.5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements along the High Street.

Development guidelines

1. Development should set out and reinforce a clear hierarchy of streets, routes and building heights, both within the site and in response to the adjacent network of residential streets.

2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.

Commented [SA117]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

4.4. Residential ground floor frontages may be acceptable away from the High Street including at Longbridge Way.

2.5. The site is adjacent to St Mary's Conservation Area. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.

6. Historic spires are in view of the St Mary's Church.

Commented [SA118]: Respond to consultation – Environment Agency request to provide text relating to flood risk

13-14 Driving Test Centre, Nightingale Grove



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | 44 Ennersdale Road, London, SE13 6JD | | | |
| Site details: | Site size (ha): 0.41, Setting: Central, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Public, Current use: Driving Test Centre | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019) | | | |
| Planning designations and site considerations: | Regeneration Node , Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2 | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 40 | | Gross non-residential floorspace: Employment 1,386 Main town centre 0 | |

Commented [SA119]: Factual update on designations

Commented [SA120]: Factual update – providing additional details on flood risk

Commented [SA121]: Capacities remain the same as Regulation 18 plan

Site allocation

Mixed-use redevelopment comprising compatible residential and commercial uses.

Opportunities

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

Development requirements

1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ ~~EC8~~ (Non-designated employment sites).
2. Development proposals must protect and seek to enhance green infrastructure, including existing mature trees.

Commented [SA122]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

1. The development design should respond positively to the existing residential properties surrounding the site.
2. A fully residential scheme may be acceptable, subject to other policy requirements being satisfied.
3. The site is in proximity to Nightingale Grove, which is part of the London Cycle Network, and Hither Green station. Site access is currently oriented towards automobile users and proposals should seek to enhance walking and cycle access to the site. To contribute to Healthy Neighbourhoods, development should not result in a reduction in existing footway or carriageway space.
4. There is an electricity sub-station located just beyond the site's southern boundary, which will need to be taken into account.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA123]: Respond to consultation – request to reference no reduction on footway or carriageway

Commented [SA124]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

14-15 Land at Nightingale Grove and Maythorne Cottages



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Maythorne Cottages, Nightingale Grove, London, SE13 | | | |
| Site details: | Site size (ha): 0.43, Setting: Central, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Car services, Employment, Community, Vacant land | | | |
| How site was identified: | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | - Regeneration Node , Adjacent to Site of Importance for Nature Conservation, adjacent to Green Corridor, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2 | | | |
| Planning Status: | Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. Full applications DC/18/109200 and DC/18/110288 refused in January and April 2019. Full application DC/19/114830 granted in July 2020. Full application DC/19/113755 granted in November 2020. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 42-22 | | Gross non-residential floorspace: Employment 1,440 179 Main town centre 0 | |

Commented [SA125]: Factual update on designations

Commented [SA126]: Factual update – providing additional details on flood risk

Commented [SA127]: Factual update – on the progress made in redeveloping the site

Commented [SA128]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Existing planning consent

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

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

DC/19/114830 – construction of a building on land off Springbank Road and to the rear of 41-43 Nightingale Grove comprising 2 business units (B1) and 3 one-bedroom and 3 two-bedroom flats.

DC/19/113755 – construction of three buildings at 33 Nightingale Grove to provide 16 residential units (3 one-bedroom and 13 two-bedroom flats).

Commented [SA129]: Factual updates – to reflect that planning consents have been granted on this site

Site allocation

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

Opportunities

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

Development requirements

1. Development must be designed to enhance the station approach and provide for improved legibility, safety and access to the station. Consideration must be given to the underpass and public footpath at the eastern edge of the site boundary.
2. Positive frontages along Nightingale Grove and Maythorne Cottages.
3. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ **EC8** (Non-designated employment sites).
4. Development must retain or ensure appropriate re-provision of the existing day nursery, with priority given to on site re-provision, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
5. Development proposals must protect and seek to enhance green infrastructure, including the Green Corridor and SINC adjacent to the railway embankment.

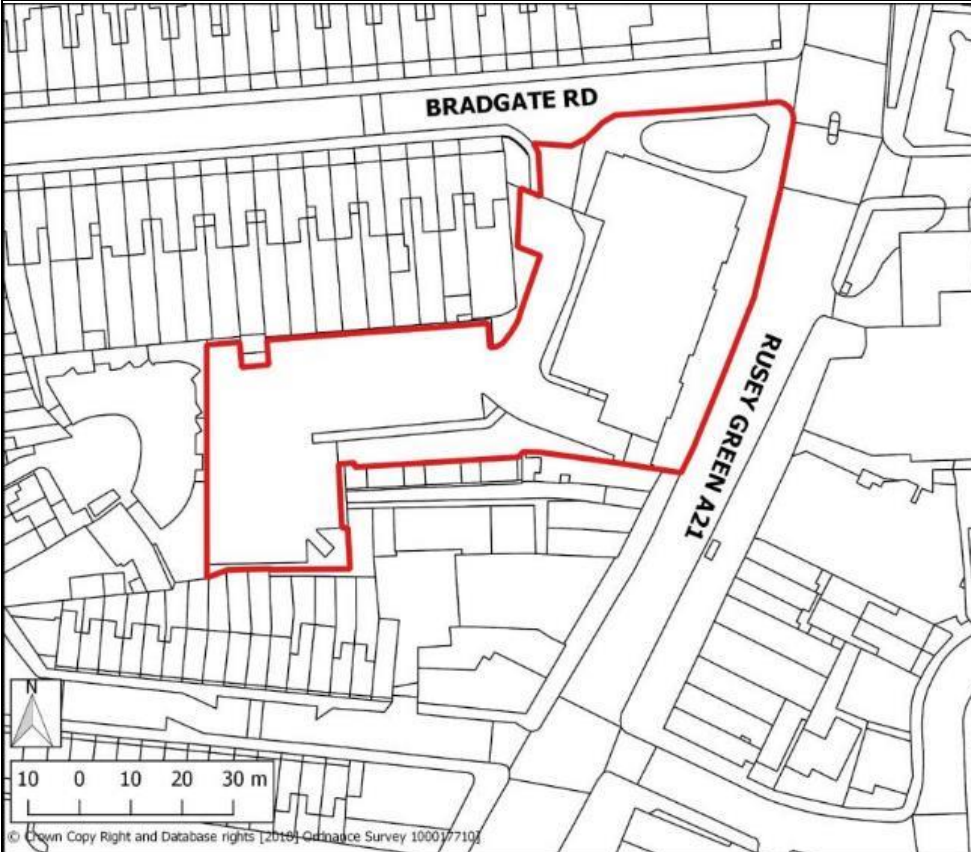
Commented [SA130]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

1. Development should enhance the station approach area through high quality public realm and the introduction of positive frontages along Nightingale Grove and Maythorne Cottages, with active ground floor frontages where possible.
2. In order to improve legibility and access to the station, consideration should be given to the use of sensitively integrated external lighting at the site boundaries.
3. Development must protect and wherever possible improve the amenity of the day nursery, particularly the outdoor play area.
4. Height, scale and massing of development should respond to the residential properties at 41-49 Nightingale Grove and 15-17 Springbank Road.

5. There are several electricity substations located within the site boundary which will need to be taken into account.

23-16 Land at Rushey Green and Bradgate Road (Aldi)



| | | | | |
|--|--|--|---|--|
| Site address: | Rushey Green, Catford, London, SE6 4JD | | | |
| Site details: | Site size (ha): 0.50, Setting: Central, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Private, Current use: Main town centre uses, Retail, Car park | | | |
| How site was identified: | London SHLAA (2017) and Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | -Opportunity Area, Regeneration Node , Archaeological Priority Area, Major Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 2 . | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | 2020/21—2024/25 Years 1-5 | 2025/26—2029/30 Years 6-10 | 2030/31—2034/35 Years 11-15 | 2035/36—3039/40 Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 449 88 | | Gross non-residential floorspace: Employment 0 Main town centre 4, 100 | |

Commented [SA131]: Factual update on designations

Commented [SA132]: Factual update – providing additional details on flood risk

Commented [SA133]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

1. Development should clearly define the edge of the A21 corridor with a well-integrated building line.
2. The existing frontage along Rushey Green should be re-designed as an active frontage that interfaces more positively with the adjoining public realm, marking the site as a transition point into Catford town centre.
3. Development should ensure that town centres uses (such as bars, restaurants, take-aways) do not impact on local amenity, in line with policy EC18 H and K (Culture, creative industries and the night-time economy).
- ~~2-4.~~ Development should improve walking, cycling and other active travel modes, contributing to the A21 Healthy Streets corridor. Development should not result in a reduction in existing footway or carriageway space.
~~Rosenthal House, opposite on the eastern side of Rushey Green, establishes a wayfinding precedent at this end of the town centre, which this site may work in conjunction with to enhance townscape and legibility.~~
- ~~3-5.~~ Whilst the residential character and scale of Bradgate Road should be acknowledged in massing ~~to north along the northern boundary~~, the width of the A21 offers an opportunity for more moderately scaled development, subject to amenity considerations.
- ~~4-6.~~ Development ~~will also need to take into account the~~ should be designed to protect the amenity of properties at Bradgate Road to the north, Patrol Place and Wildfell Road to the south and Scrooby Street to the west, having regard to the Agent of Change principle and policy QD10 (Infill and backland sites, garden land and amenity areas).

Commented [SA134]: Respond to consultation – request that reference is made to the established residential area

Commented [SA135]: Factual update – to reference correct name of document

Commented [SA136]: Respond to consultation – request for text managing the concentration of uses and night time economy

Commented [SA137]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

Commented [SA138]: Respond to consultation – in response to objections to wayfinding precedent and equal or taller building on this site

Commented [SA139]: Respond to consultation – request to protect the amenity of the surrounding streets

19-17 Catford Shopping Centre and Milford Towers



| | | | | |
|--|--|---|--|---------------------------------|
| Site address: | Catford Shopping Centre, Winslade Way, Catford, SE6 4J | | | |
| Site details: | Site size (ha): 3.42, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Public, Current use: Main town centre uses, Retail, Residential, Car park | | | |
| How site was identified: | London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Appropriate Location for Tall Buildings , Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 21, Groundwater Source Protection Zone 11, Critical Drainage Area | | | |
| Planning Status: | None Pre-application for part of the site at Thomas Lane Yard | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 1084 | | Gross non-residential floorspace: Employment 4,944 5,387 Main town centre 7,560 21,546 | |

Commented [SA140]: Factual update on designations

Commented [SA141]: Factual update – providing additional details on flood risk

Commented [SA142]: Factual update – on the progress made in redeveloping the site

Commented [SA143]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Commented [SA144]: Respond to consultation - landowner request that reference is made to the existing retail store

Development requirements

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

Commented [SA145]: Factual updates – to reference correct names of the documents

Development guidelines

1. It is important that development is designed to improve walking links through the site to Catford Broadway and Rushey Green. Routes should form part of and integrate with a network of new and existing connections to other key sites as well as to Catford and Catford Bridge stations.

2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
- 4.4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Splitting flows across various connection points may be required as the existing network consists of small diameter pipes. An existing drainage plan should be submitted to aid in assessing pipe capacity.
- Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the high level of public transport accessibility.
- 2.5. Building heights, scale and massing should provide for an appropriate transition from the perimeter of the site and its surrounds.
- 3.6. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, including a replacement large supermarket, and be designed to provide flexibility to enable sub-division of units.
- 4.7. Active or animated frontages should be integrated on all main routes around and through the site, and within buildings that address the street, including at Thomas' Lane and Holbeach Road.
- 5.8. Development must make appropriate provision for and enhance Catford Market, with public realm treatments to generate visual interest and attract footfall.

Commented [SA146]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

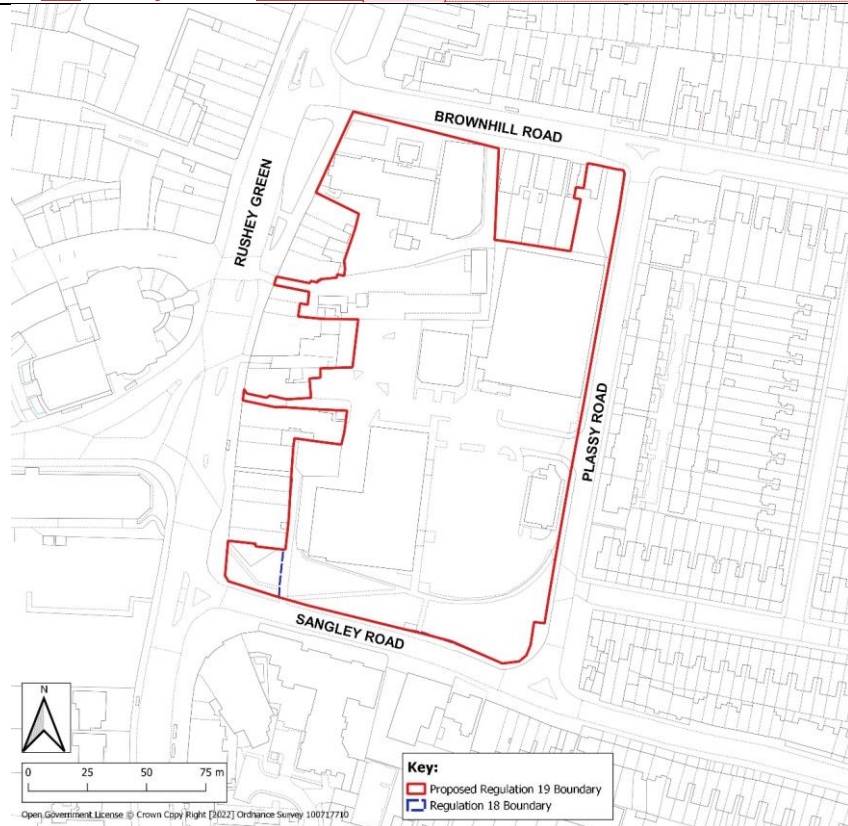
Commented [SA147]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA148]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

Commented [SA149]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

Commented [SA150]: Respond to consultation - landowner request that reference is made to the existing retail store

20-18 Plassy Road Catford Island



Commented [SA151]: Factual update – the site allocation name has changed

Commented [SA152]: Respond to consultation – boundary amended to include TFL land

| | | | | |
|--|---|---------------------------------|---|------------------------|
| Site address: | Catford Island Retail Park, Plassy Road, Catford, SE6 2AW | | | |
| Site details: | Site size (ha): <u>2.24</u> <u>2.28</u> , Setting: Central, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Private, Current use: Main town centre uses, Retail, Residential, Car park | | | |
| How site was identified: | London SHLAA (2017), Catford Town Centre AAP (Withdrawn), Lewisham Call for Sites (2015 and 2018) and Catford Masterplan | | | |
| Planning designations and site considerations: | Opportunity Area, <u>Regeneration Node</u> , <u>Appropriate Location for Tall Buildings</u> , Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, <u>Groundwater Source Protection Zone 1</u> | | | |
| Planning Status: | Full applications <u>DC/17/103748 for part of the site</u> granted <u>on appeal</u> in March 2019 and August 2021. <u>Pre-application for remainder of the site.</u> | | | |
| Timeframe for delivery: | <u>Years 1-5</u> <u>Yes</u> | <u>Years 6-10</u> <u>Yes</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 602 | | Gross non-residential floorspace: Employment 6,206 Main town centre 6,206 | |

Commented [SA153]: Factual update on designations

Commented [SA154]: Factual update – providing additional details on flood risk

Commented [SA155]: Factual update – on the progress made in redeveloping the site

Commented [SA156]: Capacities remain the same as Regulation 18 plan

Existing planning consents

DC/17/103748 – Full application granted on appeal in March 2019 for the demolition of existing buildings at Catford Timber Yard, 161 Rushey Green, SE6 and the construction of an eight-storey building to provide 42 residential units and 261 ~~sqm~~ m² (B1a) office space, together with the provision of disabled parking, play area and landscaping.

DC/20/117525 – Full application granted in August 2021 for the demolition of existing buildings at Catford Timber Yard, 161 Rushey Green, SE6 and the construction of an eight-storey building to provide 42 residential units and 261 m² (B1a) office space, together with the provision of disabled parking, play area and landscaping

Commented [SA157]: Factual update – to reflect that planning consents have been granted on this site.

Site allocation

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

Opportunities

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

Development requirements

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

Commented [SA158]: Amended for clarity and to aid policy implementation and factual update - to reference correct name of document.

Development guidelines

1. In order to optimise the site's capacity, and to ensure a more complementary fit with the prevailing urban grain, 'out of centre' style low-density large format units or

warehouses will be resisted. Development should create a positive relationship with the planned changes to and realignment of the South Circular, with active ground floor frontages - complemented by appropriate buffers and set back distances.

2. Retail and commercial elements should reflect the site's immediate town centre context, providing a mix of unit sizes and workspaces to support a wide range of uses and businesses.
3. The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook walking routes within and adjacent to the site.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Lewisham trunk sewer will not be allowed.
- 3-6. The design of development should respond positively to the residential properties to the site's east, having regard to existing townscape features. Tall buildings should be located centrally on the site and not be located along the site's eastern boundary.
7. Green space across the site should contribute towards a network of green infrastructure across the town centre.
- 4-8. Development should improve walking, cycling and other active travel modes between Sangley Road, the Corbett Estate and Catford Town Centre, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
- 5-9. Options for the site currently occupied by Eros House should be explored to better integrate it into a comprehensive scheme for the wider site allocation.

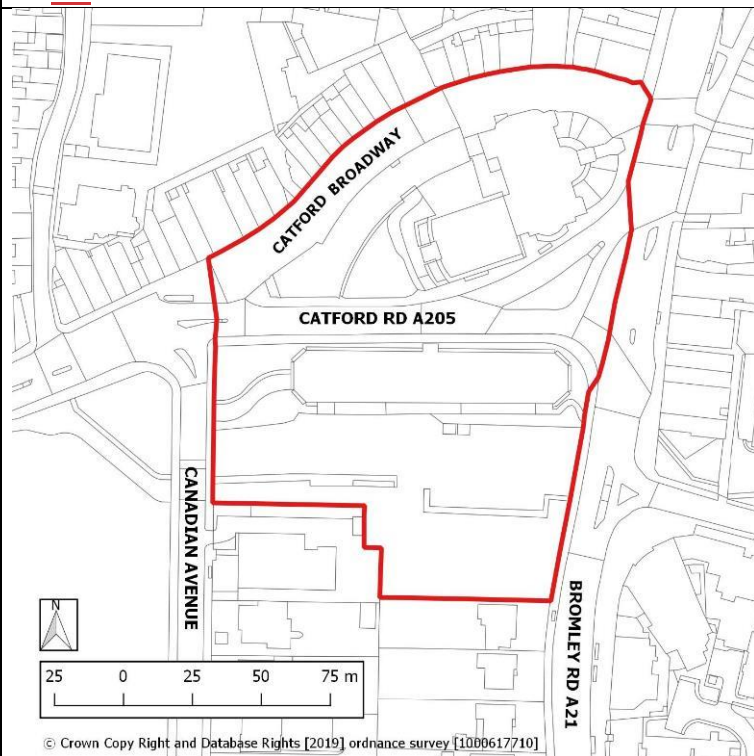
Commented [SA159]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA160]: Respond to consultation – Thames Water request to provide text relating to water infrastructure.

Commented [SA161]: Respond to consultation – landowner request to provide text relating to tall buildings, to reflect the content of the Catford Town Centre Framework

Commented [SA162]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

21-19 Laurence House and Civic Centre



| | | | | |
|--|---|---|--|---------------------------------|
| Site address: | Laurence House, 1 Catford Road, Catford, London, SE6 4RU | | | |
| Site details: | Site size (ha): 2.21, Setting: Central, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Public, Current use: Civic Offices, Library, Car park | | | |
| How site was identified: | Call for Sites (2015), London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Appropriate Location for Tall Buildings , Growth Corridor , adjacent Conservation Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, Flood Zones 4 and 2, Groundwater Source Protection Zone 1 , Critical Drainage Area, 1 Listed Buildings on site | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 262 | | Gross non-residential floorspace: Employment 12,935 Main town centre 6,017 | |

Commented [SA163]: Factual update on designations

Commented [SA164]: Factual update – providing additional details on flood risk

Commented [SA165]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

1. To ensure comprehensive development of the site, proposals must be delivered in accordance with the Catford Town Centre ~~Masterplan Framework, taking into account and integrate with the measures set out in~~ the A21 ~~Corridor Intensification and Development SPD Framework~~.
2. Provision of a mix of main town centre uses, incorporating civic and cultural uses.
3. ~~Preserve or enhance the Broadway Theatre as a performance facility.~~
- 2.4. Applicants must work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
- 3.5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public realm enhancements along Catford Road and Catford Broadway, with priority given to walking and cycle movements in order to improve connectivity between the site and the town centre to the north.

~~Preserve or enhance the Broadway Theatre.~~

Development guidelines

1. The bulk, scale, massing and height of development should respond positively and sensitively to the site location. Careful consideration should be given to heritage assets within and adjacent to this site, including the Grade II listed Broadway Theatre and Culverley Green Conservation Area.
2. ~~Development should be designed to protect the amenity of residential properties, taking into account the theatre's out of hours' access and servicing needs, in line with the Agent of Change principle.~~
- 4.3. The siting and design of new development should consider existing framed views of the town centre from Bromley Road.
- 2.4. Work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
5. The layout of the site should promote green links, along with safe walking and cycling routes between Canadian Avenue and Bromley Road, separate from the A205.

Commented [SA166]: Amended for clarity and to aid policy implementation and factual update – to reference correct name of document

Commented [SA167]: Respond to consultation – request to include performance facility, to ensure it retains it's current use

Commented [SA168]: Respond to consultation – request to reference out of hour's access for the Theatre and agent of change principle

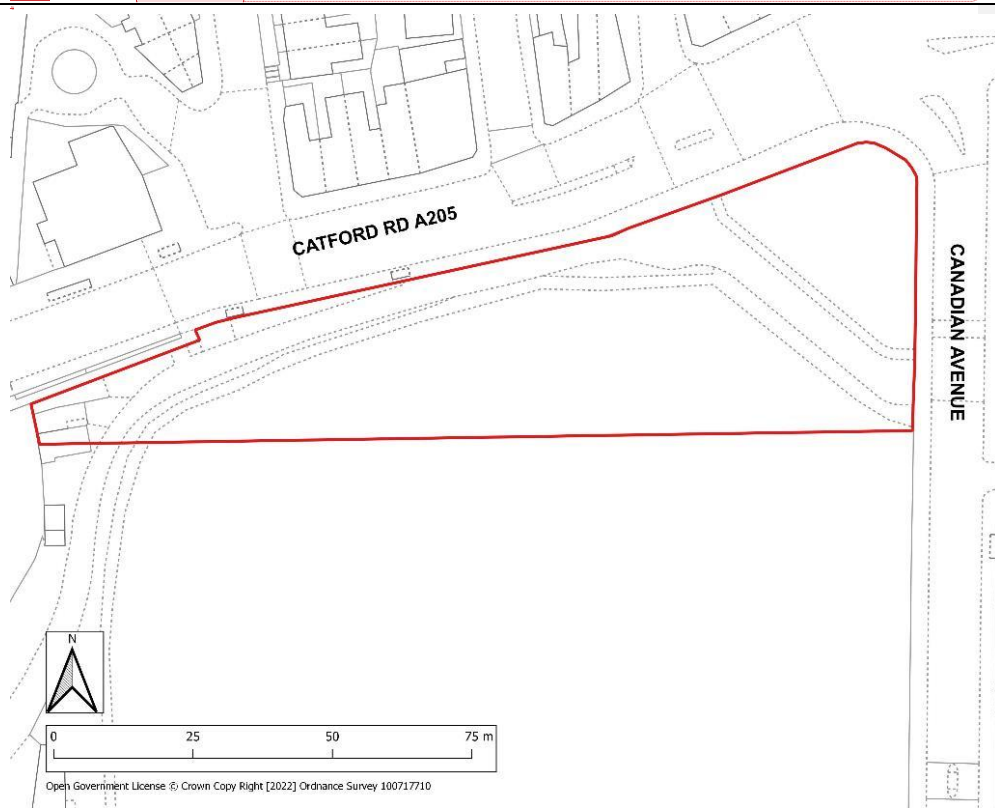
6. Development should improve opportunities for walking, cycling and other active travel modes along A205 Catford Road, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
7. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer will not be allowed.

Commented [SA169]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

Commented [SA170]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA171]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

20 South Circular



Commented [SA172]: New site allocation added

| | | | | |
|--|--|-------------------|---|------------------------|
| Site address: | South Circular, Catford, London | | | |
| Site details: | Site size (ha): <u>0.42</u> , Setting: Central, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Public Current use: Transport infrastructure | | | |
| How site was identified: | <u>Strategic Planning Team (2022)</u> | | | |
| Planning designations and site considerations: | Opportunity Area, <u>Regeneration Node</u> , Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, <u>Public Open Space</u> , <u>Adjacent to Metropolitan Open Land</u> , Waterlink Way, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2,3a,3b, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> <u>Yes</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units 0 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA173]: Factual update on designations

Site allocation

Re-routing of the A205 South Circular.

Opportunities

The A205 South Circular currently runs to the north of Laurence House. The busy and congested road currently severs the Civic Centre area and creates a barrier to movement for pedestrians. Complicated road junctions and a lack of safe pedestrian crossing points and cycle lanes further exacerbate the situation. A new road layout design, with Catford Road realigned to the south of Laurence House, provides an opportunity to create a much improved consolidated and people focused public realm at the heart of the revitalised town centre. The provision of large and flexible open spaces, to enhance the setting of existing and new buildings, could allow for a range of activities to take place.

Development requirements

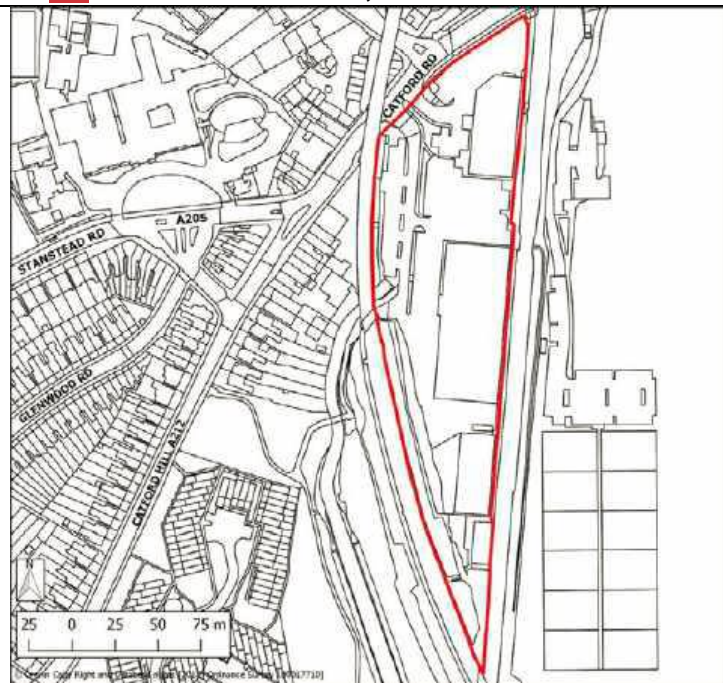
1. The land is required for the re-routing of the A205 South Circular.
2. De-designation of the Metropolitan Open Land located within the St Dunstan's College will be de-designated, and used solely for the purposes of re-routing the A205 South Circular.

Development guidelines

1. The re-routed A205 South Circular should enable better flow of pedestrians and cyclists along the new road.
- ~~2.~~ Development should improve opportunities for walking, cycling and other active travel modes along A205 Catford Road, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.

Commented [SA174]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

22-21 Wickes and Halfords, Catford Road



| | | | | |
|--|--|---------------------------------|--|------------------------|
| Site address: | 1-7 Catford Hill, Catford, London, SE6 4NU | | | |
| Site details: | Site size (ha): 2.06, Setting: Central, PTAL: In 2015: 4-6b, In 2021: 4-6b, In 2031: 4-6b, Ownership: Private, Current use: Main town centre uses, Retail, Car park | | | |
| How site was identified: | London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan | | | |
| Planning designations and site considerations: | Opportunity Area, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent Metropolitan Open Land, adjacent Urban Green Space, Major Centre, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, South-east London Green Chain Area, Waterlink Way, Flood Zones <u>2, 3a, 3b1, 2, 3, River Ravensbourne on-site and culverted, Groundwater Source Protection Zone 1</u> , Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> <u>Yes</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 512 | | Gross on-residential floorspace: Employment 8,946 Main town centre 2,982 | |

Commented [SA175]: Factual update – providing additional details on flood risk

Commented [SA176]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

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

Commented [SA177]: Factual update – to reference correct name of document

Commented [SA178]: Amended for clarity and to aid policy implementation

Development guidelines

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

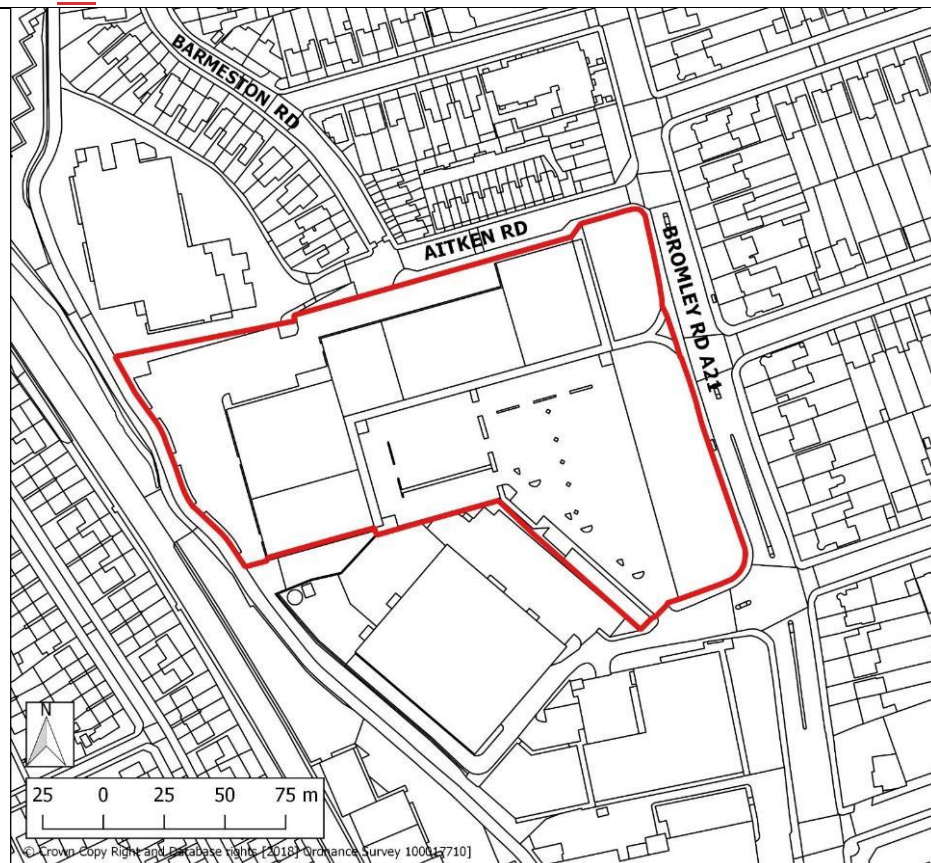
3. To minimise overshadowing on existing homes to the west, the taller elements of development should be located towards the eastern part of the site, whilst ensuring there is no adverse impact on the Metropolitan Open Land nearby.
4. Waterlink Way runs along the site's western and northern boundaries, providing a direct connection to the South Circular and wider town centre area, and via subway to Catford and Catford Bridge railway stations. Development should provide a contiguous link and improve opportunities for walking and cycling movement and other active travel modes and deliver the Greenwich to Kent House Cycleway along the Waterlink Way. Development should not result in a reduction in existing footway or carriageway space.
5. Development should maximise opportunities to enhance the ecological quality and amenity provided by the River Ravensbourne, including by revealing the river through ~~decul~~verting, repairing gaps in Waterlink Way and improving public access to it.
6. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, maximise opportunities for river restoration and protect the sensitive groundwater zone.
7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer on Catford Hill will not be allowed. There are opportunities to daylight the Ravensbourne which is culverted on this site and expand the surface water network.
- 4.8. Proposals should investigate and maximise opportunities to facilitate links through the railway arches.
- 5.9. Commercial uses will be supported underneath the railway arches, at the western edge of the site, with priority given to uses that are likely to attract footfall to the town centre and are highly compatible with residential uses.

Commented [SA179]: Respond to consultation – request for reference to the Greenwich to Kent House cycleway and no reduction in footway and carriageway

Commented [SA180]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA181]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

48-22 Ravensbourne Retail Park



| | | | | |
|--|---|---|---|---------------------------------|
| Site address: | 134 Bromley Rd, Bromley, London, SE6 2QU | | | |
| Site details: | Site size (ha): 2.46, Setting: Central, PTAL: In 2015: 4, In 2021: 4, In 2031: 4, Ownership: Private, Current use: Out of centre retail | | | |
| How site was identified: | Call for Site (2015), London SHLAA (2017) and Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | Regeneration Node , Appropriate Location for Tall Buildings , Conservation Area, Archaeological Priority Area, adjacent to Strategic Industrial Land, Air Quality Management Area, Flood Zones 2 , 3a , 3b , 1.2.3 , Groundwater Source Protection Zone 1 , Critical Drainage Area, adjacent to Strategic Open Space , South East London Green Chain Walk | | | |
| Planning Status: | None Pre-application | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 343 367 | | Gross non-residential floorspace: Employment 9,742 74,986 Main town centre 12,786 1,937 | |

Commented [SA182]: Factual update – providing additional details on flood risk

Commented [SA183]: Factual update on designations

Commented [SA184]: Factual update – on the progress made in redeveloping the site

Commented [SA185]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Development requirements

1. Development proposals must be delivered in accordance with the A21 ~~Corridor Intensification and Development SPD~~ Development Framework.
2. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, with direct walking and cycle access to a riverside amenity space.
3. Positive frontages along Bromley Road and Aitken Road.
4. Development must be designed to improve the ecological quality, carbon storage, flood storage and public amenity value of the River Ravensbourne, and seek to re-naturalise the river where feasible, taking into account the River Corridor Improvement Plan SPD.
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - a. Provision of new public open and/or green space, linking to Aitken Road.
 - b. Public open space along the river.
 - c. Public realm enhancements along Bromley Road with the retention of the current green space and an ~~to improve the~~ walking and cycle environment.

Commented [SA186]: Factual update – to reference correct name of document

Commented [SA187]: Amended for clarity and to aid policy implementation

Commented [SA188]: Amended for clarity and to aid policy implementation

Development guidelines

1. Development should clearly define the edge of the A21 corridor with a well-integrated building line, including by extending the established building line to the north.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
3. A positive frontage should be established along the south side of Aitken Road to create a 'two-sided' street which relates sympathetically to the properties to the north.
4. Development should be designed so that primary vehicular access is from the A21 and Aitken Road. Opportunities should be explored to align the street network with

Commented [SA189]: Respond to consultation – request to reference A21 Healthy Streets Corridor and no reduction in existing footway or carriageway space.

Barmeston Road to create a contiguous layout, where this would help to improve circulation and not adversely impact on local amenity.

~~3.5.~~ Taller buildings that help with way finding along the A21 corridor may be acceptable, with development stepping up from Bromley Road. Taller elements should be positioned towards the centre of the site to manage and mitigate impacts on amenity, including overshadowing, on the surrounding residential areas.

~~4.6.~~ Part of the site falls within the Culverley Green Conservation Area, which development must respond to positively ~~to~~.

~~7.~~ Buffers between the adjoining employment sites will need to be introduced, and where they are existing, enhanced. These should include elements of green infrastructure wherever feasible.

~~8.~~ Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

~~9.~~ Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network.

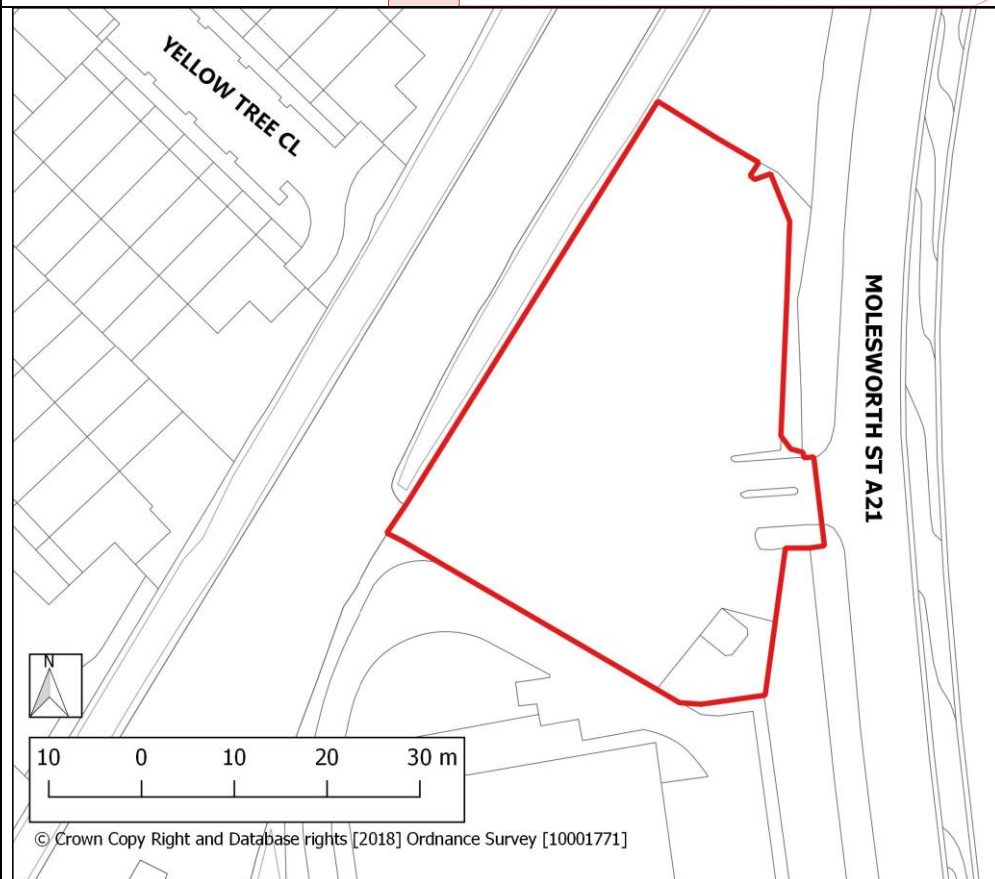
~~5.10.~~ Commercial uses that are compatible with existing and new residential properties -will be supported in principle. All such provision should complement existing uses at the Bromley Road SIL to reinforce the local node of employment generating activity.

~~6.11.~~ Where main town centre uses are incorporated these should not adversely impact on the town centre network. Development will be expected to achieve a significant reduction in the current amount of retail floorspace, with replacement retail provision focussed on servicing the site and its immediate surrounds.

Commented [SA190]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA191]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7 Molesworth Street Car Park



Commented [SA192]: Respond to consultation - the site allocation has been removed from the Plan as it is needed as a flood storage site.

Site address: Molesworth Street Car Park, Lewisham, London, SE13 7DS

Site details: Site size (ha): 0.18, Setting: Central, PTAL: In 2015: 5-6a, In 2021: 5-6a, In 2031: 5-6a, Ownership: Public, Current use: Car park

How site was identified: Strategic Planning Team (2019)

Planning designations and site constraints: Opportunity Area, Area of Archaeological Priority, adjacent Site of Importance for Nature Conservation, Locally Significant Industrial Site, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Waterlink Way, Flood Zone 3b, Critical Drainage Area.

Planning Status: None

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

Indicative development capacity:

Net residential units:
0

Non-residential floorspace:
Employment: 5,670
Main town centre 0

Site allocation

Redevelopment of existing car park for commercial uses.

Opportunities

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

Development requirements

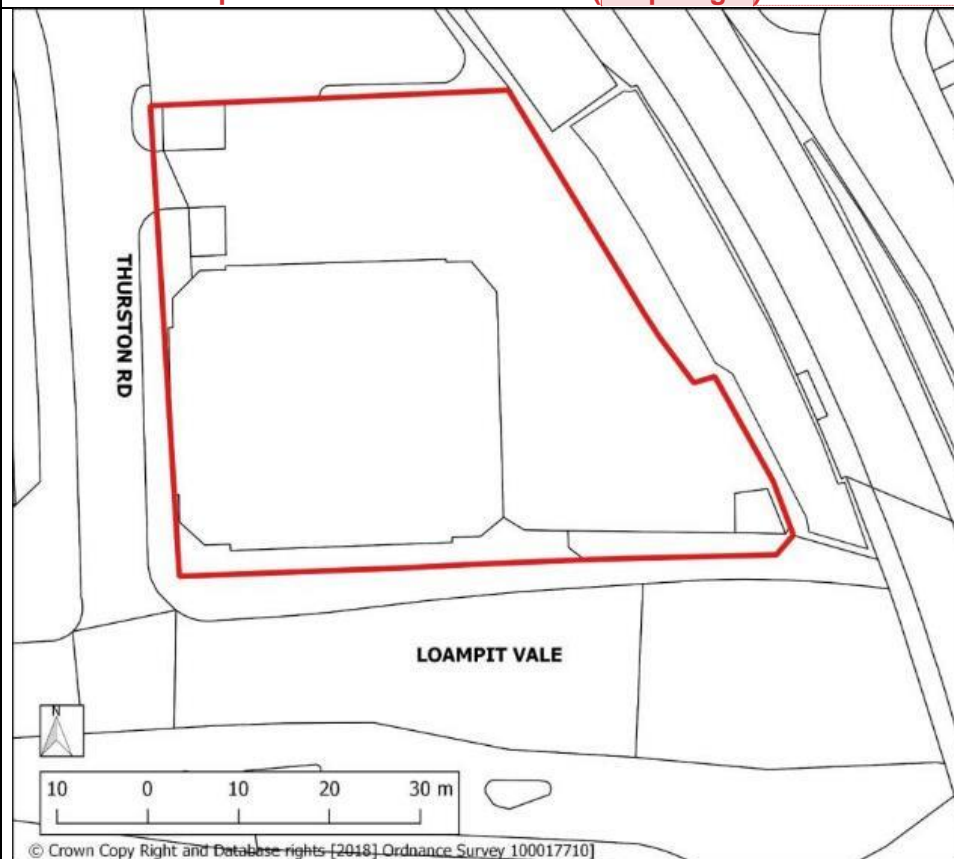
- Development must not compromise the functional integrity of the employment location, in line with Policy EC-5 (Locally Significant Industrial Sites).
- The nature of the commercial uses must be compatible with and not harm the amenity of the main town centre and residential uses in proximity to the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

Development guidelines

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

9 Land at Loampit Vale and Thurston Road (Carpentright)

Commented [SA193]: Factual update – the site allocation has been removed from the Plan as it has been completed.



| | | | | |
|--|---|-----------------|---|-----------------|
| Site address: | Carpentright Site, Loampit Vale, Lewisham, SE13 7SN | | | |
| Site details: | Site size (ha): 0.28, Setting: Central, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Main town centre uses, Retail | | | |
| How site was identified: | Lewisham Town Centre Local Plan (2014) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a, Critical Drainage Area | | | |
| Planning Status: | Full application DC/17/102049 granted in February 2018 | | | |
| Timeframe for delivery: | 2020/21—2024/25 | 2025/26—2029/30 | 2030/31—2034/35 | 2035/36—2039/40 |
| Indicative development capacity: | Net residential units: 242 | | Gross non-residential floorspace: Employment 0 Main town centre 960 | |

Existing planning consent

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

Site allocation

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

Opportunities

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

Development requirements

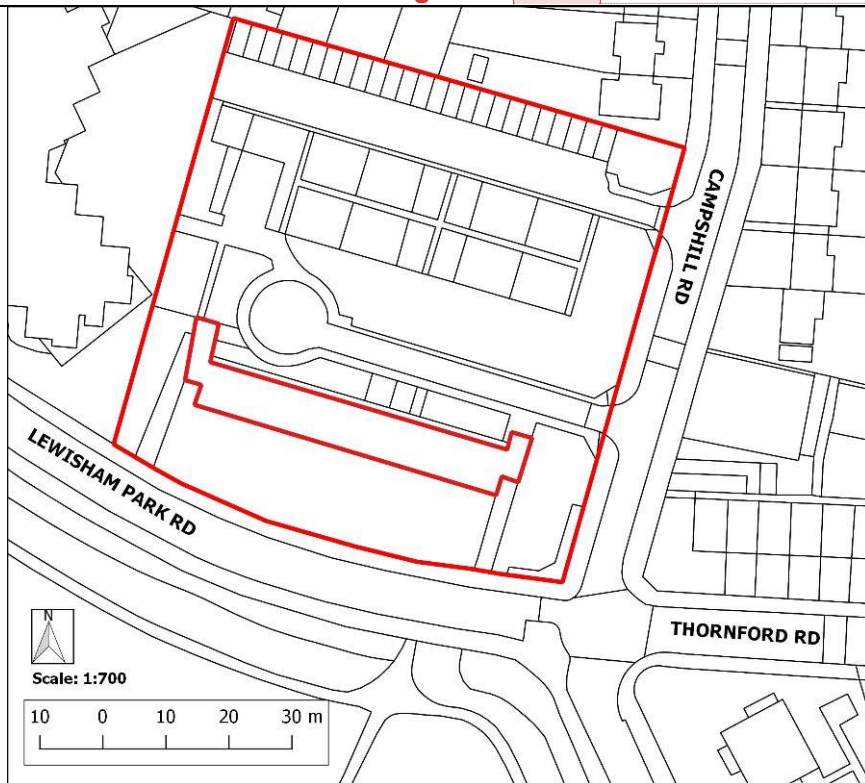
- Development must not prejudice the delivery of transport infrastructure, including the Bakerloo Line extension.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced connections to Lewisham interchange.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

Development guidelines

- The design of development should respond positively to the importance of Loampit Vale as a major route, and provide an appropriate transition in bulk, scale and massing towards Lewisham Gateway.
- Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area.
- Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
- Proposals should be designed having regard to the Lewisham Retail Park site to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.

- ◆ Transport for London proposals for the extension of the Bakerloo Line through Lewisham town centre could have an effect upon the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
- ◆ Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
- Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.

-16 Land to the rear of Chiddingstone House



Commented [SA194]: Factual update – the site allocation has been removed from the Plan as it has been completed.

| | | | | |
|--|--|-----------------|-----------------|-----------------|
| Site address: | Lewisham Park, SE13 6QU | | | |
| Site details: | Site size (ha): 0.51, Setting: Central, PTAL: In 2015: 4-5, In 2021: 4-5, In 2031: 4-5, Ownership: Public, Current use: Garages | | | |
| How site was identified: | Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | Opportunity Area, adjacent to Conservation Area, Archaeological Priority Area, Air Quality Management Area, Flood Zone 1? | | | |
| Planning Status: | Full application DC/14/089027 granted in December 2014. Minor Material Amendment application DC/16/099284 granted in January 2017. Started construction. | | | |
| Timeframe for delivery: | 2020/21—2024/25 | 2025/26—2029/30 | 2030/31—2034/35 | 2035/36—2039/40 |
| Indicative development capacity: | <div> <div>Yes</div> <div> <div>Net residential units:</div> <div>53</div> </div> <div> <div>Gross non-residential floorspace:</div> <div>Employment 0</div> <div>Main town centre 0</div> </div> </div> | | | |

Existing planning consent

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

DC/16/099284 – An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission (DC/14/089027) in order to allow an increase in two residential units (total of 53).

Site allocation

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

Opportunities

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

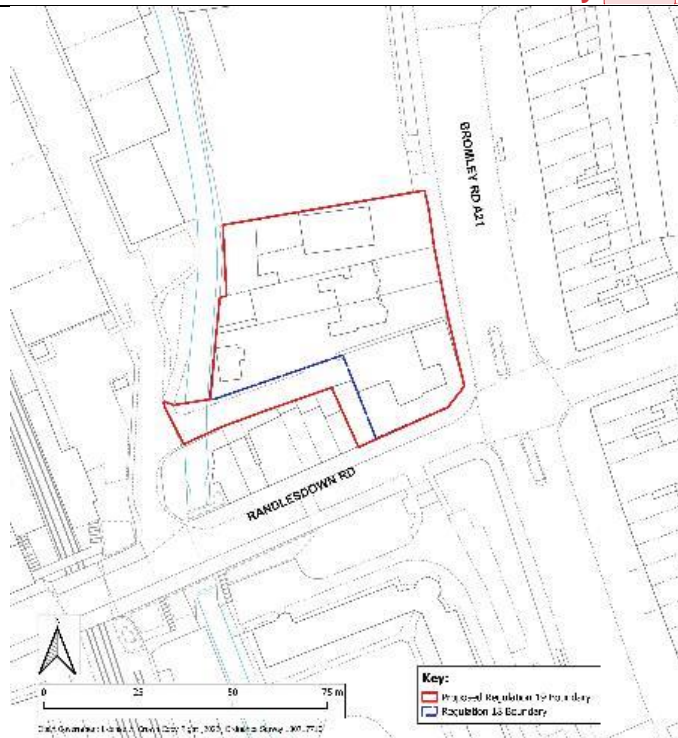
Development requirements

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

Development guidelines

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

25 Land at Randlesdown Road and Bromley Road



Commented [SA195]: Factual update – the site has been removed from the Plan as mixed use development is not suitable or deliverable on this SIL land without compensatory SIL being provided elsewhere.

| | | | | | | |
|---|--|-----------------|---|-----------------|--|--|
| Site address: | Land at the corner of Randlesdown and Bromley Road, SE6 2XA | | | | | |
| Site details: | Site size (ha): 0.30, Setting: Urban, PTAL: In 2015: 4, In 2021: 4, In 2031: 4, Ownership: Private, Current use: Industrial | | | | | |
| How site was identified: | Strategic Planning Team (2019) | | | | | |
| Planning designations and site constraints: | Strategic Industrial Land, Archaeological Priority Area, Critical Drainage Area, adjacent Local Centre, adjacent Strategic Area of Regeneration. | | | | | |
| Planning Status: | | | | | | |
| Timeframe for delivery: | 2020/21—2024/25 | 2025/26—2029/30 | 2030/31—2034/35 | 2035/36—2039/40 | | |
| Indicative development capacity: | Net residential units: 0 | | Gross non-residential floorspace: Employment 3,780 Main town centre 945 | | | |

Site allocation

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

Opportunities

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

Development requirements

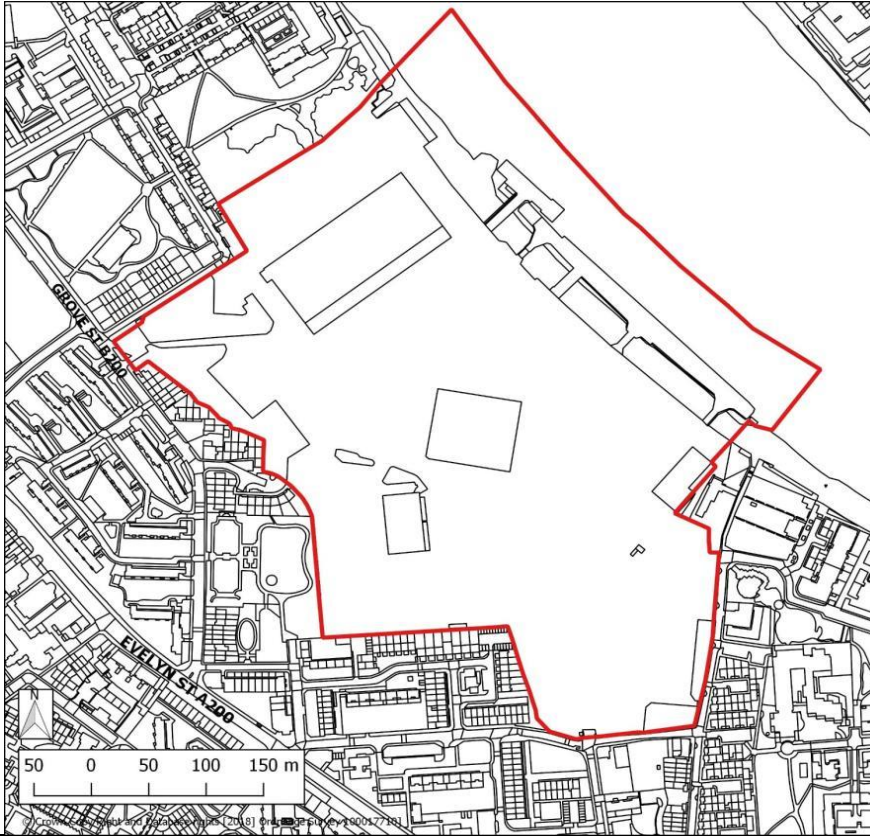
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Commercial and industrial uses must be the principal uses, supported by ancillary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

Development guidelines

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

North Area

1 Convoys Wharf Mixed-Use Employment Location



| | | | | |
|---|---|---|--|---------------------------------|
| Site address: | Convoys Wharf, London, SE8 3JF | | | |
| Site details: | Site size (ha): 20.46, Setting: Central, PTAL: In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, Ownership: Private, Current use: Former Shipwrights house, Employment | | | |
| How site was identified: | Lewisham Core Strategy (2011) and London SHLAA (2017) | | | |
| Planning designations and site cons considerations: | Opportunity Area, Regeneration Node , Appropriate Location for Tall Buildings , Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Public Open Space , adjacent to Strategic Open Space , Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, 2 , adjacent to River Thames , Tidal flood defences present on-site , Listed Buildings on site | | | |
| Planning Status: | Full application DC/13/083358 called in by Secretary of State was determined by the Mayor of London in March 2014 and planning permission was granted in March 2015. The first three plots were granted in June 2020 and started construction in early 2022. Reserved matters applications will have been submitted during 2022 granted between August 2021 and September 2022. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 Yes | Beyond 15 years |

Commented [SA196]: Factual update on designations

Commented [SA197]: Factual update – providing additional details on flood risk

Commented [SA198]: Factual update – on the progress made in redeveloping the site

| | | |
|----------------------------------|---|--|
| Indicative development capacity: | Net residential units: 3,514 <u>3,500</u> | Gross non-residential floorspace: Employment 45,500 <u>47,700</u> Main town centre 50,400 |
|----------------------------------|---|--|

Commented [SA199]: Capacities amended to reflect the planning consents granted for the site

Existing planning consent

DC/13/083358 outline application - resolved to grant planning permission by Mayor of London in March 2014 and permission granted in March 2015, consisting of:

The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100m² comprising:

- up to 321,000m² residential floorspace (up to 3,500 units) (C3)
- up to 15,500m² employment floorspace (B1/Live/Work units) including up to 2,200m² for 3 no. potential energy centres
- wharf with associated vessel moorings and up to 32,200m² of employment floorspace (Sui Generis & Class B2)
- up to 5,810m² of retail and financial and professional services floorspace (A1 & A2)
- up to 4,520m² of restaurant/cafe and drinking establishment floorspace (A3 & A4)
- up to 13,000m² of community floorspace (D1) and assembly and leisure (D2)
- up to 27,070m² of hotel floorspace (C1)
- river bus jetty and associated structures
- 1,840 car parking spaces and vehicular access from New King Street and Grove Street
- retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site.

~~DC/21/120651, DC/21/121852 and DC/21/122900 – Reserved Matters applications for the first three plots (8, 15 and 22) in Phase 1 were approved in June 2020.~~

Commented [SA200]: Factual update – to reflect planning consents granted for the site

DC/18/107698 – Reserved matters application for layout, scale, appearance, access and landscaping for Plot 8.

DC/19/111912 – Reserved matters application for siting, layout, scale, appearance and access for Plot 15.

DC/21/120651 - Reserved matters application for scale and appearance for Plot 22.

DC/21/121852 – Reserved matters application for landscaping for Plot 15.

DC/21/122900– Reserved matters application for scale, appearance and access for Plot 8.

Site allocation

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

Opportunities

Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter

that responds positively to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public realm and environmental enhancements. These will support the delivery of a new residential area and visitor destination that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.

Development requirements

1. Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
2. Provision of commercial floorspace in line with Policy ~~EC-6~~ EC7 (Mixed-use Employment Locations).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including publicly accessible routes to and along the River Thames.
4. Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities.
5. Long-term protection and a ~~appropriate safeguarding and~~ re-activation of the existing safeguarded wharf and associated vessel moorings, including for river based passenger transport.
6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, and taking into account the River Corridor Improvement Plan (SPD) including:
 - a. Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf
 - b. New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares
 - c. Integration of central public square / open space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside
 - d. Enhancements to Sayes Court Park and its setting
 - e. A high quality station approach to the jetty (for river bus services), including walking and cycle routes
7. Re-instatement of the Thames-side pier with the creation a new riverfront park and public cultural space, incorporating the Thames Path, with opportunities for waterside activities.
8. Positive frontages along key routes, with active ground floor frontages along the riverfront and elsewhere where possible
9. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

Commented [SA201]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA202]: Respond to consultation – to reference long-term protection

Commented [SA203]: Amended for clarity and to aid policy implementation

10. The design of the development must be demonstrably informed by and reflect the site's historical character and significance.

Development guidelines

1. Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities.
2. Development should provide for a main access route north/south of Deptford High Street/New King Street to the Thames frontage, with measures to improve legibility and access to Deptford High Street.
3. The development should be designed to maximise views to and from the River Thames. Where tall and taller buildings are proposed, consideration will need to be given to protected views, vistas and landmark features, including the Grade II* Listed St Nicholas Church, the panorama towards the Maritime Greenwich World Heritage Site, and protected vistas of St Paul's Cathedral.
4. In response to the scale and location of the site, development should provide for complementary and distinctive character areas across it. These should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.
5. Development should make provision of open space to enlarge Sayes Court Park and celebrate the site's historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should connect with the memory of John Evelyn's famous 17th century garden that once flourished on the site.
6. Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south.
7. The type of uses on the safeguarded wharf should be restricted to those specified in the S106, to ensure compatibility with residential use nearby, in line with the Agent of Change principle.
- 6-8. Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes:
 - a. The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park.
 - b. Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
 - c. The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location.

Commented [SA204]: Respond to consultation – to refer to designated heritage asset

Commented [SA205]: To reflect S106 agreement

d. Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II* Listed Master Shipwrights on the adjacent site should be considered in the design of the site.

e. Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features.

e.f. The Grade II* Listed St Nicholas Church located to the south east of the site.

7.9. Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets.

10. Transport for London, the Port of London Authority and the Marine Management Organisation should be consulted on development and design options.

11. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.

12. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, improve biodiversity, maximise opportunities to improve riverside access and deliver a riverside buffer zone and deliver TE2100 plan actions.

13. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

Commented [SA206]: Respond to consultation – to refer to designated heritage asset

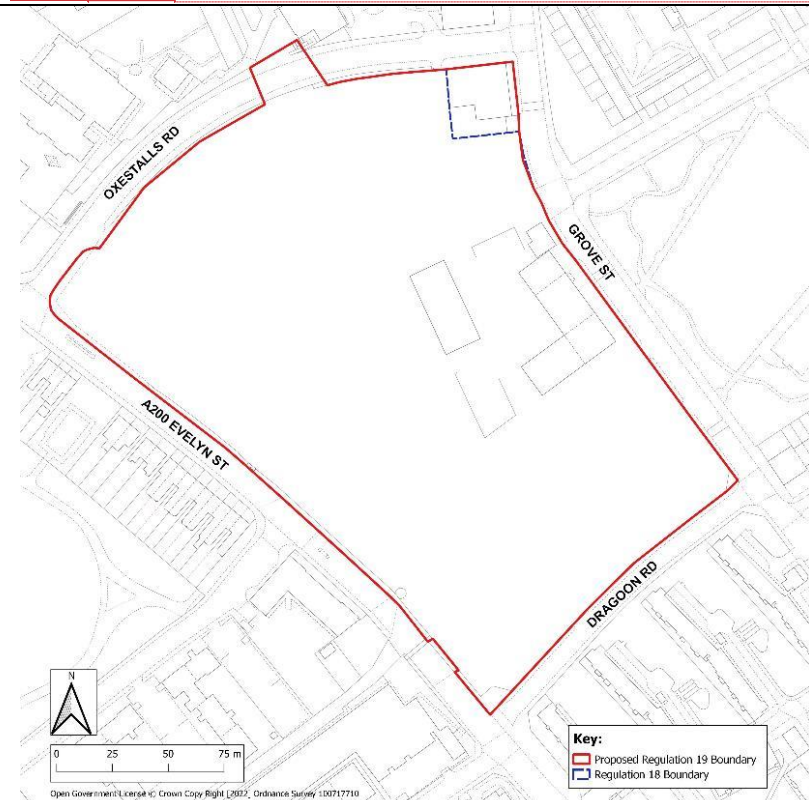
Commented [SA207]: Respond to consultation – to add Port of London Authority as a consultee

Commented [SA208]: Amended for clarity, to encourage decentralised energy

Commented [SA209]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA210]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

2 Timber Yard, Deptford Wharves at Oxestalls Road Deptford Landings Mixed-Use Employment Location (formerly known as Oxestalls Road) and Scott House



| | |
|--|---|
| Site address: | Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragon Road, Oxestalls Road, London, SE8 |
| Site details: | Site size (ha): 4.62 <u>4.71</u> , Setting: Urban, PTAL: In 2015: 1b-3, In 2021: 1b-4, In 2031: 1b-4, Ownership: Private, Current use: Industrial <u>and residential</u> . |
| How site was identified: | Lewisham Core Strategy (2011) and London SHLAA (2017) |
| Planning designations and site considerations: | Opportunity Area, <u>Growth Node, Adjacent to Strategic Open Space</u> , <u>Mixed-Use Employment Location</u> , Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3a |
| Planning Status: | <u>Outline-Hybrid application DC/15/092295 for Oxestalls Road site granted in March 2016, reserved matters applications granted between February 2018 and March 2019 and Full application DC/19/113332 for Scott House granted in June 2021. Started construction, with 203 residential units in plot 2 completed in March 2020. Plot 6 will be starting construction by late 2022. Additional units are currently being considered for plots 1, 3 and 5.</u> |

Commented [SA211]: Respond to consultation – adjoining landowner requested that the site boundary be expanded to include the Scott House site

Commented [SA212]: Respond to consultation – landowner request that the site allocation name be changed to Deptford Landings

Commented [SA213]: Respond to consultation – to refer to the residential use that now exists on the site

Commented [SA214]: Factual update on designations

Commented [SA215]: Factual update and respond to consultation – on the progress made in redeveloping the site

| Timeframe for delivery: | <u>Years 1-5</u> <u>Yes</u> | <u>Years 6-10</u> <u>Yes</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
|---|--|---------------------------------|--|------------------------|
| Indicative development capacity: | Net residential units: <u>4,600 1,940</u> | | Gross non-residential floorspace: Employment <u>5,413 11,784</u> Main town centre <u>5,000 0</u> | |
| <u>Remaining net units to be delivered:</u> | <u>1,737</u> | | | |

Commented [SA216]: Capacities amended to reflect the planning consents granted for the site

Existing planning consent

DC/15/092295 outline-hybrid application - The comprehensive mixed-use Phase 1-3 redevelopment of land bounded by Oxestalls Road, Grove Street, Dragoon Road and Evelyn Street (excluding Scott House, 185 Grove Street) for the demolition of existing buildings (excluding former Public House on Grove Street) to provide up to 10,413 square meters (GEA) non-residential floorspace comprising:

- (A1) Shops,
- (A2) Financial & Professional Services,
- (A3) Restaurants & Cafés,
- (A4) Drinking Establishments,
- (A5) Hot Food Takeaways,
- (B1) Business,
- (D1) Non-Residential Institutions,
- (D2) Assembly & Leisure uses and an energy centre,
- up to 1132 residential units in buildings ranging from 3 to 24 storeys in height,
- together with car and cycle parking, associated highway infrastructure,
- public realm works and provision of open space and
- detailed planning permission (Phase 4 plots 1, 2 and 3) for up to 562 residential units.

Reserved matters applications 17/105015 granted in February 2018 for Plot 4 to provide 251 residential units and 439m2 flexible non-residential floorspace (A1, A2, A3, A4, A5, B1, D1, D2).

Commented [SA217]: Factual updates and respond to consultation – to reflect the planning consents granted for the site.

Reserved matters application 19/110414 granted in March 2019 for Plot 6 to provide 189 residential dwellings.

DC/19/113332 – Full application for the redevelopment of the existing building comprising partial façade retention to provide 137 residential dwellings, 824m2 employment floorspace (B1), 120m2 café (A3) at Scott House.

Site allocation

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

Opportunities

The site comprises one existing residential property and a former industrial area encompassing a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road as well as the corner plot occupied by Scott House. The site is situated in proximity to the Pepys Estate, Deptford Park and the River Thames, and the former route of the Surrey Canal runs through it. Planning permission for mixed-use redevelopment of the site has been granted, and construction has started and 203 units in

Commented [SA218]: Respond to consultation – to reflect that Scott House is now included within the site

Commented [SA219]: Factual update and respond to consultation – to reflect that part of the site has now been completed.

Phase 1 have been completed. Redevelopment and site intensification will provide a more optimal use of land and support local area regeneration, including provision of new housing and modern workspace. Development will also enable public realm and environmental enhancements, with opportunities to re-instate the route of the former Surrey Canal and improve connections to Deptford Park and the River Thames.

Development requirements

1. Development must be delivered in accordance with a masterplan (as secured through the hybrid planning consent) to ensure coordination, phasing and balance of uses across the site, and in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy ~~EC 6~~ EC7 (Mixed-use Employment Locations).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - a. Re-instatement of the route of the former Surrey Canal to form a high quality public open space linked to the wider walking and cycle network.
 - b. Positive frontages along Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road and other key routes, with active ground floor frontages where possible.

Commented [SA220]: Respond to consultation – landowner request to acknowledge hybrid consent for the site

Commented [SA221]: Amended for clarity and to aid policy implementation

Commented [SA222]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

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

Super Highway), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront.

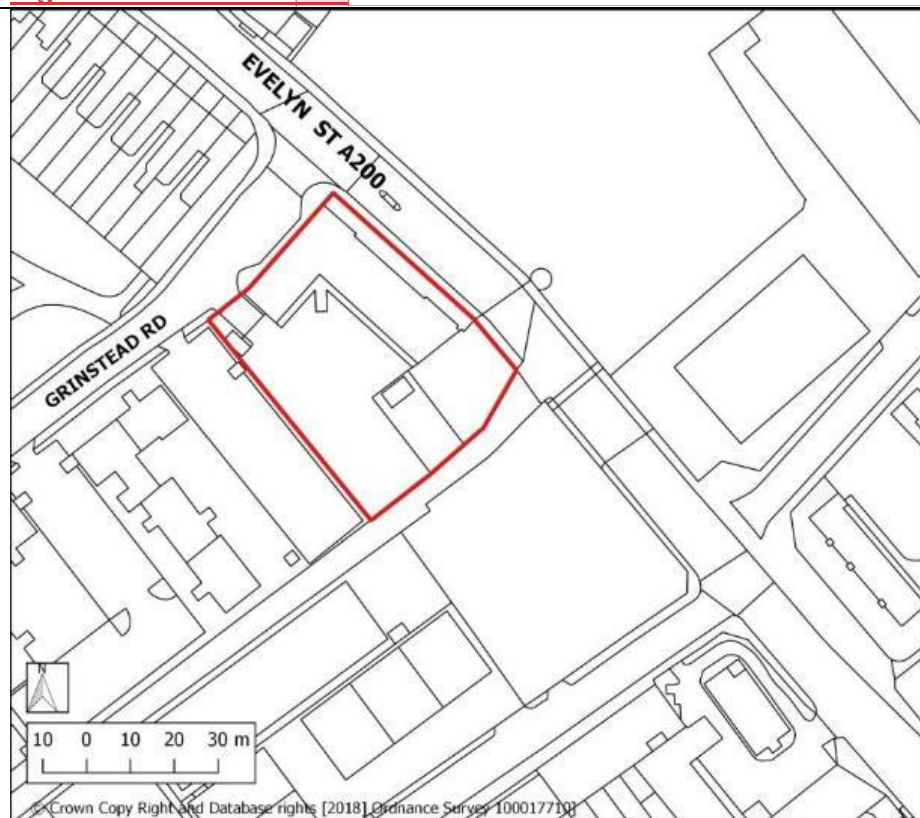
7. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

Commented [SA223]: Amended for clarity, to encourage decentralised energy

Commented [SA224]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA225]: Respond to consultation – Thames Water request to provide text relating to water infrastructure.

4.3 Evelyn Court at Surrey Canal Strategic Industrial Location Locally Significant Industrial Site



Commented [SA226]: Respond to consultation - Site allocation title amended to reflect change in employment designation

| | | | | |
|--|--|----------------------------|--|---------------------------------|
| Site address: | Evelyn Court, Grinstead Road, London, SE8 5AD | | | |
| Site details: | Site size (ha): 0.27, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Mixed, public and private, Current use: Employment | | | |
| How site was identified: | London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Appropriate Location for Tall Buildings , adjacent to Strategic Industrial Location (to be de-designated), Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a | | | |
| Planning Status: | Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014. Pre-application . | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 38 102 | | Gross non-residential floorspace: Employment 4,340 2,381 Main town centre 0 | |

Commented [SA227]: Factual update on designations

Commented [SA228]: Factual update – on the progress made in redeveloping the site

Commented [SA229]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Existing planning consent

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

Site allocation

Comprehensive employment-led redevelopment ~~on this –now-re-designated as-Locally Significant Industrial Site~~. Co-location of compatible commercial and residential uses. Public realm enhancements, including improved connections to Deptford Park.

Commented [SA230]: To reflect the change in employment designation.

Opportunities

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

Commented [SA231]: Amended for clarity to note different plots and land ownership across the site.

Commented [SA232]: To reflect the change in employment designation.

Commented [SA233]: Factual update – to reflect correct site name

Development requirements

1. ~~Landowners must work in partnership and d~~Development must ~~take account of the existing prior approvals and~~ be delivered in accordance with a masterplan, to ensure coordination ~~and phasing~~ in the co-location of uses across the site, ~~including on the plots currently occupied by Evelyn Court and Parker House, and in line with Policy DM3 (Masterplans and comprehensive development).~~
2. Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the ~~employment locationLSIS~~, in line with Policy ~~EC2-EC6~~ ~~(Protecting employment sites and delivering new workspace(Locally Significant Industrial Sites))~~.
3. Positive frontages along Evelyn Street and Grinstead Road.
- 3.4. New and improved public realm in accordance with a site-wide public realm strategy, including improved connections between The ~~Timber YardDeptford Landings~~ development, at Oxestalls Road, ~~and~~ Deptford Park ~~and along the route of the former Surrey Canal and to facilitate the delivery of Cycleway 4~~.

Commented [SA234]: Amended for clarity and to aid policy implementation and to acknowledge the prior approvals on this site.

Commented [SA235]: Factual update – to reflect new policy numbers and titles in Regulation 19 plan and the change in employment designation

Commented [SA236]: Factual update – to reflect the correct site name

Commented [SA237]: Respond to consultation – request to make reference to specific cycleway

Development guidelines

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area. ~~Further details on calculating industrial capacity are set out in with Policy EC6 (Locally Significant Industrial Sites).~~
2. Development should be designed to respond positively with ~~the~~ development at The ~~Timber YardDeptford Landings~~, Oxestalls Road MEL.
3. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses, including

Commented [SA238]: Amended for clarity and to aid policy implementation

Commented [SA239]: Factual update – to reflect the correct name for the site.

uses at the adjacent Deptford Trading Estate and in line with the Agent of Change principle.

4. The bulk, massing, scale and height of the buildings should respond positively to the existing residential properties along Grinstead Road and the three to four storey terraced properties along Evelyn Street, along with the development tall buildings on the opposite side of Evelyn Street (~~Timber Yard~~ Deptford Landings, Oxestalls Road MEL).

5. Landscaping should be designed as an integral part of the overall development, with an enhanced relationship with Deptford Park and enhancements to the amenity of the site, focused around an enhanced walking/cycle route running along the site boundary, also taking into account the proposed cycle superhighway on Evelyn Street. Development should not result in a reduction in existing footway or carriageway space.

- ~~5-6.~~ Development should be designed to retain existing vehicular access onto Grinstead Road.

7. The demolition of the existing office block will be supported to enable the delivery of high quality, purpose built housing as a component of an employment-led mixed-use scheme.

8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

9. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. New connections into the Evelyn Street trunk sewer will not be allowed.

Commented [SA240]: Amended for clarity and to aid policy implementation

Commented [SA241]: Respond to consultation – to reflect that the site is suitable for tall buildings

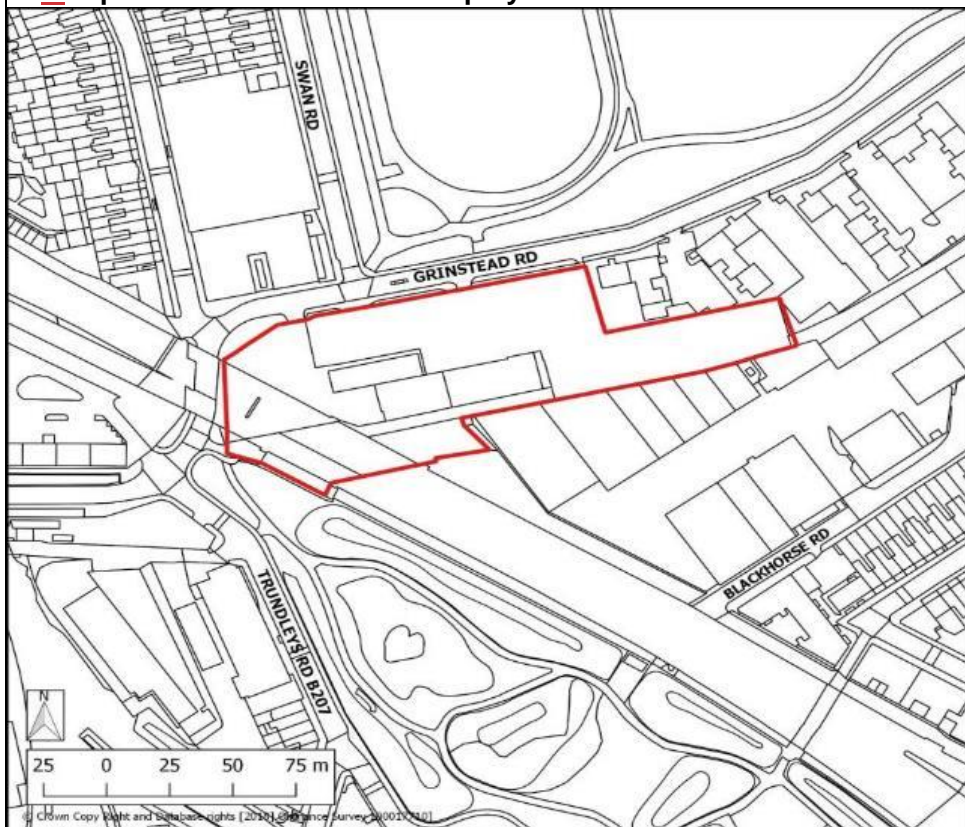
Commented [SA242]: Factual updates – to reflect correct names for sites

Commented [SA243]: Respond to consultation – request for no reduction in footway and carriageway.

Commented [SA244]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA245]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

5.4 Neptune Wharf Mixed-Use Employment Location



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Neptune Works, Parkside House, Grinstead Road, SE8 5B | | | |
| Site details: | Site size (ha): 1.14, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Private, Current use: Industrial | | | |
| How site was identified: | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Growth Node , Appropriate Location for Tall Buildings , Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Strategic Open Space Public Open Space , adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a | | | |
| Planning Status: | Full application DC/10/075331 granted in March 2012. Started construction. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 199 | | Gross non-residential floorspace: Employment 0 Main town centre 1,973 | |

Commented [SA246]: Factual update on designations

Commented [SA247]: Capacities remain the same as Regulation 18 plan

Existing planning consent

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

Site allocation

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

Opportunities

The site comprises a Mixed-use Employment Location on Grinstead Road, which is situated between Deptford Park and Folkestone Gardens. Parts of the site have been cleared including land around the former Parkside House office block and Neptune Chemical Works, which were destroyed by fire. The remainder of the site is occupied by low intensity industrial uses, with a railway viaduct running along its western boundary. The land will be brought back into active use through site redevelopment, with the delivery of high quality workspace that forms part of a new employment-led mixed use quarter, together with Trundleys Road and Apollo Business Centre SIL sites. Development will also enable public realm enhancements, including new and improved walking and cycle connections in the local area. Access to Deptford Park and Folkestone Gardens will be enhanced, with links created by opening up the railway viaduct.

Development requirements

1. Provision of commercial floorspace in line with Policy ~~EC-6~~**EC7** (Mixed-use Employment Locations).
2. New and improved public realm in accordance with a site-wide public realm strategy, including:
 - a. Safe and legible east-west walking routes and connections through the railway arches from Folkestone Gardens to Grinstead Road,
 - b. 'Future proofing' for the Canal Approach cycle lane to the rear of the site.
3. Positive frontages at routes to and along Grinstead Road.
4. A new vehicle entrance on the eastern side of the site to make use of the Old Tow Path.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

Commented [SA248]: Factual update – to reflect new policy numbers in Regulation 19 plan

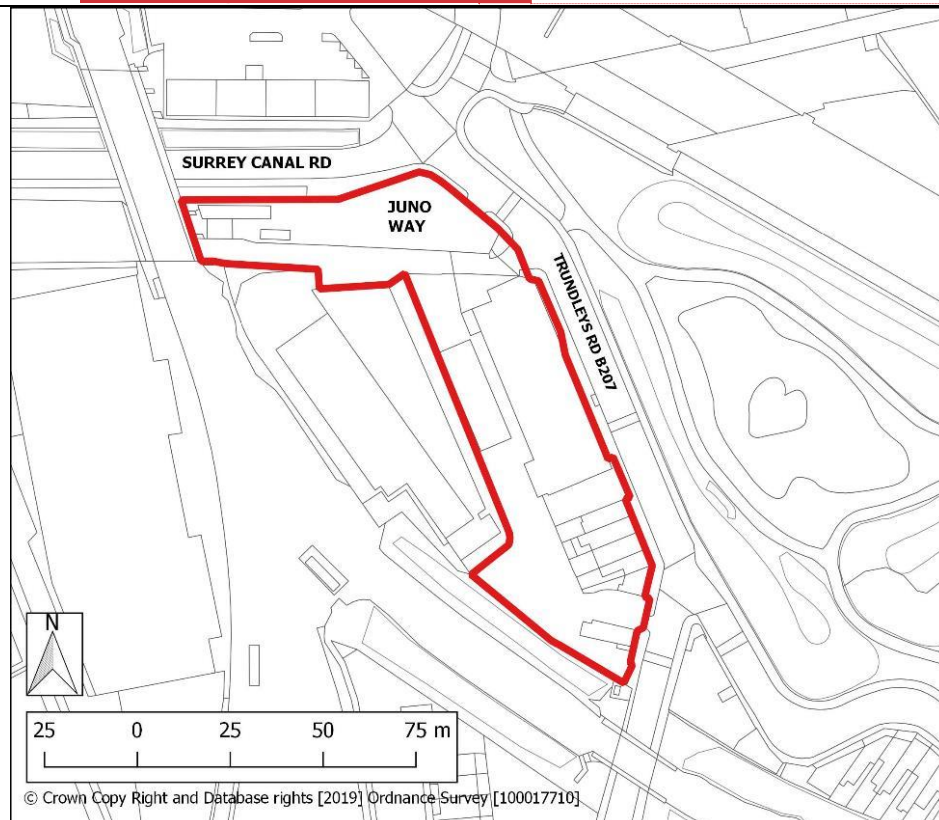
Development guidelines

1. The rhythm of the frontage to Grinstead Road should relate well to Deptford Park, with development maximising the amenity provided by the park and active ground floor uses to improve the public realm and townscape along Grinstead Road.
2. Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of new public realm, particularly around the railway arches, along Grinstead Road, along the Old Tow Path and within communal courtyards.
3. The design of development should respond positively to Deptford Park, the neighbouring residential buildings, Sir Francis Drake Primary School and Old Tow Path. The tallest building point should form a key landmark that is clearly visible from south of the viaduct and is located at the western edge of the site, along the railway. Two storeys of commercial floorspace should be integrated, in order to lift the residential elements above the railway. Building heights should drop down along Grinstead Road adjacent to the park, ensuring adequate daylight is provided to the existing neighbouring buildings.
4. The design of the development should allow views from Folkestone Gardens and Deptford Park, and across to Canary Wharf.
5. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
6. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.
7. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
8. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

Commented [SA249]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA250]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

6-5 Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road Locally Significant Industrial Site



Commented [SA251]: The site allocation name has changed to reflect that the site has been de-designated from SIL and re-designated as LSIS

| | | | | |
|--|--|---|--|---------------------------------|
| Site address: | Trundleys Road, London, SE8 5J | | | |
| Site details: | Site size (ha): 0.55, Setting: Urban, PTAL: In 2015: 1a-2, In 2021: 1a-2, In 2031: 1a-2, Ownership: Private, Current use: Industrial | | | |
| How site was identified: | London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Growth Node , Appropriate Location for Tall Buildings , Strategic Industrial Land (to be de-designated) , Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable, adjacent to Strategic Open Space . | | | |
| Planning Status: | None DC/20/117966 granted a resolution to approve in November 2021. S96a application DC/22/127348 granted consent in October 2022. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 489 274 | | Gross non-residential floorspace: Employment 2,400 2,890 Main town centre 0 | |

Commented [SA252]: Factual update on designations

Commented [SA253]: Factual update – on the progress made in redeveloping the site

Commented [SA254]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

DC/20/117966 – Full application for the ~~d~~Demolition of existing buildings and redevelopment of the site comprising flexible commercial floorspace (Class E/B2/B8), 58 residential units and 393 purpose built student accommodation at 164-196 Trundleys Road and 1-9 Sanford Street.

DC/20/118229 – S96a application for an increase of 9 student rooms, from 393 to 402 units, change in clusters of units, change increase in the number of studio rooms, increase in shared amenity space and increase in cycle car parking spaces.

Site allocation

Comprehensive employment-led redevelopment on this re-designated Locally Significant Industrial Site. Co-location of compatible commercial, residential ~~and~~ purpose built student accommodation ~~and complementary main town centre uses~~.

Opportunities

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

Development requirements

1. ~~Phased d~~Development must be delivered ~~Landowners must work in partnership and~~ in accordance with a masterplan, to ensure coordination in the co-location, phasing and balance of uses across the site including both the Trundleys Road and Juno Way parcels of land, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the ~~employment location~~ SILS, in line with Policy EC2 EC6 (Protecting employment sites and delivering new workspace) (Locally Significant Industrial Sites).
3. Positive frontages along Trundleys Road and Surrey ~~canal~~ Canal Road.
4. New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Trundleys Road and Surrey canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens and Deptford Park and to facilitate the delivery of Cycleway 10.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent to the site.

Development guidelines

Commented [SA255]: Factual update – to reflect planning consent granted for the site

Commented [SA256]: To reflect the change in employment designation.

Commented [SA257]: Factual update – to reflect the planning consent granted for the site

Commented [SA258]: Factual update – to reflect existing uses on the site

Commented [SA259]: Amended for clarity and to aid policy implementation and Respond to consultation - request by landowner to mention both plots of land

Commented [SA260]: Factual update – to reflect new policy numbers and titles in Regulation 19 plan

Commented [SA261]: Respond to consultation – request to make reference to cycle route.

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.
3. Non-employment uses, including residential uses and purpose built student accommodation, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
4. Opportunities for shared amenity space, capable of being used throughout the day, should be investigated.
5. There is an existing rail substation located outside site's western boundary, south of Surrey Canal Road. Views to the west over the substation may benefit from mature planting around the boundary of the site.
6. Proposals ~~must~~ should investigate options to improve walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road. Development should not result in a reduction in exiting footway and carriageway space.
7. The scale, massing and height of buildings should positively respond to Folkestone Gardens, including consideration of impacts on sunlight onto the park.
8. Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
9. Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds, particularly around the railway viaduct.
10. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
11. Network Rail should be consulted on development and design options.
12. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
13. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

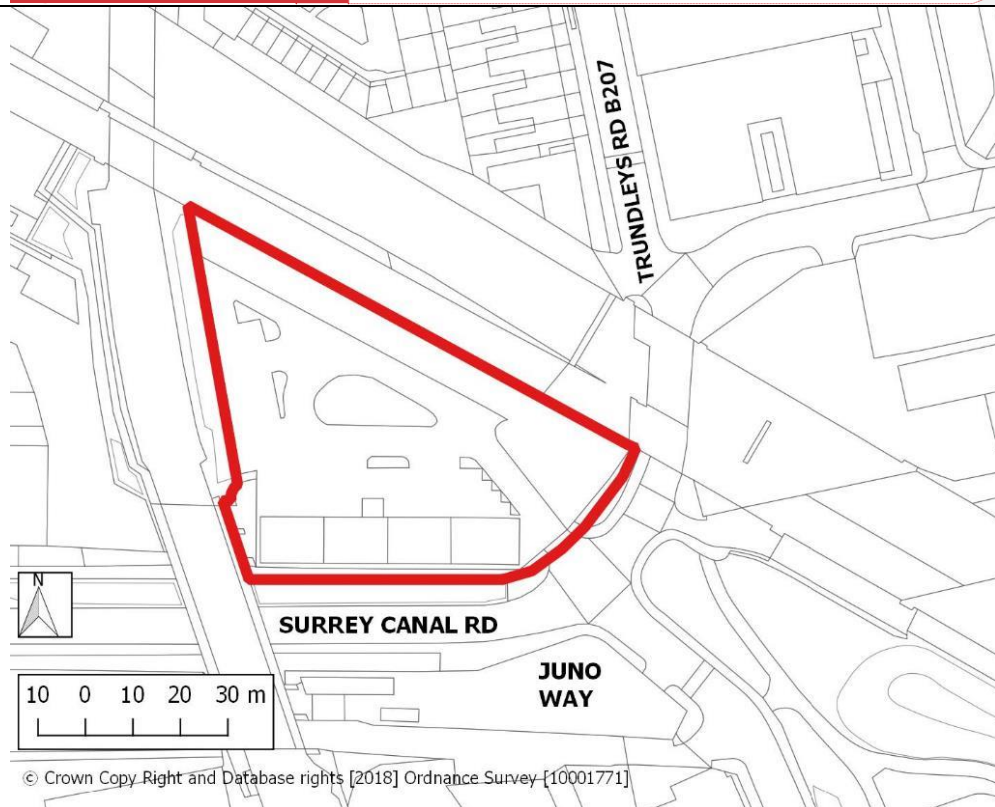
Commented [SA262]: Factual update – to reflect the planning consent granted for the site

Commented [SA263]: Respond to consultation – request that reference is made to no reduction of footway or carriageway

Commented [SA264]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA265]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7.6 Strategic Industrial Land (SIL) at Apollo Business Centre Locally Significant Industrial Site



Commented [SA266]: Site allocation title amended to reflect change to employment designation

| | | | | |
|--|--|---|--|---------------------------------|
| Site address: | Trundleys Road, London, SE8 5J | | | |
| Site details: | Site size (ha): 0.42, Setting: Urban, PTAL: In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, Ownership: Mixed, public and private, Current use: Industrial | | | |
| How site was identified: | London SHLAA (2017) and Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | Opportunity Area, Growth Node , Appropriate Location for Tall Buildings , Strategic Industrial Land (to be designated) , Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3 , within 30m of electricity cable | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: -59 98 | | Gross non-residential floorspace: Employment 2,037 3,396 Main town centre 0 | |

Commented [SA267]: Factual update on designations

Commented [SA268]: Factual update – providing additional details on flood risk

Commented [SA269]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

Comprehensive employment-led redevelopment on this re-designated Locally Significant Industrial Site. Co-location of compatible commercial and residential and complementary main town centre uses.

Commented [SA270]: To reflect the change in employment designation.

Opportunities

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

Development requirements

1. Development must be delivered in accordance with a masterplan to ensure coordination in the co-location, phasing and balance -of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location LSIS, in line with Policy EC2-EC6 (Protecting employment sites and delivering new workspace) (Locally Significant Industrial Sites).
3. There is an existing waste use at the site (Southwark Metals). Development proposals must address this use in accordance with Local Plan policy SD12 (Reducing and sustainably managing waste) and London Plan policy SI9 (Safeguarded waste sites).
4. Positive frontages along Surrey Canal Road and across from the railway arches.
5. New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Surrey Canal Road to improve the walking and cycle environment, along with access to -Folkestone Gardens and to facilitate the delivery of Cycleway 10.

Commented [SA271]: Amended for clarity and to aid policy implementation

Commented [SA272]: Factual update – to reflect new policy numbers and titles in Regulation 19 plan

Commented [SA273]: Amended for clarity and to aid policy implementation

Commented [SA274]: Respond to consultation – request to reference a specific cycleway

Development guidelines

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.
3. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses

4. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone. Proposals should investigate options for improved walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Surrey Canal Road / Trundleys Road.
5. The design of development (including the scale, massing and height of buildings) should respond positively to Folkestone Gardens.
6. Proposals should investigate options to improve walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road. Development should not result in a reduction in exiting footway and carriageway space.
- 5-7. Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
- 6-8. Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds.
9. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
11. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, survey the site for existing connections and divert existing sewers where applicable.

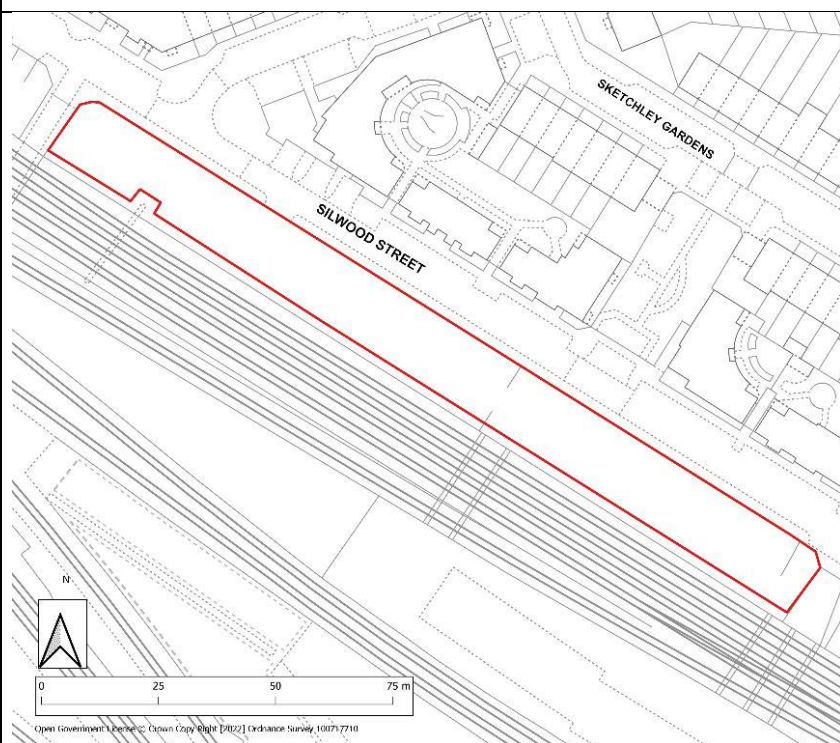
Commented [SA275]: Respond to consultation – request to refer to cycle routes and no reduction in footway and carriageway.

Commented [SA276]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA277]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7 Silwood Street

Commented [SA278]: New site allocation to reflect recent planning consent



| | | | | |
|--|---|-------------------|--|------------------------|
| Site address: | <u>Silwood Street, London, SE16</u> | | | |
| Site details: | Site size (ha): <u>0.25</u> , Setting: Urban, PTAL: In 2015: <u>0-22-3</u> , In 2021: <u>0-23</u> , In 2031: <u>0-23</u> , Ownership: Mixed, public and private, Current use: <u>Vacant</u> | | | |
| How site was identified: | <u>Strategic Planning Team (2022)</u> | | | |
| Planning designations and site considerations: | Opportunity Area, <u>Strategic Industrial Land (to be designated)</u> , Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, | | | |
| Planning Status: | <u>Full planning consent application DC/20/116783 was granted in March 2021.</u> | | | |
| Timeframe for delivery: | <u>Years 1-5</u> <u>Yes</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: <u>61</u> | | Gross non-residential floorspace: Employment <u>1,313</u> Main town centre <u>0, 200</u> | |

Commented [SA279]: Factual update on designations

Commented [SA280]: Factual update – on the progress made in redeveloping the site

Commented [SA281]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

DC/20/116783: Construction of mixed use development comprising four blocks with building heights of five to nine storeys to provide 1,616m² of flexible light industrial/office/retail/café/community floorspace (use classes B1a, B1c, A1, A3, D1) at ground and first floors with 61 residential units on the upper floors at land at Silwood Street.

Site allocation

Mixed-use development with flexible commercial uses and residential uses.

Opportunities

The site is situated on a linear site to the north of an elevated railway track and south of Silwood Street. Residential properties are located on the opposite side of Silwood Street. Redevelopment of this vacant site will provide the opportunity to enhance local amenity and provide new residential units as well as a range of commercial uses.

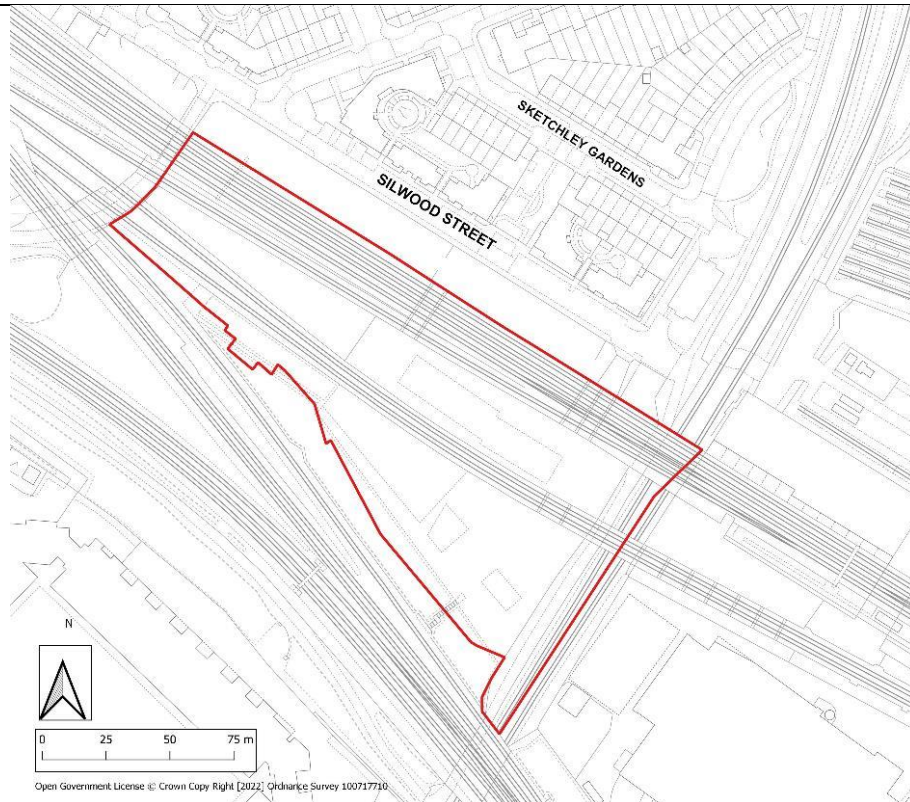
Development requirements

1. Provision of commercial and town centre floorspace in line with Policy EC7 (Mixed-use Employment Locations).
2. New and improved public realm in accordance with a site-wide public realm strategy, including:
 - a. Improvements to Silwood Street
 - b. New public space at corner of Silwood Street and Bolina Road
3. Positive frontages and along Silwood Street and Bolina Road
4. Make provision for the future use and servicing of the Railway Arches to the rear of the site.

Development guidelines

1. Development should ensure the long-term viability of the commercial uses at the site.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the residential properties located on the opposite side of Silwood Street.
- ~~4.3.~~ Development should seek to enhance the amenity for all site users, and provide safe and convenient site access. This will require careful consideration of the operational requirements of potential future commercial uses.
4. The scale and massing of the development should respond positively to the neighbouring residential along Silwood Street.
- ~~2.5.~~ Applicants should consult and work in partnership with Network Rail.

8 Bermondsey Dive Under



Commented [SA282]: New site allocation with new SIL designated to allow for the de-designation of some sites in Surrey Canal SIL and to provide flexibility for arches by designating them as LSIS

| | | | | |
|--|---|---|---|---------------------------------|
| Site address: | Silwood Street, London, SE16 | | | |
| Site details: | Site size (ha): 1.88 , Setting: Urban, PTAL: In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, Ownership: Mixed, public and private, Current use: Vacant | | | |
| How site was identified: | Strategic Planning Team (2022) | | | |
| Planning designations and site considerations: | Opportunity Area, Strategic Industrial Land (to be designated), Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Strategic Open Space | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 0 | | Gross non-residential floorspace: Employment 5,264 Main town centre 0 | |

Commented [SA283]: Factual update on designations

Site allocation

Industrial and commercial uses on land designated as Strategic Industrial Location and Locally Significant Industrial Site.

Opportunities

The site is situated to the north of the Surrey Canal Road Strategic Industrial Location and south of Silwood Street. The presence of elevated railway tracks that run through and surround the site, together with SELCHP immediately to the east of the site, make it a wholly unsuitable site for residential development. The site is currently owned by Network Rail but is no longer in operational use. Redevelopment of the land will provide the opportunity to enhance local amenity and provide new industrial land designated as Strategic Industrial Land and Locally Significant Industrial Land. This in turn will allow the de-designated of some sites within the existing Surrey Canal SIL for mixed use development. There are also arches beneath the railway that are currently vacant and in need of significant repair. The confined nature of the arches make them less suited to industrial uses traditionally found in SIL. However, there are opportunities for this part of the site to be developed as a Locally Significant Industrial Location, to deliver high quality, small scale workspace for a range of industrial and commercial uses.

Development requirements

1. Development must provide substitute industrial capacity, to enable the re-configuration of the Surrey Canal Road SIL and the release of SIL at Apollo Business Centre, Trundleys Road and Evelyn Court.
2. Development proposals within the SIL part of the site will be supported where the uses fall within the industrial-type activities specified by the London Plan.
3. Development must not adversely impact on the function or effectiveness of the SIL to accommodate commercial and industrial uses or their ability to function on a 24-hour basis, in line with Policy EC5 (Strategic Industrial Locations).
4. Industrial uses will be limited to those suited to the site, taking account of the nature of the site. Uses requiring large services vehicles will not be permitted due to the restricted access of the site.
5. Development proposals within the LSIS part of the site will be supported where the uses include Class E(g) light industrial, Class B industrial, small scale Class B8 storage and distribution and related Sui Generis uses; where they can be accommodated within the confines of the railway arches and can contribute to their viability.
6. Development must not adversely impact on the function or effectiveness of the LSIS to accommodate commercial and industrial uses, in line with Policy EC6 (Locally Significant Industrial Sites).

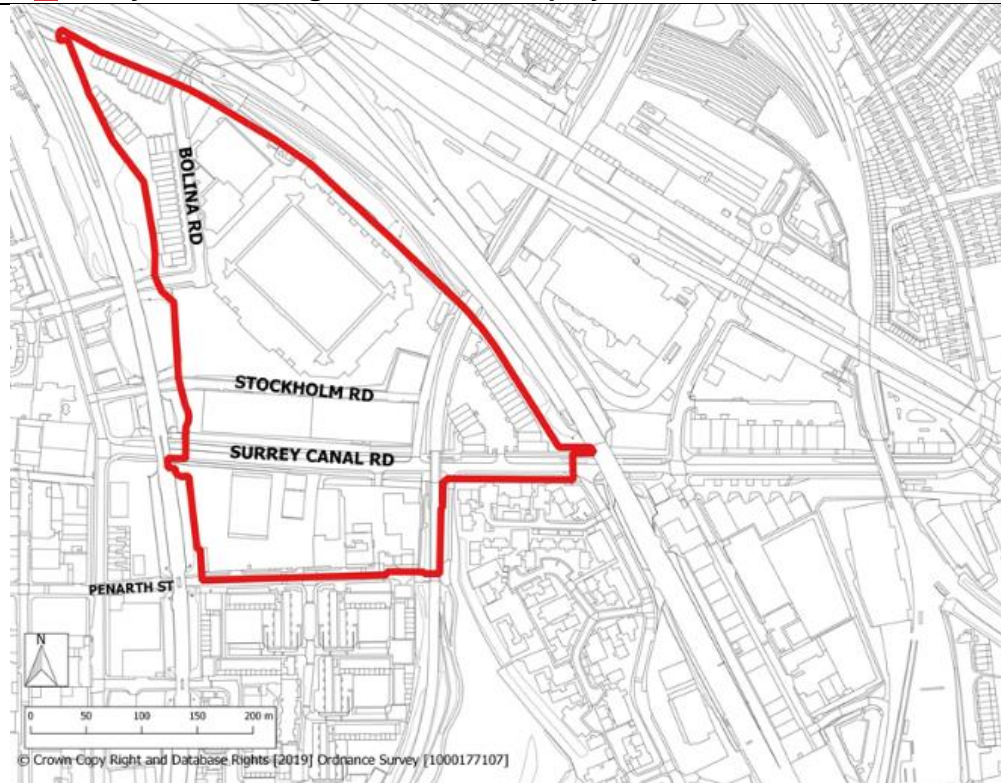
Development guidelines

1. Development should ensure the long-term viability of industrial and commercial uses at the site.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given

to the development's functional and visual interface with the residential properties located along Silwood Street.

- 4.3. Development should seek to enhance the- amenity for all site users, and provide -safe and convenient site access. This will require careful consideration of the operational requirements of potential future employment uses and ensure coordination of industrial and commercial uses across the SIL and LSIS.
4. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.

8-9 Surrey Canal Triangle Mixed-Use Employment Location



| | | | |
|--|---|---|---|
| Site address: | Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14 | | |
| Site details: | Site size (ha): 10.59, Setting: Urban, PTAL: In 2015: 0-1b, In 2021: 0-1b, In 2031: 0-1b, Ownership: Private, Current use: Football Stadium, Industrial | | |
| How site was identified: | Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018) | | |
| Planning designations and site considerations: | Opportunity Area, Growth Node , Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, South-east London Green Chain Area , Public Open Space adjacent to Strategic Open Space , adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable | | |
| Planning Status: | Full Application DC/11/076357 granted in March 2012. Surrey Canal Triangle SPD was adopted in January 2020. Full Application DC/20/119706 granted a resolution to approve in January 2022. | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 Yes |
| Indicative development capacity: | Net residential units: 3,600 4,089 | | Gross non-residential floorspace: Employment 15,000 14253 Main town centre 32,000 46469 |

Commented [SA284]: Factual update on designations

Commented [SA285]: Factual update – on the progress made in redeveloping the site

Commented [SA286]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Existing planning consent

DC/11/076357 Outline permission was approved in March 2012 for revisions for the comprehensive, phased mixed use development for up to 240,000m² consisting of:

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

Commented [SA287]: Factual update – to reflect planning consent granted for the site.

~~**DC/13/85143:** minor material amendment.~~

DC/20/119706 A hybrid application for outline for phases 2 – 5 and detailed design for Phase 1 was granted a resolution to approve in January 2022 for 3,518 residential floorspace and a variety of floorspace.

Commented [SA288]: Factual update – to reflect planning consent granted for the site.

Site allocation

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

Commented [SA289]: Respond to consultation – to refer specifically to retention, enhancement and expansion

Opportunities

Surrey Canal Triangle is a large brownfield site covering an area of more than 10 hectares. Part of the site is owned by Renewal and part is owned by the Council. The site is bounded by railway lines and bisected by Surrey Canal Road, with the Millwall Football Club stadium occupying a prominent position within it. There are 26 existing residential units located on the site. Comprehensive redevelopment of the site is integral to supporting regeneration in the area, with the creation of a new high quality mixed-use quarter and leisure destination that will help to secure a viable future for Millwall FC ~~within the Borough on this site~~. There is scope for transformational public realm and environmental enhancements to address existing issues of severance, and which are necessary to re-connect and better integrate the site with its surrounding neighbourhoods and communities, as well as the area's wider network of open spaces.

Commented [SA290]: Factual update – to reflect that the site is in multiple ownership

Commented [SA291]: Factual update – to reflect existing uses on the site.

Commented [SA292]: Respond to consultation – request to reference the future location of the club specifically on this site

Development requirements

1. ~~Landowners must work in partnership and development must be delivered through a site-wide masterplan, in accordance with the Surrey Canal Triangle SPD and the permitted development scheme already consented on Renewal's land. The masterplan must consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).~~

Commented [SA293]: Respond to consultation – request to have regard to the SPD instead of being in accordance with it.

Commented [SA294]: Factual update – to reflect planning consent granted for the site

2. Development ~~of the Council owned land~~ must capitalise on the opportunities presented by Millwall FC Stadium, including options for its re-provision and expansion, helping to secure the long term future of the football club ~~in the Borough on this site~~.

Commented [SA295]: Amended for clarity and to aid policy implementation

Commented [SA296]: Amended to clarify, as Renewal's land already has planning consent

3. ~~Development proposals must seek to enhance the existing sports facilities, and make these accessible to the public and allow for the long term future of the Millwall Community Scheme.~~

Commented [SA297]: Amended to clarify, in terms of the future location of the club

4. Development proposals must demonstrate a comprehensive and coordinated approach to supporting healthy communities by integrating new and enhanced publicly accessible sports, leisure and recreation opportunities, including open spaces and community facilities, in line with Policy CI-1 (Safeguarding and securing community infrastructure).

Commented [SA298]: Respond to consultation – request to specifically mention the long term future of the Millwall Community Scheme

5. Provision of commercial floorspace in line with Policy ~~EC-6~~ **EC7** (Mixed-use Employment Locations).

Commented [SA299]: Factual update – to reflect new policy numbers in Regulation 19 Plan

6. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. ~~The site must also facilitate the delivery of Cycleway 10.~~

Commented [SA300]: Respond to consultation – request to refer to a specific cycle route.

7. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:

- A linked network of new high quality public open and green spaces as a central design feature
- Enhancements to Bridgehouse Meadows and Bolina Gardens, including access improvements, ~~in partnership with infrastructure providers.~~
- High quality approaches to the existing South Bermondsey station and the future Overground station.

Commented [SA301]: Respond to consultation – landowner request that accessibility improvements beyond the site are not the sole responsibility of the developers.

8. Provision for the new transport infrastructure ~~within the site~~, including a new Overground station at Surrey Canal Road and ~~an~~ accompanying walking and cycle bridge, ~~in partnership with TFL and infrastructure providers.~~

Commented [SA302]: Respond to consultation – request to clarify the transport infrastructure required on-site and that this is subject to partnership working with other providers.

9. Positive frontages along key routes, with active ground floor frontages where possible.

10. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

Development guidelines

- Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities. Main town centre uses should be complementary in nature and scale and focussed on serving the development, whilst ensuring no adverse impact on existing town centres.

2. A new east-west route linking Folkestone Gardens / Deptford Park and Old Kent Road should form a central design feature, along with a clear north-south route linking South Bermondsey station to Bridgehouse Meadows and the new Overground station.
3. Quietway 1 runs along the eastern edge of the site, and should form a key focus for enhancements to the cycle network.
4. The layout of the site should ensure that Millwall FC Stadium can continue to function as a large spectator destination on a long term basis and must ensure it does not prejudice the ability of the stadium to expand. This includes appropriate arrangements for ongoing operation of the stadium, access, servicing and evacuation, without the need for relocation during construction of the Council owned land.
- 4.5. The design of development (including bulk, scale, massing and height of the buildings) should respond positively to its surrounding context and skyline including the heights of the railway viaducts, the SELCHP to the east of the site as well as Millwall FC Stadium located within the site. The site is a suitable location for tall buildings and the potential for tall buildings should be explored through the design-led process, taking into account protected views and vistas, including the panorama of the Bridge over the Serpentine.
- 5.6. New routes, public realm and open spaces should be designed to address severance within and outside of the site caused by railways, embankments, roads and SELCHP. Public realm and access enhancements should include :
 - a. Walking and cycle routes along Bolina Road, and improved connectivity to Cycleway 110.
 - b. Walking and cycle routes to Surrey Quays north alongside the Overground,
 - c. Walking and cycle routes and access to the new railway station at Surrey Canal Road and South Bermondsey station
 - d. Improved links to Bridgehouse Meadows including upgrades to the Connect 2 path running between Bridgehouse Meadows and Oldfield Grove
 - e. Improvements to enable bus services -within the site.
- 6.7. The design of development should respond positively to the historical and industrial character of the area, including the unlisted historic buildings at Ilderton Road. Connectivity with the old gas holders on Old Kent Road in the borough of Southwark should also be considered.
- 7.8. Proposals should maximise opportunities to for decentralised energy network development associated with South East London Combined Heat and Power Station (SELCHP).
9. Transport for London and Network Rail should be consulted on development and design options.
10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
- 8.11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the Ilderton Road trunk sewer will not be allowed. As Bolina Road does not have capacity for the whole of the site, development should utilise the capacity at the south end of the site.

Commented [SA303]: Respond to consultation – request to protect the ongoing operation of the stadium during construction of the surrounding land and not to prejudice the future development of the stadium

Commented [SA304]: Respond to consultation – request to specifically mention that tall buildings are suitable on the site.

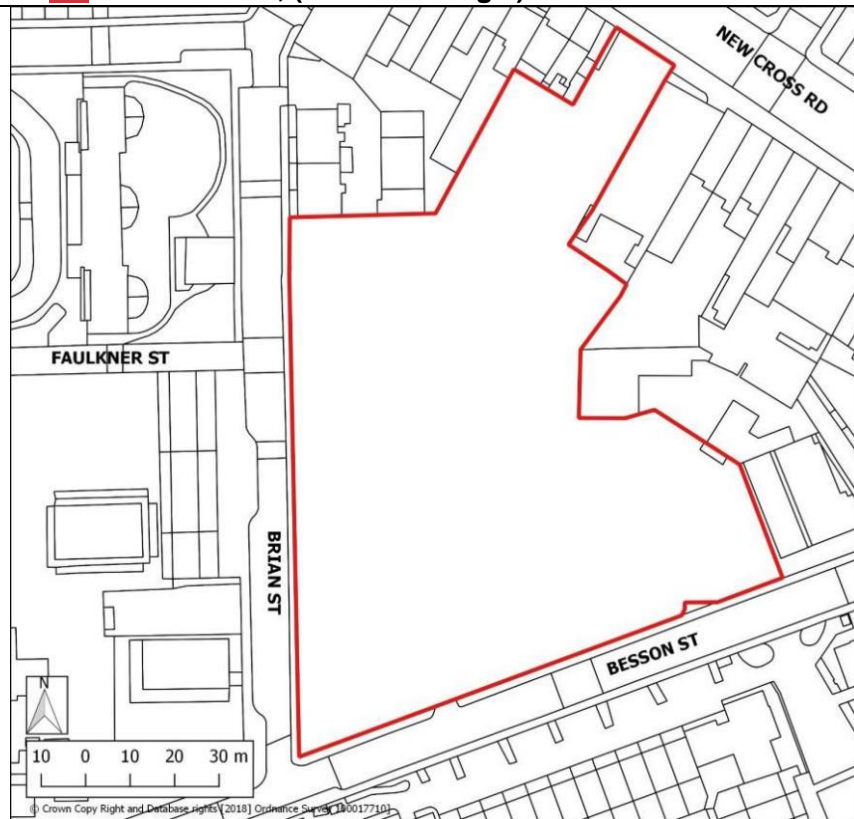
Commented [SA305]: Respond to consultation – request to refer to specific cycle routes.

Commented [SA306]: Respond to consultation – request to refer to specific cycle routes

Commented [SA307]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA308]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

17-10 Besson Street, (Kender Triangle)



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Land on the rear of Besson Street, London, SE14 5AE | | | |
| Site details: | Site size (ha): 1.01, Setting: Urban, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Public, Current use: Vacant land | | | |
| How site was identified: | Site Allocation Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Growth Corridor , Appropriate Location for Tall Buildings , Local Centre Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 3a 1, 2, 3 | | | |
| Planning Status: | None, consent lapsed Full application DC/19/114805 was granted consent in January 2022 . | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 324 | | Gross non-residential floorspace: Employment 0 Main town centre 9071 064 | |

Commented [SA309]: Factual update on designations

Commented [SA310]: Factual update – providing additional details on flood risk

Commented [SA311]: Factual update – on the progress made in redeveloping the site

Commented [SA312]: Capacities amended to reflect the planning consent granted for the site

Previous planning consent

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

Existing planning consent

DC/19/114805 – Full application for the comprehensive redevelopment of land at corner of Briant and Besson Street comprising 324 residential units, flexible commercial floorspace (A1/A3/B1), a pharmacy (A1), GP surgery (D1) and community space (D2)

Commented [SA313]: Factual update - to reflect the planning consent granted for the site

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

1. Development should create positive frontages onto Besson Street and Briant Street to create a more coherent and unified street edge. A taller building on this junction may be appropriate to assist with wayfinding.
2. The design of development should respond positively to the surrounding area, in particular:
 - a. Hatcham Conservation Area and Telegraph Hill Conservation Area.
 - b. The Locally Listed Music Room, All Saints Church and the low rise villas on New Cross Road, at 116-118 New Cross Road.

c. The small scale backland buildings visible at the end of Fisher's Court.

3. Taller buildings will be most appropriately sited along Briant Street.
4. A unique but sensitive frontage on New Cross Road should respond to its position without creating an overly dominant façade.
5. Buildings should be focussed on the perimeter of the site to avoid overshadowing and wind tunnel effect.
6. There should be multiple active entrances and clear sight lines across the new public square, along with architectural differentiation of community facilities and private residential uses.
7. The layout of the site should create -attractive and legible connections throughout the site, (including north-south from New Cross Road to Besson Street) enhancing links with neighbourhoods north and south of the site, and to Besson Street Gardens open space to the south west.
8. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the New Cross Road trunk sewer will not be allowed.

Commented [SA314]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

9-11 Former Hatcham Works, New Cross Road



Site address: New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ

Site details: Site size (ha): 3.67, Setting: Urban, PTAL: In 2015: 5-6b, In 2021: 5-6b, In 2031: 5-6b, Ownership: Private, Current use: Retail, Car services, Car park

How site was identified: Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)

Planning designations and site considerations: Opportunity Area, [Growth Corridor](#), [Appropriate Location for Tall Buildings](#), Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, [Adjacent to Strategic Open Space](#), [Bakerloo Line Safeguarding Direction](#), Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable

Planning Status: None (Application withdrawn)

Timeframe for delivery:

Years 1-5

Years 6-10
Yes

Years 11-15
Yes

Beyond 15 years
Yes

Indicative development capacity:

Net residential units:
942 800

Gross non-residential floorspace:
Employment 4,560 7,550
Main town centre 18,240 10,000

Commented [SA315]: Factual update on designations

Commented [SA316]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

The former site of the Hatcham Works is currently occupied by a retail park, including a Sainsbury's supermarket. The site is strategically located within the New Cross Gate District Centre, immediately to the west of New Cross Gate station and fronting New Cross Road. In March 2021 the Secretary of State issued a Safeguarding Direction for the BLE and this site has been identified as a temporary works site during the construction phase of the BLE. Redevelopment will enable the delivery of new and improved transport infrastructure, including a new station to accommodate the Bakerloo line extension. Development can make a more optimal use of land, with site intensification and the introduction of a wider range of uses to support the vitality and viability of the District Centre.

Development requirements

1. Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the Goodwood Road / New Cross Road site, and any requirements associated with the transport network, taking into account the New Cross Area Framework (SPD). The masterplan should consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development)
2. The site is safeguarded for the delivery of the BLE and as a temporary works site. Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension. This includes creation of a new Bakerloo Line station which should integrate with the existing station, in consultation with Transport for London and Network Rail. No prejudicial development should occur before the BLE is delivered.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also facilitate the delivery of Cycleway 11 along New Cross Road.
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - a. New walking and cycle access through the site from Hatcham Park Road / Hart's Lane. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - b. Public realm improvements to enhance the station approach and improve the pedestrian experience walking environment, including along New Cross Road and Hearts Lane, with a well-integrated station square.
 - b-c. Cycle parking infrastructure including a cycle hub.

Commented [SA317]: Factual update – to reflect the safeguarding direction for the BLE

Commented [SA318]: Amended for clarity and to aid policy implementation

Commented [SA319]: Respond to consultation – TFL request reference to the safeguarding direction and that no prejudicial development occurs

Commented [SA320]: Respond to consultation – request to refer to a specific route

Commented [PP1321]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

5. Positive frontages along New Cross Road, Harts Lane and other key routes, with active ground floor frontages.

Development guidelines

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character and should seek to enhance the setting of the heritage assets in the area including within the adjoining Hatcham Conservation Area, adjoining Telegraph Hill Conservation Area and nearby Deptford Town Conservation Area. In particular:

~~There should be no tall buildings close to New Cross Road, to protect and maintain the character of the street.~~

 - a. Tall buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise ~~views of taller development that will be visible above the existing roofscapes~~ visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street. Means of mitigating or minimising the impact of tall buildings on the setting of Hatcham and Telegraph Hill Conservation Area and on views from within them should include consideration of silhouette, location and footprint, materiality and elevational design.
 - b. There should be a positive relationship with the site's western edge, ~~including that enhances~~ the junction of Hatcham Park Road ~~and access to the site, activates the east side of~~, Harts Lane and ~~access into the site preserves the character of Brighton Grove~~.
 - c. Given the low rise nature of the ~~surroundings and the presence of designated conservation areas to the west, south and south east, proposals prevailing, historic context any as defined within the context of New Cross Gate must be rigorously tested against their conservation area context to demonstrate the impacts on the heritage assets in the vicinity, their setting and the neighbouring non-heritage designated townscape~~.
2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycling and walking.
3. Development should provide for a range of unit sizes to accommodate a rich mix of main town centre uses, with flexibly specified units that can be adapted for a variety of end users.
4. Transport for London and Network Rail should be consulted on development and design options. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections

Commented [PP1322]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

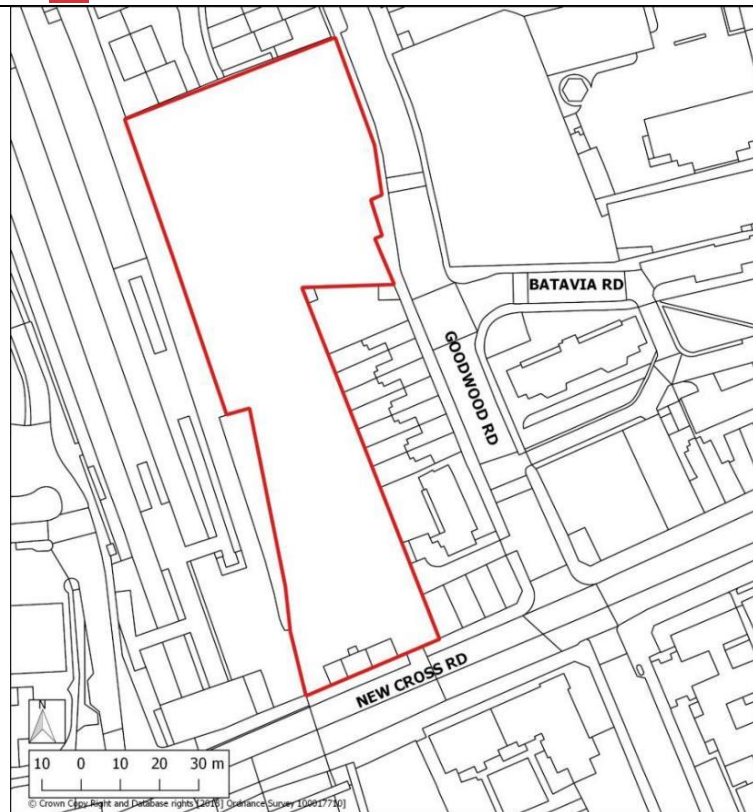
Commented [PP1323]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [PP1324]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

into either of the trunk sewers crossing the site will not be allowed. The existing connection at the north end of the site is the most likely connection point.

Commented [SA325]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

10-12 Goodwood Road and New Cross Road



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL | | | |
| Site details: | Site size (ha): 0.62, Setting: Urban, PTAL: In 2015: 6b, In 2021: 6b, In 2031: 6b, Ownership: Private, Current use: Retail, Industrial, Vacant land | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019) | | | |
| Planning designations and site considerations: | Opportunity Area, Appropriate Location For Tall Buildings , Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, Groundwater Source Protection Zone 3 , within 30m buffer of electricity cable, adjacent to Strategic Open Space | | | |
| Planning Status: | Pre-application None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 424 167 | | Gross non-residential floorspace: Employment 564 3,550 Main town centre 2,257 1,050 | |

Commented [SA326]: Factual update – providing additional details on flood risk

Commented [SA327]: Factual update on designations

Commented [SA328]: Factual update – on the progress made in redeveloping the site

Commented [SA329]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Existing planning consent

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

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership. Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the former Hatcham Works site, and any requirements associated with the transport network. The masterplan must consider the co-location, phasing and balance of uses across the site, taking into account the New Cross Area Framework SPD and be in line with Policy DM3 (Masterplans and comprehensive development).
2. Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections. The site must also facilitate the delivery of Cycleway 11 along New Cross Road.
- 2.4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - a. New walking and cycle access through the site from Goodwood Road. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - b. Public realm improvements to enhance the station approach, including along New Cross Road.
- 3.5. Positive frontages along New Cross Road and Goodwood Road, with active ground floor frontages along New Cross Road.

Commented [SA330]: Amended for clarity and to aid policy implementation

Commented [SA331]: Respond to consultation – request to improve network and to refer to specific cycleway

Development guidelines

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character, and should seek to enhance the setting of

the heritage assets in the area including within the adjoining Deptford Town Conservation Areas and nearby Hatcham Conservation Area. In particular:

~~a. Tall buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street. Tall buildings, as defined within the context of New Cross Gate, should not impact detrimentally on the views of the east end of the High Street, particularly the setting of the New Cross Inn (locally listed) and the Grade II listed Deptford Town Hall.~~

~~b. Tall buildings should be set back from New Cross Road and should be located more centrally in the site to minimise views of taller development that will be visible above the existing roofscapes.~~

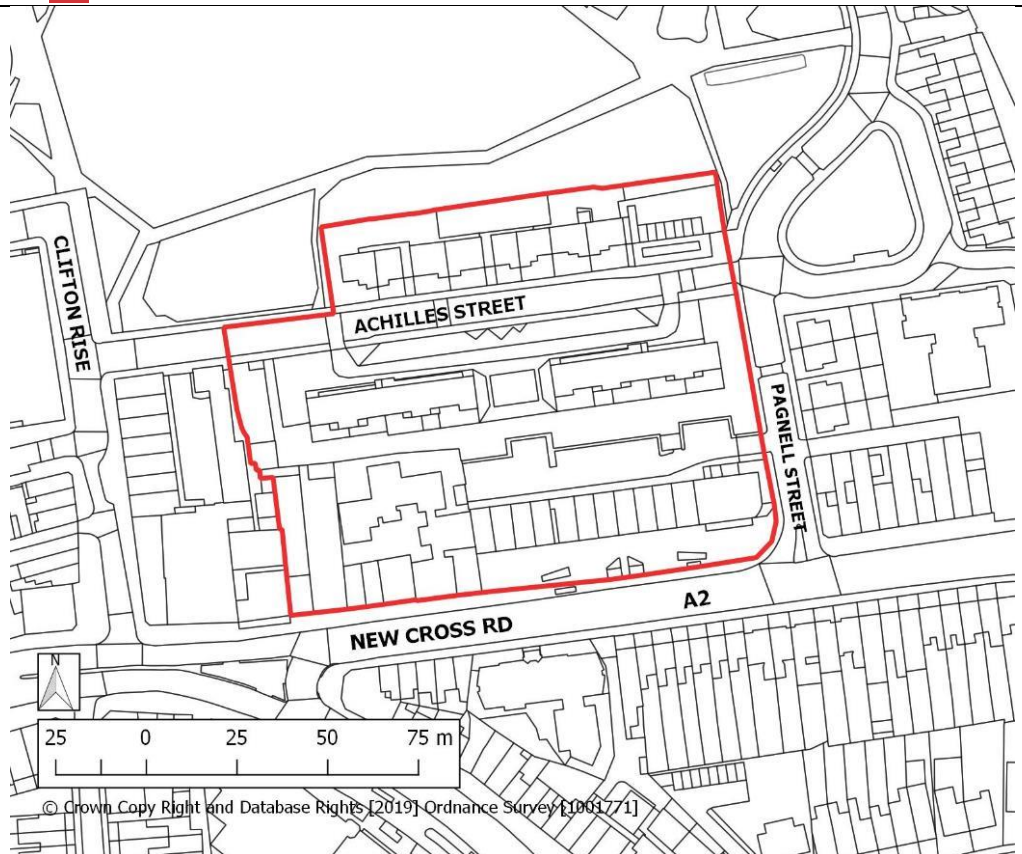
~~e.a.~~ Given the low rise nature of the prevailing, historic context any tall buildings as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.

2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycle, with generous space for movement by walking
3. Transport for London and Network Rail should be consulted on development and design options.
4. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the west of the site.
5. ~~Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. There is sufficient capacity in the sewers on Goodwood Road and New Cross Road.~~

Commented [SA332]: Amended for clarity and to protect the surrounding character and Respond to consultation – request to minimise the impact of tall buildings on New Cross Road

Commented [SA333]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

18-13 Achilles Street



Site address: New Cross Road, SE14 6AT

Site details: Site size (ha): 1.40 Setting: Urban, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Public Current use: Residential, Main town centre uses

How site was identified: London SHLAA (2017)

Planning designations and site considerations: Opportunity Area, [Appropriate Location for Tall Buildings](#), Archaeological Priority Area, adjacent to Conservation Area, adjacent to Listed Building, adjacent to [Public Open Space](#), [Strategic Open Space](#), Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone ² 1, [Groundwater Source Protection Zone 2](#), Cultural Quarter

Planning Status: [None](#) [Pre-application](#)

Timeframe for delivery:

| Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years |
|---------------------|---------------------|-------------|-----------------|
| Yes | Yes | | |

Indicative development capacity:

| Net residential units: | Gross non-residential floorspace: |
|---|--|
| 654 363 | Employment 0 Main town centre 2,716 |

Commented [SA334]: Factual update on designations

Commented [SA335]: Factual update – providing additional details on flood risk

Commented [SA336]: Factual update - on the progress made in redeveloping the site

Commented [SA337]: Capacities amended to reflect ballot

Site allocation

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

Opportunities

The Achilles Street Estate is located to the north of New Cross Road and adjacent to Fordham Park and consists of 87 existing residential units. A residents' ballot was ~~recently~~ undertaken, which resulted in support for regeneration of the estate. Site redevelopment will provide a more optimal use of land, with the creation of 450 new high quality housing, including the re-provision of existing affordable housing along with additional units. Redevelopment will also enable the reconfiguration of buildings and spaces to improve the site's relationship with Fordham Park and maximise the amenity value provided by it.

Commented [SA338]: Factual update – to reflect existing use of the site

Commented [SA339]: Factual update – to acknowledge the gross residential capacity of the site

Commented [SA340]: Amended for clarity

Development requirements

1. No net loss of affordable housing, including appropriate re-provision of existing housing on the estate, in line with Policy HO4 (Housing estate maintenance, renewal and regeneration).
2. Estate regeneration, including the design of development proposals, must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including north-south routes through the site connecting the High Street to the park.
4. Development design must respond positively to the character and enhance the amenity value of Fordham Park.
5. Main town centre uses along New Cross Road, with positive frontages the street including active ground floor frontages.
6. Positive frontages along Achilles Street and Fordham Park, with a high quality interface and improved connections to Fordham Park.

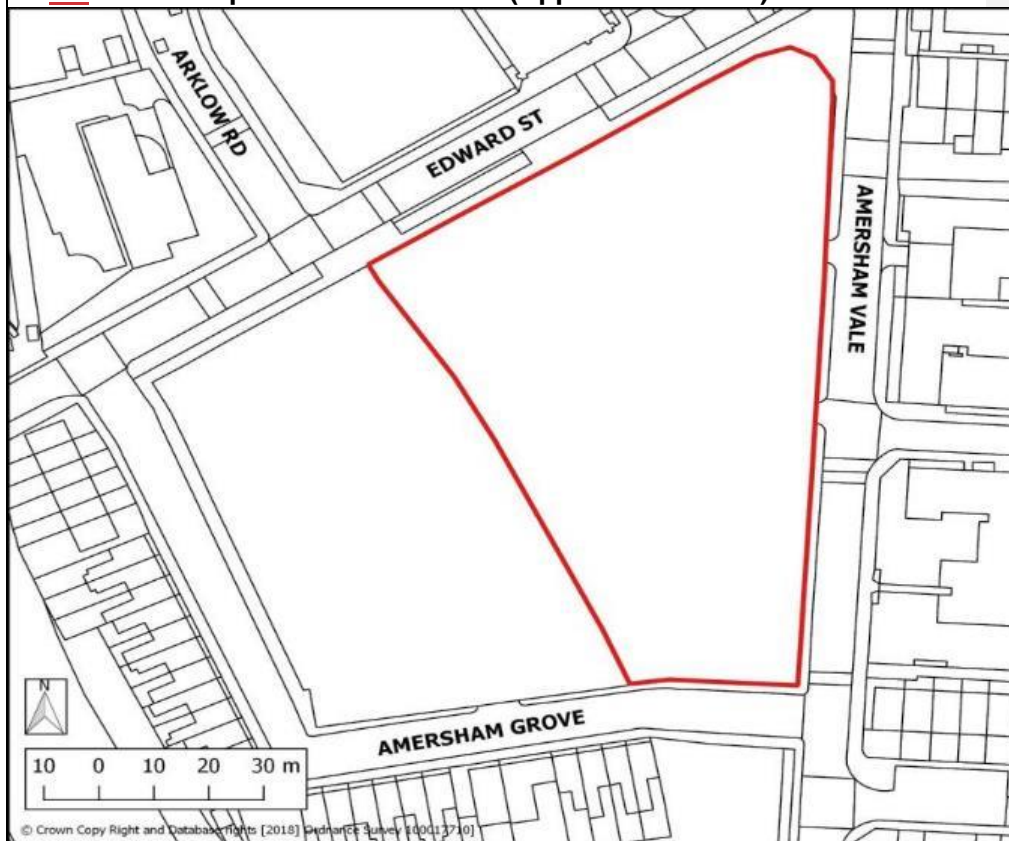
Development guidelines

1. Development should be designed to respect and respond positively to the scale and grain of the High Street.
2. Proposals should provide for an increase on the amount of town centre floorspace and existing number of shop units on the ground floor.
3. Spaces between buildings facing Fordham Park should be designed as public spaces
4. Development must be designed to protect the amenity of The Venue, having regard to the Agent of Change principle
5. Development should be designed to improve access and permeability within and through the site, with particular consideration to routes to Fordham Park, as well as Lewisham Route 1.
6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers

where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the New Cross Road trunk sewer will not be allowed.

Commented [SA341]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

1114 Former Deptford Green School (Upper School Site)



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ | | | |
| Site details: | Site size (ha): 0.68, Setting: Urban, PTAL: In 2015: 5, In 2021: 5, In 2031: 5, Ownership: Public, Current use: Former school | | | |
| How site was identified: | Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, Groundwater Source protection Zone 2 , Adjacent to Strategic Open Space . | | | |
| Planning Status: | Full application DC/15/095027 granted in July 2018. Started construction Now complete . | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 120 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA342]: Factual update on designations

Commented [SA343]: Factual update – providing additional details on flood risk

Commented [SA344]: Factual update – on the progress made in redeveloping the site

Commented [SA345]: Capacities remain the same as Regulation 18 plan

Existing planning consent

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

Site allocation

Redevelopment for residential uses.

Opportunities

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

Development requirements

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

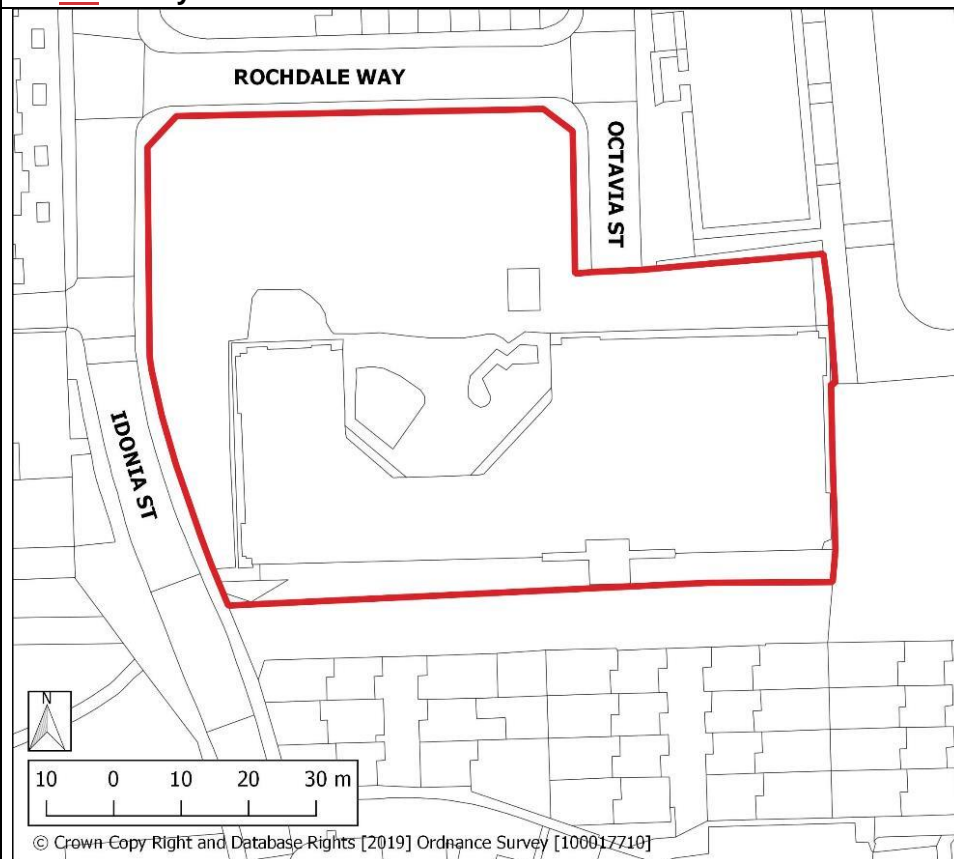
Development guidelines

1. The layout of the site should be designed to open up the site for walking and cycle routes that are well-integrated with the surrounding street network. This may include a central mews street that creates a route across the site.
2. Larger and taller building elements facing Charlottenburg Park may be appropriate in order to maximise the amenity value of the park, but careful consideration will be needed to ensure this is not compromised. A taller element at the northeast corner of the site, marking the corner of Amersham Vale and Edward Street, may also be acceptable.
3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
4. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the trunk sewer at the south of the site will not be allowed.

Commented [SA346]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA347]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

42-15 Albany Theatre



| | | | | |
|--|--|----------------------------|---|---------------------------------|
| Site address: | Douglas Way, London, SE8 4AG | | | |
| Site details: | Site size (ha): 0.61, Setting: Central, PTAL: In 2015: 6a, In 2021: 6a, In 2031: 6a, Ownership: Private, Current use: Theatre | | | |
| How site was identified: | London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Groundwater Source Protection Zone 2 , Night-time Economy Hub, Cultural Quarter | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 402 119 | | Gross non-residential floorspace: Employment 0 758 Main town centre 5,002 3,032 | |

Commented [SA348]: Factual update on designations

Commented [SA349]: Factual update – providing additional details on flood risk

Commented [SA350]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Development requirements

1. Development must be delivered in accordance with a site masterplan, to ensure coordination, phasing and balance of uses across the site, including the Albany Theatre, and the market at Douglas Way adjacent to it, in line with Policy DM3 (Masterplan and comprehensive development).
2. Retention or appropriate re-provision of the Albany Theatre on the site, in line with Policy CI-1 (Safeguarding and securing community infrastructure).
3. Development must be designed to respond positively to the setting of the Conservation Area and the Grade II listed Deptford Ramp.
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
5. Positive frontages along Douglas Way and Idonia Street to protect and enhance the amenity of the market along Douglas Way.

Commented [SA351]: Amended for clarity and to aid policy implementation

Development guidelines

1. The bulk, scale, massing and height of buildings should ensure no unacceptable level of over shadowing of the existing open space in the northern part of the site, or any re-provided open space, and the residential properties to the north of the site. To avoid overshadowing taller elements should be concentrated to west of the site where the building would need to 'turn the corner' successfully.
2. Development should create positive frontages onto Idonia Street and Douglas Way, with active ground floor frontages incorporated into the development wherever possible, taking into account the operational requirements of the theatre and the need to protect the public realm, and the market at Douglas Way.
3. The Albany Theatre is a non-designated heritage asset of historical, social and cultural significance. Deptford Conservation Area lies immediately east of the site. To the east of the site lies the Grade II listed Deptford Ramp, the oldest surviving railway structure in London, and was restored as part of the Deptford Market Yard development. The site also lies within an Area of Archaeological Priority.
4. The community gardens are Neighbourhood Open Space and development proposals will be considered with reference to GR2 Open Space.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site

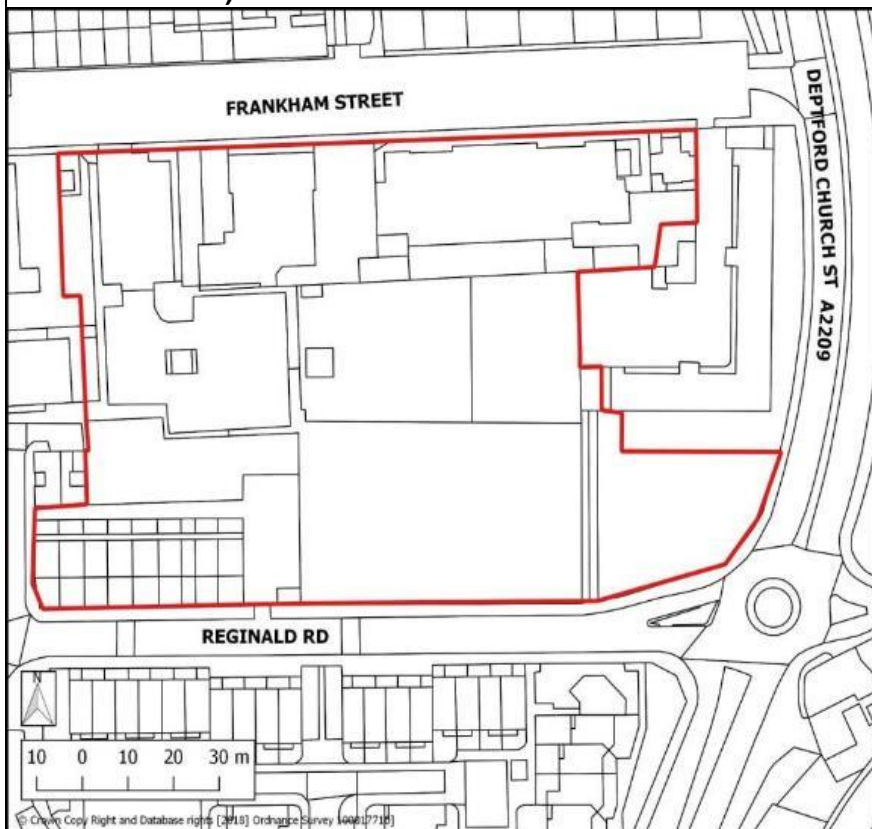
Commented [SA352]: Respond to consultation – request to refer to public realm and the Douglas Way market

Commented [SA353]: Amended for clarity and to aid policy implementation

being occupied through a housing phasing plan. New connections into the Douglas Way trunk sewer will not be allowed.

Commented [SA354]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

13-16 Land north of Reginald Road and south of Frankham Street (former Tidemill School)



Site address: Land North of Reginald Road and South of Frankham Street, London, SE8 4RL

Site details: Site size (ha): 1.26, Setting: Urban, PTAL: In 2015: 5, In 2021: 6a, In 2031: 6a, Ownership: Public, Current use: Former school, Caretakers house

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

Planning designations and site considerations: Opportunity Area, [Regeneration Node](#), [Conservation Area](#), Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2, [Groundwater Source Protection Zone 1](#)

Planning Status: Full application DC/16/095039 granted in July 2018. [UnderStarted construction](#).

| | Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years |
|-------------------------|---------------------------|----------------------------|-----------------------------|---------------------------------|
| Timeframe for delivery: | Yes | | | |

| | | |
|----------------------------------|---|------------------------------------|
| Indicative development capacity: | Net residential units: | Gross non-residential floorspace: |
| | 299 204 193 | Employment 0 Main town centre 0 |

Commented [SA355]: Factual update on designations

Commented [SA356]: Factual update – providing additional details on flood risk

Commented [SA357]: Factual update – on the progress made in redeveloping the site

Commented [SA358]: Capacity amended to reflect the planning consent granted for the site

Existing planning consent

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

Site allocation

Comprehensive redevelopment for residential uses.

Opportunities

This site comprises the former Tidemill Primary School and associated grounds, the Old Tidemill Wildlife Gardens ~~and 16 existing properties~~, and it is located within Deptford District Centre. It is now vacant following the relocation of the school. The site immediately to the north comprises the Deptford Lounge library and community facility. The land will be brought back into active use through redevelopment, with new high quality housing. Development will also enable public realm enhancements to improve the site's relationship with the Deptford Lounge, and also support the vitality and viability of the town centre.

Commented [SA359]: Factual update – to reflect existing use of the site

Development requirements

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

Commented [PP1360]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Development guidelines

1. The design of development should respond positively to the surrounding building heights, ~~particularly the retained school buildings~~, and take account of the proximity to the adjoining Deptford ~~Town-High Street and St Paul's Church~~ Conservation Area and nearby Deptford Creek Conservation Area, ~~including the~~ and Crossfield estate, which ~~has-is of~~ heritage significance. Development should not be visible from within Deptford High Street and should not detract from the setting, character and appearance of Griffin Square.
2. To create a distinctive identity, different designs and scales across the site should be used to reflect different site conditions, spatial character and distinctive features and buildings that already exist on-site.
3. A cohesive public realm should create strong relationships to public realm elsewhere in Deptford. New public realm should be able to accommodate a range of appropriate activities whilst retaining an overall tranquil environment. Destinations should be created through a series of courtyard spaces and landscaping should be used to soften spaces and create an interesting streetscape.

Commented [SA361]: Respond to consultation – request to refer to a specific cycle route

Commented [SA362]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

4. Consideration should be given to the retention of mature trees, especially those adjacent to the annexe and along the Frankham House boundary.

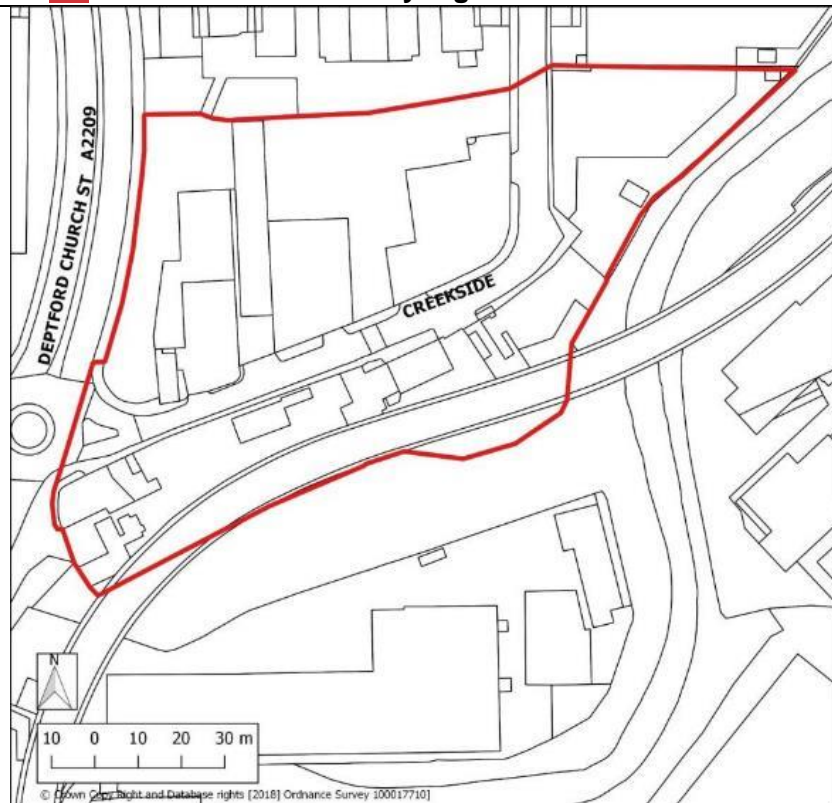
4.5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

5.6. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge in Deptford Creek. New connections into the Deptford Church Street trunk sewer will not be allowed and impacts on the Deptford Storm Overflow should be avoided.

Commented [SA363]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA364]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

16-17 Lower Creekside Locally Significant Industrial Site



| | | | | |
|--|--|---|---|---------------------------------|
| Site address: | Creekside, London, SE8 4SA | | | |
| Site details: | Site size (ha): 1.10, Setting: Central, PTAL: In 2015: 0-6a, In 2021: 0-6a, In 2031: 0-6a, Ownership: Mixed, public and private, Current use: Industrial, Wharf | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Regeneration Node , Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area, Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a, adjacent to River Ravensbourne , Tidal defences adjacent to site , Groundwater Source Protection Zone 1 | | | |
| Planning Status: | Pre-application Full application DC/18/106708 was granted consent in May 2020. Started construction. Pre-applications for remainder of the site. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 160 162 | | Gross non-residential floorspace: Employment 8,201 Main town centre 0 | |

Commented [SA365]: Factual update on designations

Commented [SA366]: Factual update – providing additional details on flood risk

Commented [SA367]: Factual update – on the progress made in redeveloping the site

Commented [SA368]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Existing planning consent:

DC/18/106708 – Full application for part of the site, demolition of existing buildings at 1 Creekside and construction of 56 residential units and 1541m² commercial space (B1).

Site allocation

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

Opportunities

The site comprises a Locally Significant Industrial Site located within the Deptford Creekside Cultural Quarter, in proximity to the Faircharm estate and Trinity Laban Centre. It is located within the Deptford Creek/Greenwich Riverside Opportunity Area that seeks to deliver new jobs and homes. It is occupied by a range of commercial uses, including workshops and offices focussed around the creative industries and has 7 existing residential units. Creekside Road runs through the site. Redevelopment and site intensification, along with the co-location of commercial and other uses will provide a more optimal use of land and support local area regeneration and the Cultural Quarter. - Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area

Development requirements

1. Landowner must work in partnership and Phased development must be delivered in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site and the emerging character of consented development schemes, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC-5EC6~~ (Locally Significant Industrial Sites).
3. Positive frontages along Deptford Creek, Deptford Church Street and Creekside, with active ground floor frontages incorporated into the strong street edge provided by the historic boundary walls where possible.
4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including:
 - a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way.
 - b. widened pavements at pinch points in Creekside, and
 - c. the creation of new yards behind the street frontage.
 - a-d. better inter-connectivity with Deptford High Street through a green corridor.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.
- 5-6. Development proposals must protect and sustain the existing boat houses, Lewisham's boat dwelling community, as this distinctive —riverside setting forms part of one of the important characteristics of the Creekside Conservation Area.

Commented [SA369]: Factual update – to reflect the planning consent granted for the site.

Commented [SA370]: Respond to consultation – request to refer to the Opportunity Area

Commented [SA371]: Factual update – to reflect the existing use of the site

Commented [SA372]: Respond to consultation – request to acknowledge that part of the site already has planning consent

Commented [SA373]: Amended for clarity and to aid policy implementation

Commented [SA374]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA375]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA376]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA377]: Respond to consultation – request to reference public realm improvements and a specific route

Commented [SA378]: Amended for clarity and to aid policy implementation

Commented [SA379]: Respond to consultation – request to refer to boat dwelling community

Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter, ~~and other uses, including residential uses, must not adversely impact on the Cultural Quarter, in line with the Agent of Change principle.~~
3. The development should be designed having regard to the character ~~and amenity of the the Trinity Laban Centre, the Faircham site, the buildings opposite the Creek in Greenwich, development at the former Tidemill School and elevated DLR and appearance of the Conservation Area, the buildings within it that make a positive contribution, the green and open spaces that are integral to the character of the Crossfield's estate and provide amenity for residents and the Creek itself.~~
4. Building heights will need to ~~be designed having~~ regard to impacts on the ~~existing boundaries that make a positive contribution to the character and appearance of the Creekside Conservation Area, (including the historic Crossfield's Estate) and create a drop in scale from the heights on Deptford Church Street. They should also have regard to the setting of Grade I Listed St Paul's Church in Deptford, grade II listed Mumford's Mill (RBG), grade II listed Railway Viaduct and the setting the heritage setting of Deptford Church-High Street and -St Paul's Church Conservation Area Creekside and on the historic Crossfield Estate.~~
5. Development should be informed ~~through-by~~ an understanding of the site's historic significance, ~~and in particular it's past river related industrial activity, and seek to preserve and enhance the Deptford Creek Conservation Area and the historic Crossfield Estate, including the green and open spaces that are integral to the character of the estate and respond to this through improving access to the Creek, creating new views of it and of significant historic buildings on its banks, creating opportunities for river related occupations, and revealing its history and presence through art, design, materials, layout and uses.~~
6. ~~Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.~~
7. ~~Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. There is potential for discharge into Deptford Creek.~~

Commented [SA380]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA381]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

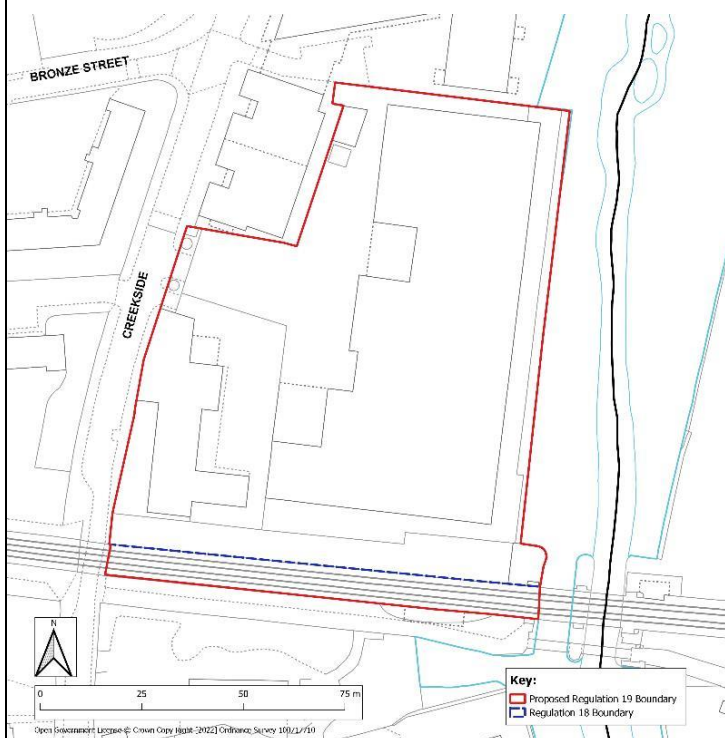
Commented [SA382]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA383]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA384]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA385]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

14-18 Sun Wharf Mixed-Use Employment Location (including Network Rail Arches)



Commented [SA386]: Respond to consultation – landowner requested that the site name and map be changed to reflect that the railway arches are included within the site allocation.

| | | | | |
|--|--|----------------------------|--|---------------------------------|
| Site address: | Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ | | | |
| Site details: | Site size (ha): 1.00, Setting: Urban, PTAL: In 2015: 0-3, In 2021: 0-3, In 2031: 0-3, Ownership: Private, Current use: Industrial, Wharf | | | |
| How site was identified: | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Appropriate Location for Tall Buildings , Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a, adjacent to River Ravensbourne, Tidal defences adjacent to site , Groundwater Source Protection Zone 3 | | | |
| Planning Status: | Application submitted. Full application DC/22/125674 for Cockpit Arts Centre was granted in May 2022. Full application DC/20/118229 has been submitted but has not yet been determined was considered at Strategic Planning Committee on 1 st September 2022. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 235 220 | | Gross non-residential floorspace: Employment 1,9331,443 Main town centre 0 | |

Commented [SA387]: Factual update on designations

Commented [SA388]: Factual update – providing additional details on flood risk

Commented [SA389]: Factual update – on the progress made in redeveloping the site

Commented [SA390]: Capacities amended to reflect planning consent granted for the site and the submitted application

Existing planning consent

DC/22/125674 – Full application for the reconfiguration of the main building at Cockpit Arts Centre, 18-22 Creekside to provide café, educational facility, foyer and visitor entrance.

Site allocation

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

Opportunities

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

Development requirements

1. Landowners should work in partnership and Phased development must be delivered in accordance with a masterplan to ensure coordination, phasing and balance of uses across the site including the Cockpit Arts Centre and Sun Wharf parcels of land, ensuring initial phases are not prejudicial against latter phases, in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy EC-6/EC7 (Mixed-use Employment Locations) including all types of studio space that meets the needs for space for creative industries-
3. Positive frontage along Deptford Creek and Creekside and to the southern site boundary, with active ground floor frontages where possible.
4. Development must provide physical and visual links to the roadway adjacent to the railway arches and optimise the use of the railway arches- future potential for commercial, cultural and/or community activities.
- 4-5. The site must be fully re-integrated with the surrounding street network to improve access and permeability. The site must also facilitate the delivery of Cycleway 10 which runs over Ha'penny Bridge and Cycleway 35 running along Creekside.
- 5-6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - a. A new public square,;
 - b. New and enhanced waterside access including provision of a new public path along Deptford Creek and potential for new public access to this path by the route to the north of the railway viaduct arches;
 - c. A-Potential for a new walking link through the viaduct arches to Ha'penny Bridge.

Commented [SA391]: Factual update – to reflect the planning consent granted for the site

Commented [SA392]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA393]: Amended for clarity and to aid policy implementation

Commented [SA394]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA395]: Respond to consultation – studio space should not be limited to artist studios

Commented [SA396]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA397]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA398]: Respond to consultation – request to refer to specific cycle routes

Commented [SA399]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA400]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

~~6.7.~~ Development must improve the ecological quality and amenity value of the riverside environment at Deptford Creek, taking into account the River Corridor Improvement Plan (SPD).

Commented [SA401]: Amended for clarity and to aid policy implementation

~~8.~~ Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace, and the sand martin bank at Deptford Creek and the SINC at Creekside Discovery Centre, The Creek and at Sue Godfrey Park.

Commented [SA402]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

~~9.~~ Development proposals must incorporate ways of revealing and conveying the history and heritage of the site and its surroundings, including riverine, railway, industrial and social history, as well as marking the entrance to Deptford and the borough by train.

Commented [SA403]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

~~7.10.~~ Development should not impact on the World Heritage Site or other heritage assets within Royal Greenwich such as the Grade II Listed former Greenwich Town Hall and its' prominent tower.

Commented [SA404]: Respond to consultation – request to reference World Heritage site and designated heritage asset

Development guidelines

1. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street.

2. The development should be designed so that the Cockpit Arts building retains a visual presence from Creekside, including where the building is to be re-provided.

3. The design of the development should enable the viaduct arches to be opened up and refurbished for commercial, cultural and/or community uses.

4. Artist studio space should be provided to complement creative uses that exist to the north and south of the site (Kent Wharf, Faircharm and Cockpit Arts), which together form an important cluster in the Cultural Quarter.

~~5.~~ The potential for taller building elements to reflect the surroundings should be considered as part of a design led approach, although this would need to and should ensure minimal impact on the Grade II listed railway viaduct and the Lifting Bridge Structure as well as the setting of the Grade I Listed St Paul's Church in Deptford and the LVMF panoramic view from Blackheath Point. Taller elements should be located in the south ~~western~~ eastern corner of the site, marking the junction of Creekside and the railway viaduct.

Commented [SA405]: Respond to consultation – request to refer to a design led approach for tall buildings

~~6.~~ The proposed residential development located in close proximity to the safeguarded Brewery Wharf should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle.

Commented [SA406]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

~~5.7.~~ The design of the development should respond positively to the character and nature of Deptford Creek and the existing street pattern and ensure increased permeability through the site with public access to a route running along Deptford Creek that connects into the wider Waterlink Way. Development should not result in a reduction in existing footway or carriageway space.

Commented [SA407]: Respond to consultation – request to refer to safeguarded wharf and the Agent of change principle

~~6.8.~~ Connections running south through the railway viaduct and east-west from Creekside along the northern edge of the viaduct should also be explored.

Commented [SA408]: Respond to consultation – to request no reduction in footway or carriageway

~~9.~~ The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside, from the east bank of the Creek and from within

Commented [SA409]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Sue Godfrey Park Site of Importance for Nature Conservation. Development should ensure new buildings maximise the aspect over the waterway and enabling-enable longer distance views beyond the waterway.

10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek. New connections into the Creekside trunk sewer will not be allowed.

7.12. Network Rail should be consulted on development and design options including an east-west link along the northern side of the viaduct and access through the arch for a potential north-south link.

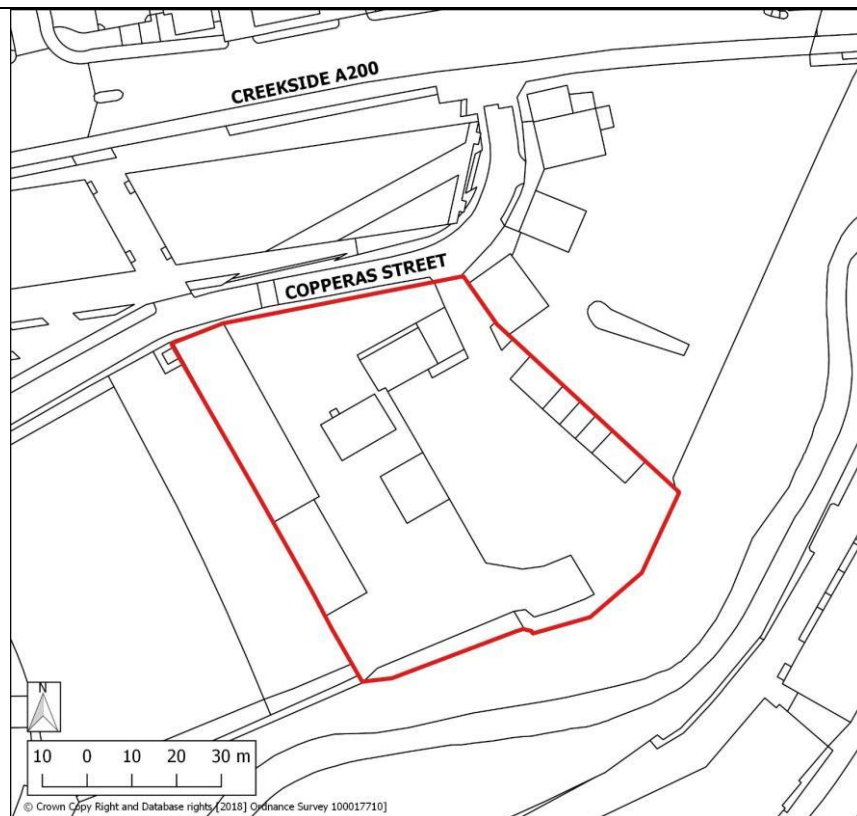
Commented [SA410]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA411]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA412]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

Commented [SA413]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

15-19 Creekside Village East, Thanet Wharf Mixed-Use Employment Location



| | | | | |
|--|---|----------------------------|-----------------------------|---------------------------------|
| Site address: | Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford | | | |
| Site details: | Site size (ha): 0.61, Setting: Urban, PTAL: In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, Ownership: Mixed, public and private, Current use: Industrial, Wharf | | | |
| How site was identified: | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Opportunity Area, Appropriate Location for Tall Buildings , Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a, adjacent to River Ravensbourne, Tidal defences adjacent to site | | | |
| Planning Status: | Pre-application Full application DC/18/108548 was granted a resolution to approve in November 2020 | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |

Commented [SA414]: Factual update on designations

Commented [SA415]: Factual update – providing additional details on flood risk

Commented [SA416]: Factual update – on the progress made in redeveloping the site

| | | |
|----------------------------------|--|--|
| Indicative development capacity: | Net residential units: <u>394 393</u> | Gross non-residential floorspace: Employment <u>114</u> Main town centre <u>7577 962</u> |
|----------------------------------|--|--|

Commented [SA417]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

DC/18/108548 – Full application for the demolition of existing buildings and on land bound by Copperas Street and Deptford Creek comprising 393 residential units, 757m2 commercial floorspace and a cultural/performance venue, dance studios and education space for Trinity Laban.

Commented [SA418]: Factual update – to reflect planning consent granted for the site

Site allocation

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

Opportunities

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

Commented [SA419]: Respond to consultation – request to refer to the safeguarded wharf

Development requirements

- Landowners must work in partnership and Development must be delivered in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
- Provision of commercial floorspace in line with Policy EC 6 EC7 (Mixed-use Employment Locations)
- Positive frontage along Copperas Street, Deptford Creek and at the western boundary of the site (facing Trinity Laban Centre), with active ground floor frontages where possible.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way; and
 - Clearly articulated routes, and street level views, to Trinity Laban Centre and Deptford Creek.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.

Commented [SA420]: Amended for clarity and to aid policy implementation

Commented [SA421]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA422]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

Commented [SA423]: Amended for clarity and to aid policy implementation

Development guidelines

- Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural

Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street. A new education / community facility will be supported in principle, particularly where this enhances existing provision associated with the Trinity Laban Centre.

2. The potential for tall buildings to reflect the surroundings, including the -emerging cluster of tall buildings, should be considered through the design process, ~~although this would need to ensure minimal impact on the setting of Grade I Listed St Paul's Church in Deptford and the nearby Deptford Creek Conservation Area. Potential impacts on the setting of the grade I listed St Paul's Church, Deptford and the nearby Deptford Creek Conservation Area, Deptford High Street and St Paul's Church Conservation Area, the Maritime Greenwich World Heritage Site and the Trinity Laban Centre must be assessed and harm avoided. Tall buildings should be designed to act as a wayfinder for the Trinity Laban Centre.~~
3. The proposed residential development located in close proximity to the safeguarded Brewery Wharf should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle.
4. Development should respond positively to Deptford Creek, which is a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way. Protection should be given to the intertidal terrace and sand martin bank that have been previously enhanced, create ecological zones and a new tidal terrace, whilst retaining the right to navigate.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek.
7. Development should be designed to protect the biodiversity and amenity value of the nearby Sue Godfrey Park, which is partly a Site of Importance for Nature Conservation.
- 2-8. SUDS should be an integral part of the development, seeking to reduce rainwater runoff into Deptford Creek.

Commented [SA424]: Respond to consultation – to acknowledge impacts on heritage assets and in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

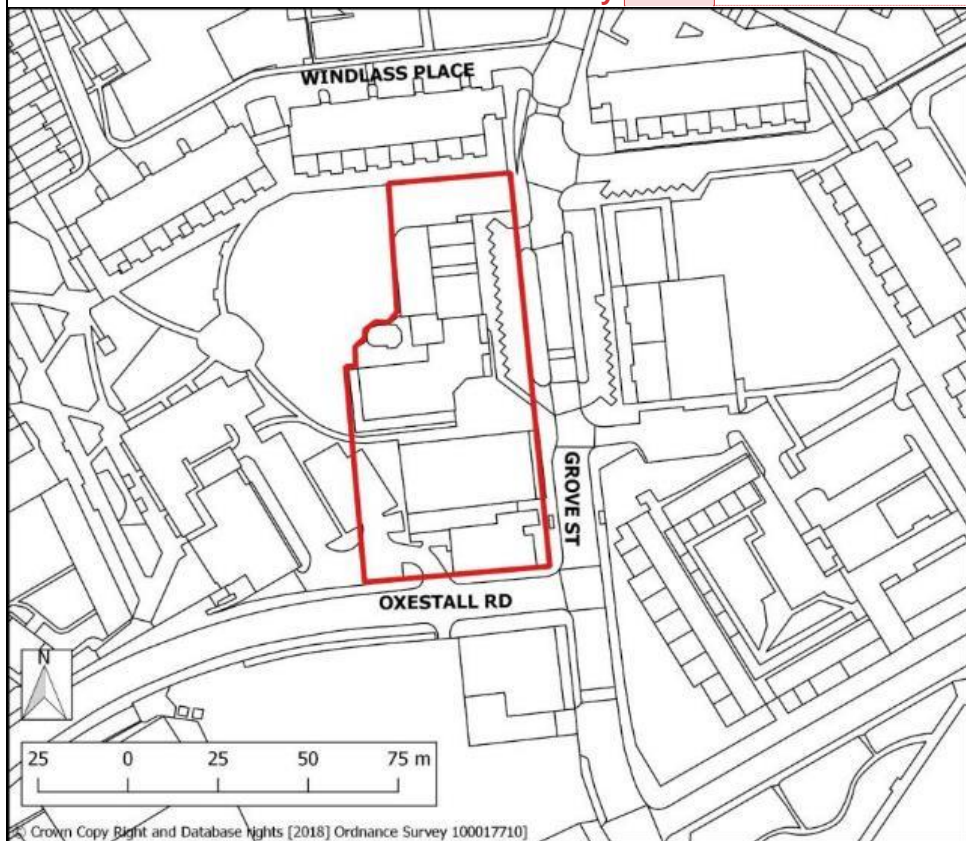
Commented [SA425]: Respond to consultation – request to reference the safeguarded wharf and Agent of Change principle

Commented [SA426]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA427]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

Commented [SA428]: Respond to consultation – in response to Historic England's request to revisit specific site allocations by analysing how they will affect the significance of heritage assets

3 Riverside Youth Club and 2000 Community Centre



Commented [SA429]: Factual update – the site has been removed from the Plan as parts of the building are due to be refurbished

| | | | | |
|--|---|-------------------|---|-------------------|
| Site address: | 185 Grove St, London, SE8 3QQ | | | |
| Site details: | Site size (ha): 0.51, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Private, Current use: Community Centre, Retail, Pharmacy | | | |
| How site was identified: | Lewisham Call for Sites (2018) and New Cross Area Framework (2019) | | | |
| Planning designations and site considerations: | Opportunity Area, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | 2020/21 — 2024/25 | 2025/26 — 2029/30 | 2030/31 — 2034/35 | 2035/36 — 2039/40 |
| Indicative development capacity: | Net residential units: 72 | | Gross non-residential floorspace: Employment 0 Main town centre 2,474 | |

Site allocation

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

Opportunities

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

Development requirements

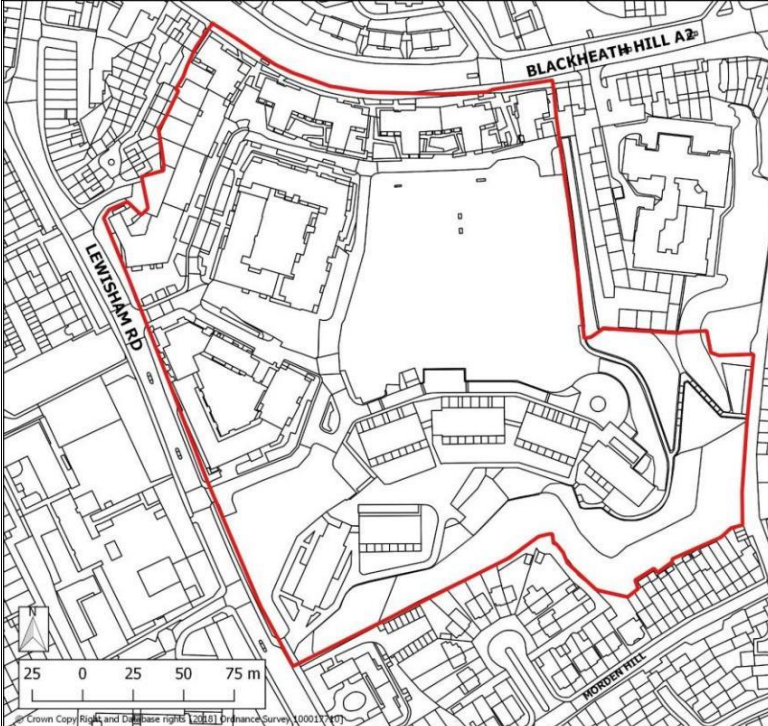
- Appropriate re-provision of the existing community facilities, in line with Policy CI-4 (Safeguarding and securing community infrastructure).
- Well-integrated and high-quality community facilities, including publicly accessible play space.
- Main town-centre uses must be ancillary to the main residential and community use(s). Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including access improvements to Surrey Canal Linear Park.
- Positive frontages along Grove Street and Oxestalls Road, with active ground-floor frontages where commercial uses are integrated.

Development guidelines

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

East Area

1 Heathside and Lethbridge Estate



Site address: Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10

Site details: Site size (ha): 6.07, Setting: Urban, PTAL: In 2015: 2-5, In 2021: 2-5, In 2031: 2-5, Ownership: Public, Current use: Housing estate

How site was identified: London SHLAA (2017)

Planning designations and site considerations: Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Site of Importance for Nature Conservation, [Strategic Open Space](#), Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, [Groundwater Source Protection Zone](#) [1](#).

Planning Status: Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. [Phases 1-4 have been completed and have delivered 782 residential units. Phases 5 and 6 consisting of 443 units are currently under construction. Construction started and development is partially complete.](#)

| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years |
|-------------------------|---------------------------|----------------------------|-----------------------------|---------------------------------|
| | Yes | Yes | | |

| | | |
|----------------------------------|--|---|
| Indicative development capacity: | Net residential units for whole site: 443 660 | Gross non-residential floorspace: Employment 0 Main town centre 0 1,280 |
| | Remaining net units to be built: 443 | |

Commented [SA430]: Factual update on designations

Commented [SA431]: Factual update – providing additional details on flood risk

Commented [SA432]: Factual update – on the progress made in redeveloping the site

Commented [SA433]: Capacities amended to reflect the planning consents granted for the site

Existing planning consent

DC/09/072554 as amended by DC/10/075627, DC/10/075395, DC/10/075536, DC/12/081165, DC/12/081169, DC/14/087835, DC/14/087333, DC/14/087335, DC/15/090624, DC/15/092670, DC/17/101616, DC/17/101686, DC/17/104709, DC/18/106053, and DC/18/107715 and 19/111861, - for 512 square metres of retail floorspace, 768 square metres of community floorspace, an energy centre and buildings ranging from 3 to 17 storeys in height, together with car and cycle parking, associated highway infrastructure, public realm works and provision of open space; and phase 1 (138 residential units), phase 2 (190 units), phase 3 (218 units), phase 4 (236 units), phase 5 (284 units) and phase 6 (159 units).

Commented [SA434]: Factual update – to reflect planning consent granted on the site

Site allocation

Comprehensive regeneration of 565 existing residential units within a housing estate comprising to provide 1,225 residential units (net 660), community and ancillary main town centre uses. Redevelopment of existing buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site, along with open space, public realm and environmental enhancements.

Commented [SA435]: Amended for clarity - to acknowledge the existing residential units and the gross residential capacity of the site

Opportunities

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

Development requirements

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

Development guidelines

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

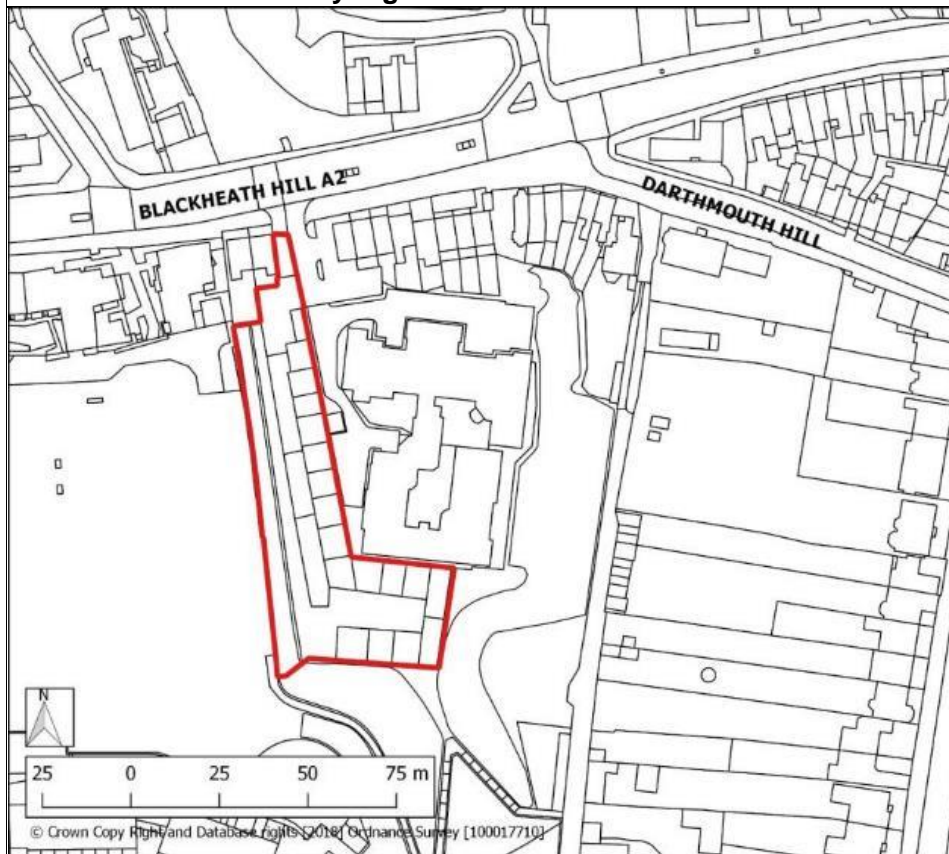
the site and the Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.

4. Development should have regard to the woodland area designated as SINC along the eastern and southern site boundaries.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to manage surface water and divert existing sewers where applicable.

Commented [SA436]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA437]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

2 Blackheath Hill Locally Significant Industrial Site



| | | | | |
|--|--|----------------------------|--|---------------------------------|
| Site address: | Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA | | | |
| Site details: | Site size (ha): 0.31, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Industrial | | | |
| How site was identified: | Site Allocations Local Plan (2013) and Lewisham Call for Sites (2015 and 2018) | | | |
| Planning designations and site considerations: | Opportunity Area, Locally Significant Industrial Site, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent to Strategic Open Space , Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1 | | | |
| Planning Status: | None Full application DC/20/117309 granted in April 2021. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 30 63 | | Gross non-residential floorspace: Employment 1,038 288 Main town centre 0 | |

Commented [SA438]: Factual update on designations

Commented [SA439]: Factual update – providing additional details on flood risk

Commented [SA440]: Factual update – on the progress made in redeveloping the site

Commented [SA441]: Capacities amended to reflect the planning consent granted for the site

Existing planning consent

DC/20/117309 – Full application for the redevelopment of the site to provide a mixed-use scheme comprising a residential building consisting of 63 flats and 2,888m² flexible light industrial space in a separate building.

Commented [SA442]: Factual update – to reflect planning consent granted for the site.

Site allocation

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

Opportunities

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

Development requirements

1. All development must be delivered in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC-5~~EC6 (Locally Significant Industrial Sites).
3. Development proposals must protect and seek to enhance green infrastructure, including the SINC that abuts the site at its south and eastern boundaries.

Commented [SA443]: Amended for clarity and to aid policy implementation.

Commented [SA444]: Factual update – to reflect new policy numbers in Regulation 19 plan

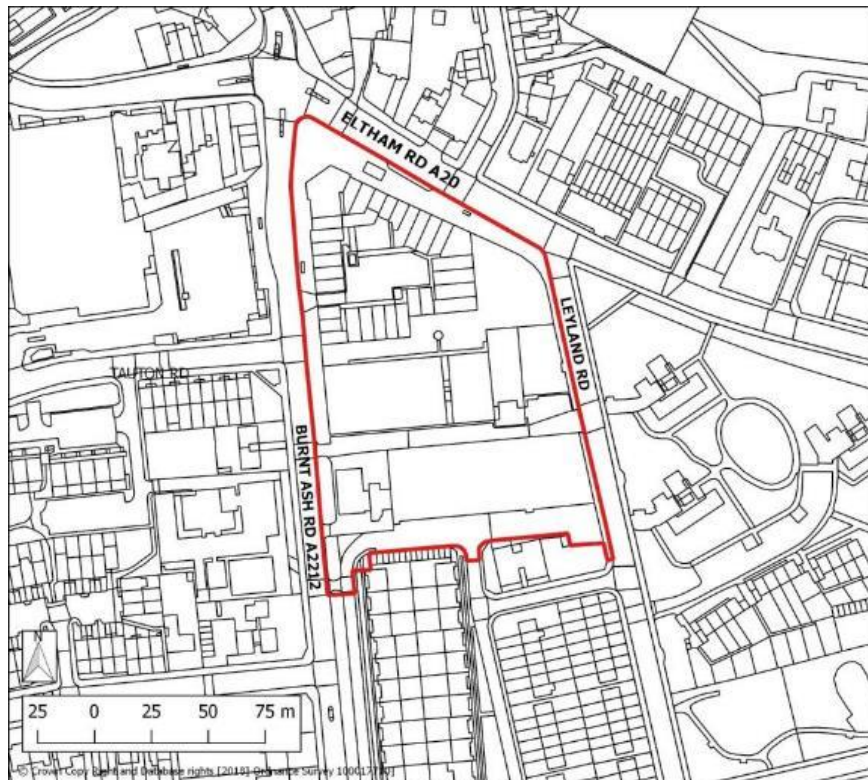
Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development should be designed having regard to the heritage assets adjacent to the site, including the setting of the Blackheath Conservation Area, as well as Listed and Locally Listed Buildings to the east, on Dartmouth Row.
3. The irregular shape of the site will require careful consideration of site access and layout, particularly for commercial and servicing vehicles.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.

Commented [SA445]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA446]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

3 Leegate Shopping Centre



| | | | |
|--|---|--------------------------|---|
| Site address: | Leegate Shopping Centre, London, SE12 | | |
| Site details: | Site size (ha): 1.90, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Main town centre uses, Retail, Employment, Residential, Car park | | |
| How site was identified: | Site Allocation Local Plan (2013) and London SHLAA (2017) | | |
| Planning designations and site considerations: | Growth Node, Appropriate Location for Tall Buildings, Adjacent to Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Flood Zone 3a, 1, 2, 3, Groundwater Source Protection Zone 2 | | |
| Planning Status: | Full application DC/14/090032 received resolution to grant permission in May 2016. New Full application DC/18/107468 submitted in June 2018 was not determined. Pre-application. New application to be submitted in 2022. | | |
| Timeframe for delivery: | <u>Years 1-5</u> Yes | <u>Years 6-10</u> Yes | <u>Years 11-15</u> Beyond 15 years |
| Indicative development capacity: | Net residential units: 450 | | Gross non-residential floorspace: Employment 805 Main town centre 5,449 |

Commented [SA447]: Factual update on designations

Commented [SA448]: Factual update – providing additional details on flood risk

Commented [SA449]: Factual update – on the progress made in redeveloping the site

Commented [SA450]: Capacities remain the same as Regulation 18 plan

Existing planning consent

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

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

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

Site allocation

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

Opportunities

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

Development requirements

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.
2. Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- ~~3.4.~~ Provision of community infrastructure to meet demand arising from the development, including a new health facility in partnership with the CCG, NHS and other health bodies.

Development guidelines

1. Careful consideration must be given to the integration of walking and cycle routes through the site to Eltham Road, Burnt Ash Road, Leyland Road and Taunton Road.
- ~~4.2.~~ Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses.

Commented [SA451]: Amended for clarity, to encourage community infrastructure in line with rising demand

- ~~2.3.~~ Development should make more optimal use of the land by reviewing options for the existing multi-storey car park. ~~Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting public transport accessibility levels.~~
4. Public realm should be redistributed across the site, with a new public square set back from Burnt Ash Road. Consideration should be given to external seating areas, landscaping and playspace as well as communal courtyard gardens, private amenity spaces and improved public realm along Eltham Road and Burnt Ash Road.
5. ~~Development should contribute to a healthy streets corridor and take account of the strategic cycle routes running north-south along B212 Lee Road and A2212 Burnt Ash Road/Baring Road and east-west along A20 Lee High Road/Eltham Road.~~
- ~~3.6.~~ Large canopy tree planting on south east corner ~~and along Burnt Ash Road~~ should be used to improve the public realm and link the Burnt Ash Road Avenue of trees ~~on the opposite side of the street~~ with the mature trees on the ~~site~~.
7. Development should ~~take account of a Grade II listed fire station and a locally listed Old Tigers Head Pub and seek~~ to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area. The local history information board that currently exists on the south east side of the site should be protected or replaced and incorporated into the new scheme.
8. ~~Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.~~
9. ~~Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer will not be allowed.~~

Commented [SA452]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

Commented [SA453]: Respond to consultation – request to refer to healthy Streets corridor and specific cycle routes

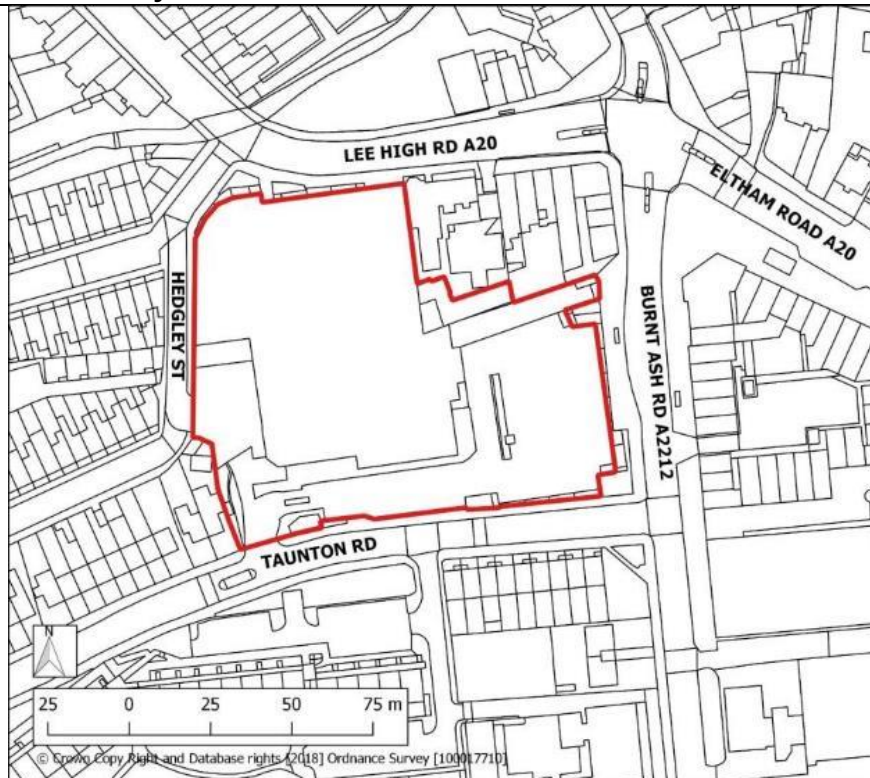
Commented [SA454]: Amended for clarity and respond to consultation – request to reference tree planting along Burnt Ash Road

Commented [SA455]: Respond to consultation – request to refer to heritage assets

Commented [SA456]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA457]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

4 Sainsbury's Lee Green



| | | | | |
|--|---|----------------------------|---|--|
| Site address: | 14 Burnt Ash Road, Lee, London, SE12 8PZ | | | |
| Site details: | Site size (ha): 1.05, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Main town centre uses, Retail, Car park | | | |
| How site was identified: | London SHLAA (2017) and Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | Growth Node , Appropriate Location for Tall Buildings , Archaeological Priority Area, adjacent Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Flood Zones 1 , 2 , 3a3 , River Quaggy nearby , Groundwater Source Protection Zone 2 , adjacent Listed Building | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 429 111 | | Gross non-residential floorspace: Employment 0 625 Main town centre 4 123 | |

Commented [SA458]: Factual update on designations

Commented [SA459]: Factual update – providing additional details on flood risk

Commented [SA460]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

1. Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses and allow for the retention or re-provision of the existing a supermarket.
2. Development should make more optimal use of the land by reviewing options for the existing car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the public transport accessibility levels.
3. Development should be designed to enhance movement by walking and cycling-, with improved permeability through the site, in particular providing new routes between Hedgley Street, Brightfield Road, Taunton Road and Lee High Road.
4. Development should contribute to a healthy streets corridor and take account of the strategic cycle routes running north-south along B212 Lee Road and A2212 Burnt Ash Road/Baring Road and east-west along A20 Lee High Road/Eltham Road.
- 3-5. Development should create a positive frontage along Burnt Ash Road and Lee High Road, aligned with adjacent properties. Tree planting should be introduced to improve amenity and the public realm, filling in the gaps in the avenue of trees on Burnt Ash Road.
- 4-6. Development should respond positively to the adjoining Lee Manor Conservation Area and the Grade II Listed Building Police Station.
- 5-7. Staggered building heights should be used to respect the surroundings, with smaller grained development in the western side of the site to avoid overshadowing of existing residential units along Brightfield Road and with taller buildings located along the

Commented [SA461]: Respond to consultation – request to refer to re-provision of the retail store

Commented [SA462]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

Commented [SA463]: Respond to consultation – request to refer to Healthy Streets corridor and specific cycle routes

southern edge and in the north eastern corner of the site, away from the Listed Building.

8. Development should take account of a locally listed Old Tigers Head Pub and seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.

9. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

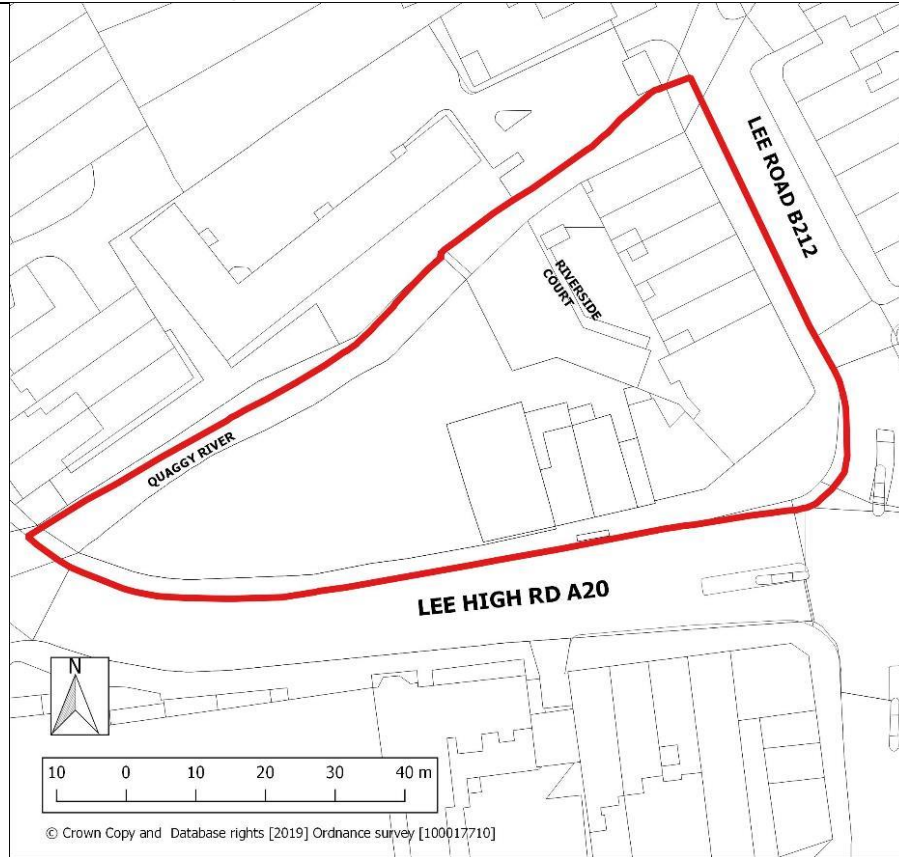
10. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA464]: Respond to consultation – request to refer to heritage assets

Commented [SA465]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA466]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

5 Land at Lee High Road and Lee Road



| | | | | |
|--|---|-------------------|---|--------------------------------------|
| Site address: | Lee High Road and Lee Road, SE12 8RU | | | |
| Site details: | Site size (ha): 0.43, Setting: Urban, PTAL: In 2015: 3, In 2021: 3 In 2031: 3 Ownership: Private, Current use: Commercial, Residential | | | |
| How site was identified: | London SHLAA (2017) and Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | -Growth Node, Archaeological Priority Area, District Centre, Primary Shopping Area, Air Quality Management Area-, Area of Special Local Character, Locally Listed Building on site, within 30m buffer of electricity cable, Flood Zone 3, adjacent to Rivers Quaggy and Kidbrooke, Groundwater Source Protection Zone 2 | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 55 | | Gross non-residential floorspace: Employment 256 Main town centre 1,023 | |

Commented [SA467]: Factual update on designations

Commented [SA468]: Factual update – providing additional details on flood risk

Commented [SA469]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Commented [SA470]: Factual update – to reflect the correct heritage status of the public house

Development requirements

1. Retention of the existing terrace of properties at the eastern part of the site, including the locally listed public house.
2. Positive frontages with active ground floor frontages within the Primary Shopping Area, including at Lee High Road.
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, including:
 - a. Improvements to enhance access to and amenity value of the River Quaggy, taking into account the River Corridor Improvement Plan SPD.
 - b. Along Lee High Road and Lee Road, improvements to the forecourt at the road junction
4. Enhance access to the River Quaggy which runs along the northern edge of the site, and to improve its ecological quality and amenity value.

Commented [SA471]: Factual update – to reflect the correct heritage status of the public house

Commented [SA472]: Amended for clarity and to aid policy implementation

Commented [SA473]: Respond to consultation – request to refer to the River Quaggy

Development guidelines

1. The design of development should respond positively to the existing terrace at the eastern edge of the site, and protect the street scene along Lee Road.
2. -Development should contribute to a healthy streets corridor and take account of the strategic cycle routes running north-south along B212 Lee Road and A2212 Burnt Ash Road/Baring Road and east-west along A20 Lee High Road/Eltham Road.
3. Development should be designed to enhance access to the River Quaggy which runs along the northern edge of the site, and to improve its ecological quality and amenity value. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
4. Development should take account of a locally listed Old Tigers Head Pub and seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.

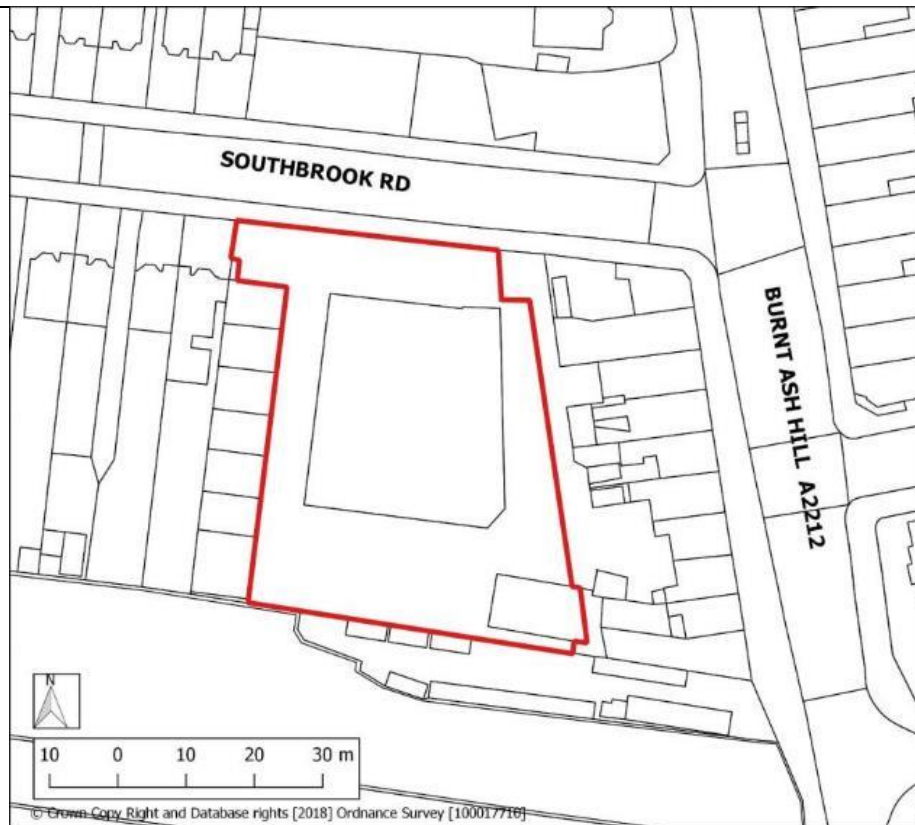
Commented [SA474]: Amended for clarity

Commented [SA475]: Respond to consultation – request to refer to Healthy Streets corridor and to specific cycle routes

Commented [SA476]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Commented [SA477]: Respond to consultation – request to enhance the heritage of the site

6 Southbrook Mews



| | | | | |
|--|---|----------------------------|---|--|
| Site address: | Southbrook Mews, Lee, London, SE12 8LG | | | |
| Site details: | Site size (ha): 0.24, Setting: Urban, PTAL: In 2015: 3, In 2021: 2-3, In 2031: 2-3, Ownership: Private, Current use: Employment, Commercial | | | |
| How site was identified: | Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | Growth Node , Adjacent to Strategic Open Space , Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2 , adjacent 5 locally listed buildings, within 30m of an electricity cable | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 23 | | Gross non-residential floorspace: Employment 804 Main town centre 0 | |

Commented [SA478]: Factual update on designations

Commented [SA479]: Factual update – providing additional details on flood risk

Commented [SA480]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ **EC8** (Non-designated employment sites).
2. A positive frontage and public realm improvements along Southbrook Road.
3. Investigate opportunities to, and where feasible, improve access to Lee station by creating a new access to the site at its south east corner.
4. Development must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

Commented [SA481]: Factual update – to reflect new policy numbers in Regulation 19 plan

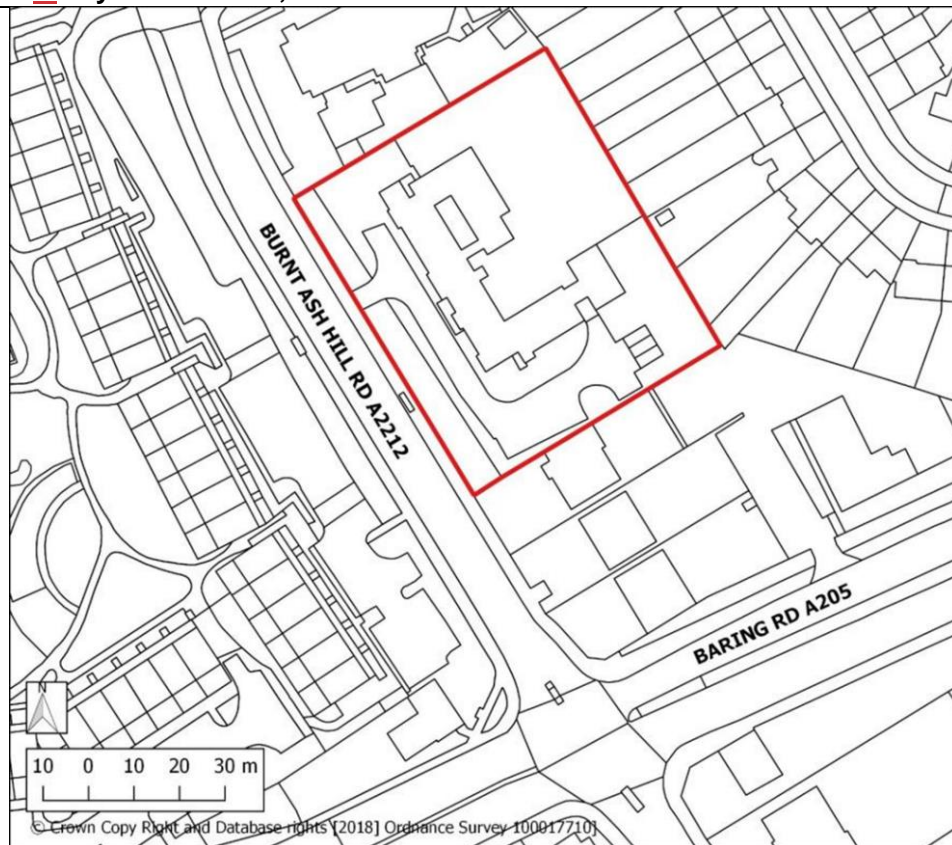
Development guidelines

1. There may be scope for the integration of main town centre uses, but these uses should be restricted to the frontage along Southbrook Road and function to complement the existing provision at Burnt Ash local centre.
2. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
3. Building heights should be staggered, with taller elements located away from existing residential properties, the locally listed Northbrook Public House and the locally listed two storey mews building. Taller elements will be more appropriately located adjacent to the railway in the southern part of the site.
- ~~4.~~ Opportunities should be investigated to remove the boundary wall.
5. Screening or communal amenity space should be considered to shield the back of existing properties on Burnt Ash Road.
6. In order to support commercial uses, development should be designed to ensure vehicular access from Southbrook Road.
7. Development should contribute to a Healthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road.
8. Development should respond positively to the Lee Manor Conservation Area and the locally listed buildings adjacent to the site.
9. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA482]: Respond to consultation – request to make reference to Healthy Streets corridor and cycle routes

Commented [SA483]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

8-7 Mayfields Hostel, Burnt Ash Hill



| | | | | |
|--|---|-------------------------------------|---|------------------------|
| Site address: | Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE | | | |
| Site details: | Site size (ha): 0.49, Setting: Central, PTAL: In 2015: 2-3, In 2021: 2-3, In 2031: 2-3, Ownership: Public, Current use: Hostel | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Growth Corridor , Adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 2 , Critical Drainage Area | | | |
| Planning Status: | None, consent has lapsed Full application DC/17/103886 granted in August 2019 | | | |
| Timeframe for delivery: | <u>Years 1-5</u> Yes | <u>Years 6-10</u> Yes | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 47 21 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA484]: Factual update on designations

Commented [SA485]: Factual update – providing additional details on flood risk

Commented [SA486]: Factual update – on the progress made in redeveloping the site

Commented [SA487]: Capacities amended to reflect the lapsed planning consent granted for the site for 47 units. The 26 existing units have been removed to provide a net figure of 21 units.

Existing planning consent

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

Site allocation

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

Opportunities

This site is located on Burnt Ash Hill, south of Burnt Ash local centre. It is currently occupied by Mayfields Hostel providing 26 exiting ~~specialist~~ accommodation units. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and facilitate the re-provision of high quality housing, along with delivering new services and/or community facilities.

Commented [SA488]: Factual update – to reflect existing use of the site

Development requirements

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

Development guidelines

1. The design of development should respond positively to the character of the site surroundings, including the adjacent church and residential development on Pitfold Road and Burnt Ash Hill.
2. Development should be set back from Burnt Ash Hill to ensure alignment with adjacent properties and the retention of the existing line of mature trees.
3. Development should contribute to a Healthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road.
4. Landscaping should contribute positively to the setting of the area, including the existing mature tree planting to the north, east and west boundaries.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA489]: Respond to consultation – request to make reference to Healthy Streets corridor and cycle routes

Commented [SA490]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

9-8 Sainsbury Local and West of Grove Park Station



| | | | | |
|--|--|----------------------------|---|--|
| Site address: | Sainsbury's Local and West of Grove Park Station, London, SE12 0DU | | | |
| Site details: | Site size (ha): 0.90, Setting: Urban, PTAL: In 2015: 5, In 2021: 6a, In 2031: 6a, Ownership: Private, Current use: Main town centre uses, Retail, Transport, Garage, Car park | | | |
| How site was identified: | London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019) | | | |
| Planning designations and site considerations: | Growth Node , Local Centre, Strategic Area of Regeneration, adjacent to Strategic Open Space , Flood Zone 1, Groundwater Source Protection Zone 3 , Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 78 | | Gross non-residential floorspace: Employment 362 Main town centre 1,449 | |

Commented [SA491]: Factual update on designations

Commented [SA492]: Factual update – providing additional details on flood risk

Commented [SA493]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

1. The bus ~~garage stand~~ is in operational use. Applicants should consult with Transport for London to investigate future options for the ~~garage bus stand~~, including ~~its the~~ continued ~~use~~ operational function of either the existing, or re-provided, bus facility, which the site masterplan should address.
2. Development should contribute to a hHealthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road.
- 4.3. Development must be designed to conserve or enhance the significance of the Grade II Listed Building Baring Hall Hotel, which is a prominent feature within the townscape.
4. The design of development should reflect the historic development of Grove Park, taking into account the early development of an artistic colony.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer to the north of the site will not be allowed.

Commented [SA494]: Respond to consultation – request to reference green infrastructure

Commented [SA495]: Respond to consultation – request to reference the operational function of the bus stand

Commented [SA496]: Respond to consultation - request to reference healthy streets corridor and specific cycle route

Commented [SA497]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7 Travis Perkins and Citroen Garage



Commented [SA498]: Factual update – the site allocation has been removed from the Plan as the whole site was granted planning consent DC/20/199025 in April 21 for builders merchants and operational yard space.

| | | | | | |
|--|--|-------------------|---|-------------------|--|
| Site address: | Holme Lacey Road, Lee, London, SE12 0HR | | | | |
| Site details: | Site size (ha): 0.54, Setting: Urban, PTAL: In 2015: 1b-3, In 2021: 1b-3, In 2031: 1b-3, Ownership: Private, Current use: Employment, Car services | | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and Strategic Planning (2019) | | | | |
| Planning designations and site considerations: | Locally Significant Industrial Site, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, within 30m of an electricity cable | | | | |
| Planning Status: | None | | | | |
| Timeframe for delivery: | 2020/21 – 2024/25 | 2025/26 – 2029/30 | 2030/31 – 2034/35 | 2035/36 – 2039/40 | |
| Indicative development capacity: | Yes Not residential units: 52 | | Gross non-residential floorspace: Employment 1,809 Main town centre | | |

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

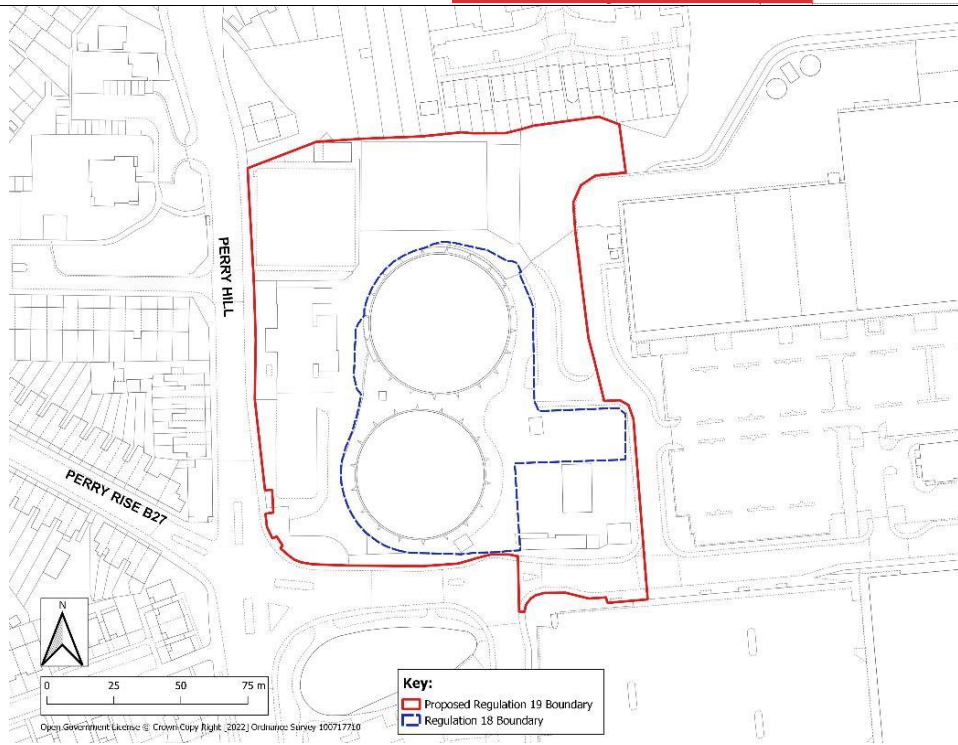
- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential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

Burnt Ash Hill, enabling the creation of public realm with tree planting along this frontage and contributing to the vitality of the local centre.

|

South Area

1 Former Bell Green Gas Holders and Livesey Memorial Hall



Commented [SA499]: Respond to consultation – landowner requested that the site boundary be changed and the adjacent landowner requested that the site be extended to include Livesey Memorial Hall and grounds

| | | | | |
|--|--|-------------------|---|-----------------|
| Site address: | Sydenham Gas Holder Stations, Bell Green Alan Pegg Place, SE26 4PX | | | |
| Site details: | Site size (ha): 0.77 2.16 (excluding Livesey Memorial Hall, bowling green and tennis courts 1.66), Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Private, Current use: Vacant (Former Gas holders) and community facility | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Regeneration Node, Appropriate Location For Tall Buildings, Archaeological Priority Area, Strategic Area of Regeneration, South-east London Green Chain Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site, Strategic Open Space | | | |
| Planning Status: | None Pre-application for part of the site. | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 Yes | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 78-178 100 - 442 | | Gross non-residential floorspace: Employment 782 465 Main town centre 4,563 1,859 | |

Commented [SA500]: Factual update on designations

Commented [SA501]: Factual update – on the progress made in redeveloping the site

Commented [SA502]: Capacities amended to reflect revised methodology – see Site Allocations Background Paper Update (2022) for more details.

The higher residential units figure relates to a higher growth scenario associated with the delivery of the BLE and Opportunity Area status.

Site allocation

Comprehensive mixed-use redevelopment with compatible residential, commercial, main town centre and community uses. Refurbished community facilities in H heritage Aassets at Livesey Memorial Hall site. Public realm and environmental enhancements, including new walking and cycle routes, and public open space.

Commented [SA503]: Respond to consultation – request to reduce employment floorspace

Commented [SA504]: Amended to acknowledge new uses within the heritage assets on the new part of the site, now including in the site allocation

Opportunities

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

Commented [SA505]: Factual update – to reflect existing use of the Livesey Memorial Hall and grounds

Commented [SA506]: Respond to consultation – request to remove the word wider

Development requirements

1. Landowners must work in partnership and Development must be delivered in accordance with a master plan for the whole of this site and for the wider Bell Green and Lower Sydenham area and including a site masterplan, to ensure appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. The site must be fully re-integrated with the surrounding street network, including Perry Hill to the west, Alan Pegg Place to the south and forthcoming development to the east, to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy that takes account of, and provides links to, the nearby SINC to the north of the site, and is of beneficial use for local residents without impacting on the on-site heritage assets.
4. Positive frontage on Bell Green Lane Alan Pegg Place and other key routes onto the South West Corner at the junction of Alan Pegg Place and Perry Hill.
5. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.
6. Development must be sensitive to the setting of the listed Livesey Memorial Hall and its curtilage open spaces and structures, and the listed boundary wall and War Memorial, and should incorporate it into the wider townscape by creating a positive relationship with new development.
- 5-7. The history and heritage of the South Suburban Gas Works site should be revealed through a site wide interpretation strategy including the hHeritage aAssets and their curtilage, re-use of the retained elements of the gasholder structures, and through hard and soft landscaping, architecture, public art and street/place naming.

Commented [SA507]: Amended for clarity and to aid policy implementation

Commented [SA508]: Amended for clarity

Commented [SA509]: Respond to consultation and amended for clarity, to encourage links to the SINC

Commented [SA510]: Amended for clarity

Commented [SA511]: Amended for clarity, to acknowledge the sensitive setting in the grounds of the Livesey Memorial Hall

Commented [SA512]: Amended for clarity, to encourage enhanced links to heritage on the site

Commented [SA513]: Respond to consultation – request to remove the words rational road network

Commented [SA514]: Amended for clarity, to acknowledge linkages with adjacent development sites

Development guidelines

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other neighbouring site allocations. There is an

opportunity to open up new ~~east-west and north-south~~ walking and cycle links ~~to the east and south of the site~~, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas. ~~Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.~~

Commented [SA515]: Respond to consultation – request to remove wording relating to the gyratory

2. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo ~~line~~ Line extension.

3. Applicants should consider increasing bus services through the site, in partnership with TFL.

Commented [SA516]: Respond to consultation – request to reference bus services

4. Development should be designed to provide an appropriate transition in bulk, scale and massing ~~through the site and~~ from the site to its surrounds, which are predominantly suburban in character ~~to the north and west. Tall buildings will not be appropriate in the western part of the site where maintaining the setting of the heritage assets should be prioritised. Tall buildings may be considered along the site's eastern boundary, where they can be designed so as to contribute positively to the streetscene and without detriment to the heritage assets on site.~~

~~Parking provision should reflect future improvements to public transport accessibility levels in the area.~~

Commented [SA517]: Amended for clarity, to acknowledge that tall buildings will not be suitable across the whole of the site

5. ~~Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the Livesey Memorial Hall and gardens, 'The Bell' public house, and The Old Bath House. Development must retain the listed structures at the west of the site and incorporate them sensitively into the redevelopment of the remainder of the site in a way that enhances their setting and improves access to the Livesey Memorial Hall. The hall should continue to be a focal point within the design of the site and be used as a community asset. Public realm and open space should form an integral part of the design of the site, ensuring that the open spaces in the curtilage of the Lively Memorial Hall to the north (bowling green) and south (tennis courts) are retained as open space, ancillary to the use of the hall. Public access through and from the site to the nearby Waterlink Way and SINC should also be integral to the site's layout and design.~~

Commented [SA518]: Repetition – removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

6. The site is constrained by existing utilities restrictions, easements; ~~a Hazardous Substances Consent; a former gas holder and significant service infrastructure that supported its former use, including a gas mains and gas 'governor' and a bentonite wall.~~ Ground surveys will need to identify the nature and extent of ground contamination ~~and environmental pollution~~, with remedial works and/or mitigation measures implemented, where necessary, ~~in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site, which will need to be considered within the development's viability assessment.~~

Commented [SA519]: Amended for clarity and respond to consultation, to emphasise the heritage importance of the site, the need to retain some elements as open space and links to the SINC and Waterlink Way.

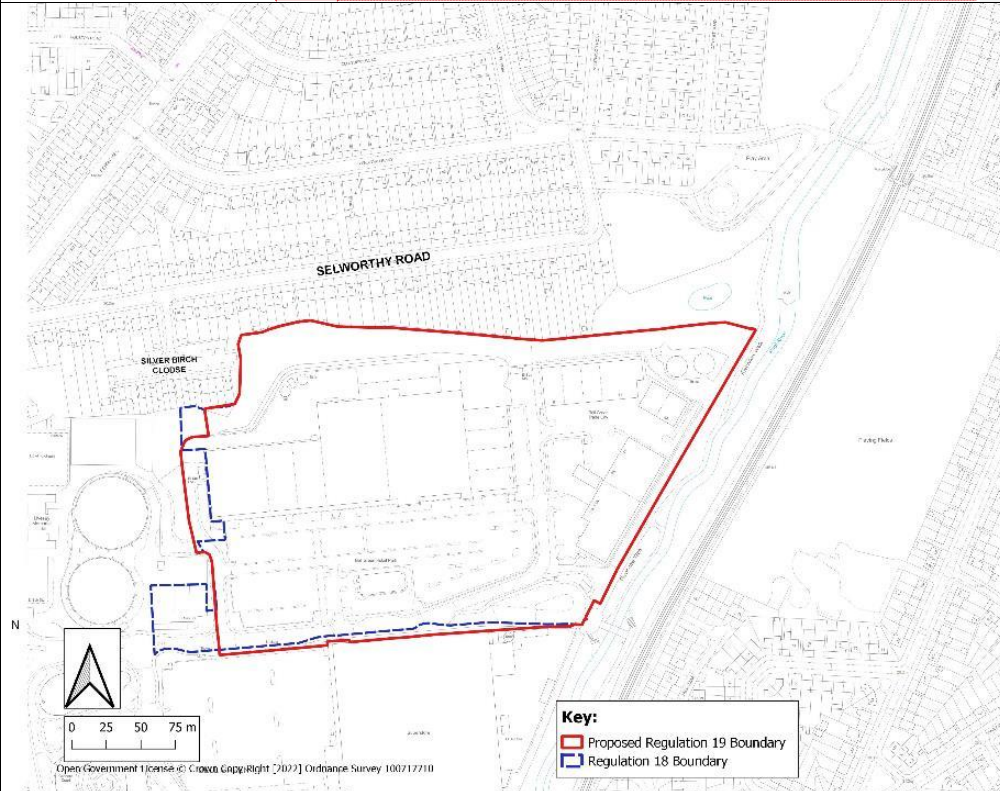
Commented [SA520]: Respond to consultation – request to refer to the utilities constraints and environmental pollution on the site and that decontamination and remediation present challenges to the site's development

7. Development proposals should investigate opportunities to deliver a decentralised energy network.

8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers ~~where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewers will not be allowed.~~

Commented [SA521]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

2 Bell Green Retail Park



Commented [SA522]: Boundary amended to match other site allocation boundaries surrounding the site.

| | | | | |
|--|--|---------------------------------|--|--------------------------------------|
| Site address: | Bell Green Retail Park, London, SE6 4RS | | | |
| Site details: | Site size (ha): 7.37, Setting: Urban, PTAL: In 2015: 1b-2, In 2021: 1b-2, In 2031: 1b-2, Ownership: Private, Current use: Out of centre retail, Car park | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) | | | |
| Planning designations and site considerations: | Regeneration Node , Appropriate Location for Tall Buildings , Archaeological Priority Area, Strategic Open Space , Site of Importance for Nature Conservation, Strategic Area of Regeneration, South-east London Green Chain Area , adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> <u>Yes</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: <u>695-1,704,748 - 1,831</u> | | Gross non-residential floorspace: Employment <u>7,484,374</u> Main town centre <u>14,961</u> | |

Commented [SA523]: Factual update on designations

Commented [SA524]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

The higher residential units figure relates to a higher growth scenario associated with the delivery of the BLE and Opportunity Area status

Site allocation

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

Opportunities

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

Development requirements

1. ~~Landowners must work in partnership and Development must be delivered~~ in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in lin with DM3 (Masterplans and comprehensive development).
2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
4. ~~Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension-~~ and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail.
5. ~~Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River,~~ taking into account the River Corridor Improvement Plan (SPD).

Commented [SA525]: Amended for clarity and to aid policy implementation

Commented [SA526]: Respond to consultation – request to refer to a new railway station

Commented [SA527]: Amended for clarity and to aid policy implementation

Development guidelines

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
2. ~~Development should deliver improved linkages and public access to Waterlink Way that runs along the Pool River. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.~~
3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers

Commented [SA528]: Amended for clarity, to encourage access to the SINC and Waterlink Way

where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.

4. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.

- 4.5. Applicants should consider increasing bus services through the site, in partnership with TFL.

6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds. Neighbourhoods to the immediate north and east of the site are predominantly suburban and residential in character.

- 5.7. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).

- 6.8. Parking provision should reflect future improvements to public transport accessibility levels in the area.

- 7.9. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

10. Development proposals should investigate opportunities to deliver a decentralised energy network.

11. Applicants should work in partnership with Sothern Gas Networks and Fulcrum Pipelines Ltd and engage with them early at pre-application stage, to investigate existing gas infrastructure and the need for gas supply within the new development.

Commented [SA529]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

Commented [SA530]: Respond to consultation – request to reference bus services

Commented [SA531]: Amended for clarity and to aid policy implementation

Commented [SA532]: Respond to consultation – request to reference partnership working with utility providers

3 Sainsbury's Bell Green



| | | | | |
|--|---|-------------------|---|--------------------------------------|
| Site address: | Sainsbury's, Southend Lane, London, SE26 4PU | | | |
| Site details: | Site size (ha): 5.42, Setting: Urban, PTAL: In 2015: 2-3, In 2021: 2-3, In 2031: 2-3, Ownership: Private, Current use: Out of centre retail, Car park | | | |
| How site was identified: | Lewisham Call for Sites (2015) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | -Regeneration Node, Appropriate Location for Tall Buildings, Strategic Area of Regeneration, adjacent Public Open Space to Strategic Open Space, South-east London Green Chain Area , Air Quality Management Area, adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 544 <u>1,254</u> 550 - <u>1,347</u> | | Non-residential floorspace: Employment 5,504 <u>2,751</u> Main town centre <u>11,003</u> | |

Commented [SA533]: Factual update on designations

Commented [SA534]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

The higher residential units figure relates to a higher growth scenario associated with the delivery of the BLE and Opportunity Area status

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership and Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area, including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development).
2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan (SPD).

Commented [SA535]: Amended for clarity and to aid policy implementation

Commented [SA536]: Respond to consultation – request to refer to a new railway station

Commented [SA537]: Amended for clarity and to aid policy implementation

Development guidelines

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood area. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.

2. High quality public realm along Southend Lane, with generous setbacks and tree planting, should be provided to create a buffer between new buildings and public spaces.
3. ~~Development should deliver improved linkages and public access to Waterlink Way that runs along the Pool River. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.~~
4. ~~Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.~~
5. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
6. ~~Applicants should consider increasing bus services through the site, in partnership with TFL.~~
7. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. Neighbourhoods to the immediate east and south of the site are predominantly suburban and residential in character.
- 3-8. ~~The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).~~
- 4-9. Parking provision should reflect future improvements to public transport accessibility levels in the area.
- 5-10. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
11. Development proposals should investigate opportunities to deliver a decentralised energy network.

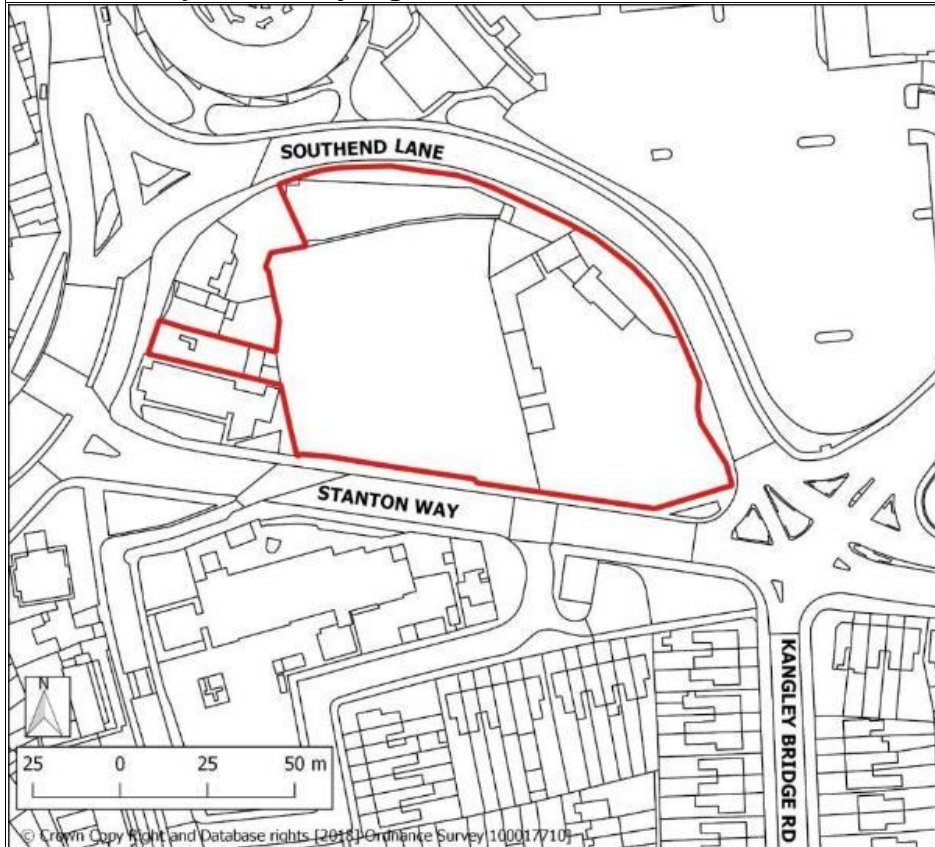
Commented [SA538]: Amended for clarity, to encourage access to the SINC and Waterlink Way

Commented [SA539]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

Commented [SA540]: Respond to consultation – request to reference bus services

Commented [SA541]: Amended for clarity and to aid policy implementation

4 Stanton Square Locally Significant Industrial Site



Site address: Stanton Way, London, SE26 5SP

Site details: Site size (ha): 0.97, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Industrial and commercial

How site was identified: Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site

Planning designations and site considerations: [Regeneration Node](#), [Appropriate Location for Tall Buildings](#), Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area

Planning Status: None

| | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
|-------------------------|------------------|-------------------|--------------------|------------------------|
| Timeframe for delivery: | | | <u>Yes</u> | <u>Yes</u> |

| | | |
|----------------------------------|----------------------------------|---|
| Indicative development capacity: | Net residential units: 94-231 | Gross non-residential floorspace: Employment 3,249 Main town centre 0 |
|----------------------------------|----------------------------------|---|

Commented [SA542]: Factual update on designations

Commented [SA543]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

The higher residential units figure relates to a higher growth scenario associated with the delivery of the BLE and Opportunity Area status

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership and development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC-5~~EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, with particular attention given to the site's relationship with Stanton Way and Southend Lane.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

Commented [SA544]: Amended for clarity and to aid policy implementation and Respond to consultation – landowner request to reference phasing and multiple ownership

Commented [SA545]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

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

6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area.

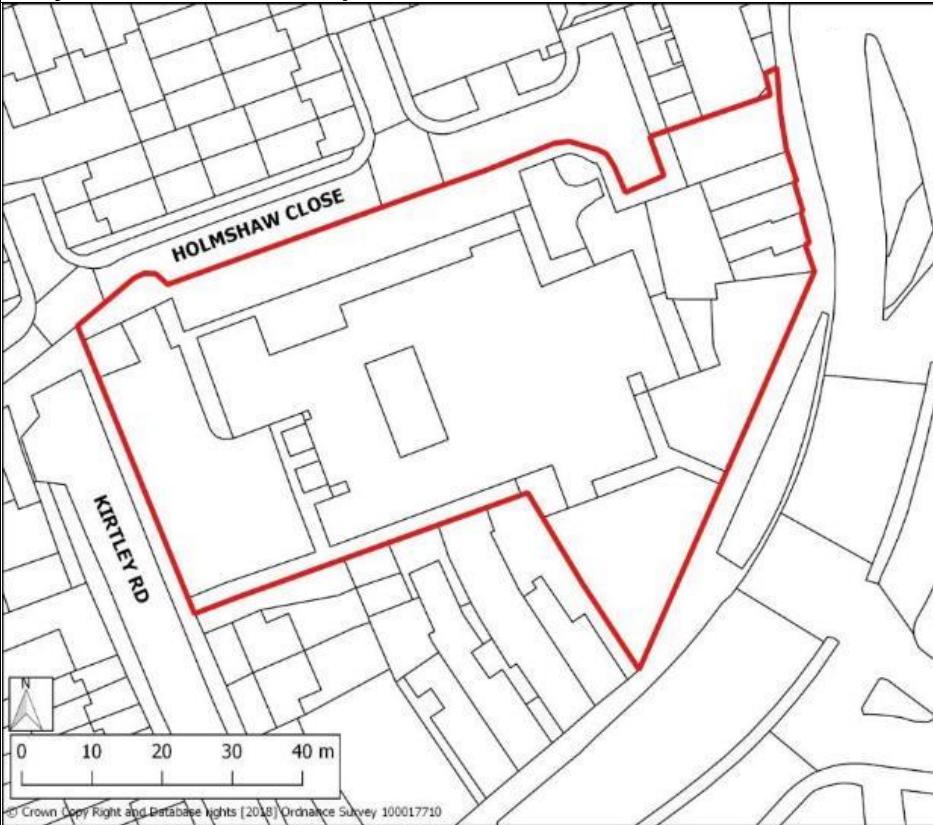
Commented [SA546]: Amended for clarity, to ensure the development responds positively to the surrounding area

7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed.

Commented [SA547]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

5.8. Development proposals should investigate opportunities to deliver a decentralised energy network.

5 Sydenham Green Group Practice



| | | | | |
|--|---|-------------------|---|--------------------------------------|
| Site address: | 26 Holmshaw Close, London, SE26 4TG | | | |
| Site details: | Site size (ha): 0.49, Setting: Urban, PTAL: In 2015: 2-3, In 2021: 2-3, In 2031: 2-3, Ownership: Mixed, public and private, Current use: GP surgery | | | |
| How site was identified: | Strategic Planning Team (2019) and landowner engagement (2019) | | | |
| Planning designations and site considerations: | Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 48-117 <u>36-87</u> | | Non-residential floorspace: Employment 0 Main town centre 1,644 <u>2,487</u> | |

Commented [SA548]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

The higher residential units figure relates to a higher growth scenario associated with the delivery of the BLE and Opportunity Area status

Site allocation

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

Opportunities

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

Development requirements

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

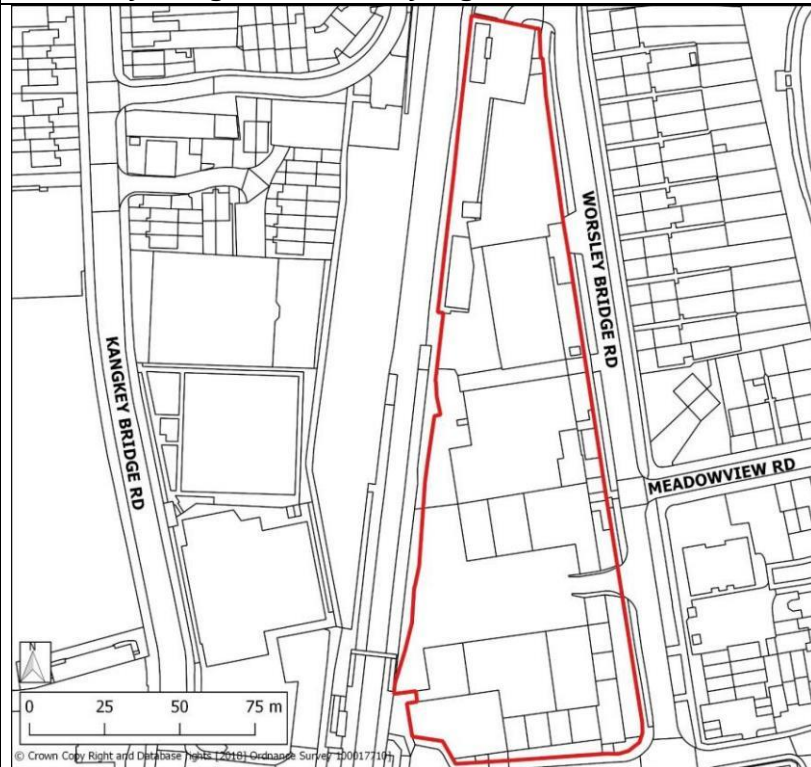
Development guidelines

1. Development should respond positively to the character and amenity of the residential properties surrounding the site.
2. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
3. Consideration should be given to the introduction of a new walking route connecting Kirtley Road and Bell Green Lane and Sydenham Road.
4. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed.

Commented [SA549]: Amended for clarity, to ensure the development responds positively to the surrounding area

Commented [SA550]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

6 Worsley Bridge Road Locally Significant Industrial Site



| | | | | |
|--|--|-------------------|--|--------------------------------------|
| Site address: | Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham | | | |
| Site details: | Site size (ha): 1.26, Setting: Urban, PTAL: In 2015: 2-3, In 2021: 2-3, In 2031: 2-3, Ownership: Private, Current use: Industrial, Commercial, Residential, Vacant land, Car park | | | |
| How site was identified: | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Regeneration Node , Appropriate Location for Tall Buildings , adjacent to Strategic Open , adjacent to Site of Importance for Nature Conservation - Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 422-300 <u>113-179</u> | | Gross non-residential floorspace: Employment 4,220 <u>11,907</u> Main town centre <u>0</u> | |

Commented [SA551]: Factual update on designations

Commented [SA552]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

The higher residential units figure relates to a higher growth scenario associated with the delivery of the BLE and Opportunity Area status

Site allocation

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

Opportunities

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

Development requirements

1. Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC-5~~ EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the Lower Sydenham station approach and to facilitate the delivery of a cycleways running from Lower Sydenham to Bromley.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
5. Positive frontages along Worsley Bridge Road.
6. Development proposals must protect and seek to enhance green infrastructure, including urban green space, SINC land, and green corridor.

Commented [SA553]: Amended for clarity and to aid policy implementation

Commented [SA554]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA555]: Respond to consultation – request to make reference to a specific cycleway

Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
3. Consideration should be given to the development options for Kelvin House in order to deliver higher quality residential accommodation as part of a coordinated and masterplanned approach.
- 3.4. Proposals should investigate options to improve walking and cycle connections including to the nearby Waterlink Way and SINC. Development should not result in a reduction in existing footway and carriageway space.

Commented [SA556]: Respond to consultation – request to make reference to Waterlink Way, SINC and no reduction in footway and carriageway.

4.5. Development proposals should address the station approach as a key element of the public realm strategy.

6. Transport for London and Network Rail should be consulted on development and design options.

7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Surface water sewers that drain to the River Pool are preferable.

Commented [SA557]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7 Lidl, Southend Lane



| | | | | |
|--|---|-------------------|---|--------------------------------------|
| Site address: | 235 Southend Lane, SE6 3QH, Bellingham | | | |
| Site details: | Site size (ha): 0.43, Setting: Urban, PTAL: In 2015: 1a, In 2021: 1a, In 2031: 1a, Ownership: Private, Current use: Out of centre retail, Car park | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Growth Corridor , Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 23 <u>17</u> | | Gross non-residential floorspace: Employment 0 Main town centre 795 <u>1,204</u> | |

Commented [SA558]: Factual update on designations

Commented [SA559]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

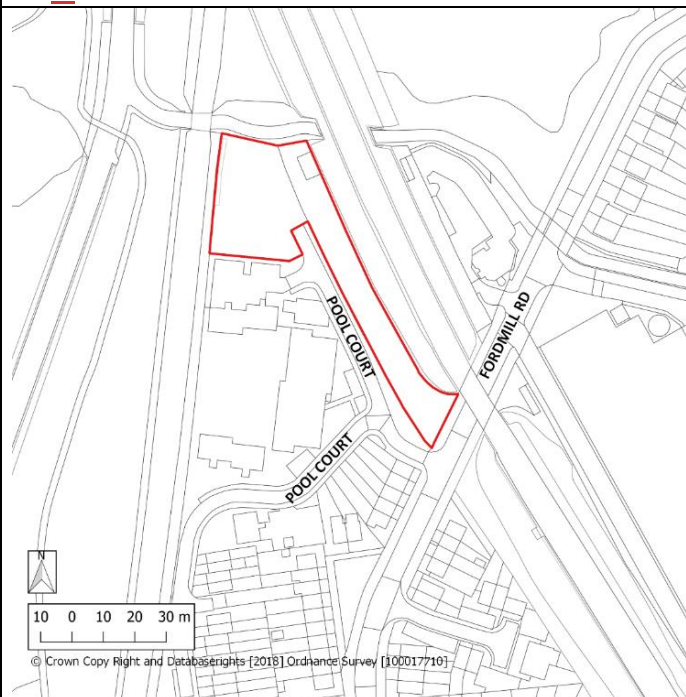
1. Positive frontage along Southend Lane.
2. The development design must create a positive relationship with the adjoining and neighbouring properties, particularly the residential properties around Maroons Way and Meadowview Road.
3. Delivery of new and improved public realm, in accordance with a site-wide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

Development guidelines

1. There is an opportunity to reintroduce a new building frontage, aligned along Southend Lane.
2. Consideration should be given to the integration of a buffer zone along the site's southern boundary to protect and enhance the amenity of properties on and around Maroons Way and Meadowview Road.
3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.
- 2.4. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

Commented [SA560]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

15.8 Land at Pool Court



| | | | | |
|--|---|----------------------------|---|---------------------------------|
| Site address: | Land at Pool Court, Pool Court, SE6 3JQ | | | |
| Site details: | Site size (ha): 0.30 Setting: Central PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Public Ownership – part LBL and part Network Rail Current use: Scaffolding site and Green pace | | | |
| How site was identified: | LBL stepped approach to identifying a gypsy and traveller site. | | | |
| Planning designations and site considerations: | Strategic Area of Regeneration, Area of Special Local Character, Archaeological Priority Area, Critical Drainage Area, Flood Zone 2, Site of Importance for Nature Conservation, Adjacent to Strategic Open Space . | | | |
| Planning Status: | None Pre-application | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 | Beyond 15 years |
| Indicative development capacity: | Net residential units: 6 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA561]: Factual update on designations

Commented [SA562]: Factual Update – on the progress made in redeveloping the site.

Commented [SA563]: Capacity remains the same as Regulation 18 plan

Site allocation

Development for residential use (gypsy and traveller accommodation).

Opportunities

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

Development requirements

1. Residential uses will be restricted to provision required for gypsy and traveller accommodation, where there is an identified need for such accommodation arising in the borough.
2. Development proposals must protect and seek to enhance green infrastructure and biodiversity, including the SINC.
3. Development must be designed to mitigate against flood risk, working in partnership with the Environment Agency.
- 2.4. The design of development must suitably address public health and safety, including the safe functioning of the railway.

Commented [SA564]: Respond to consultation – request to refer to biodiversity.

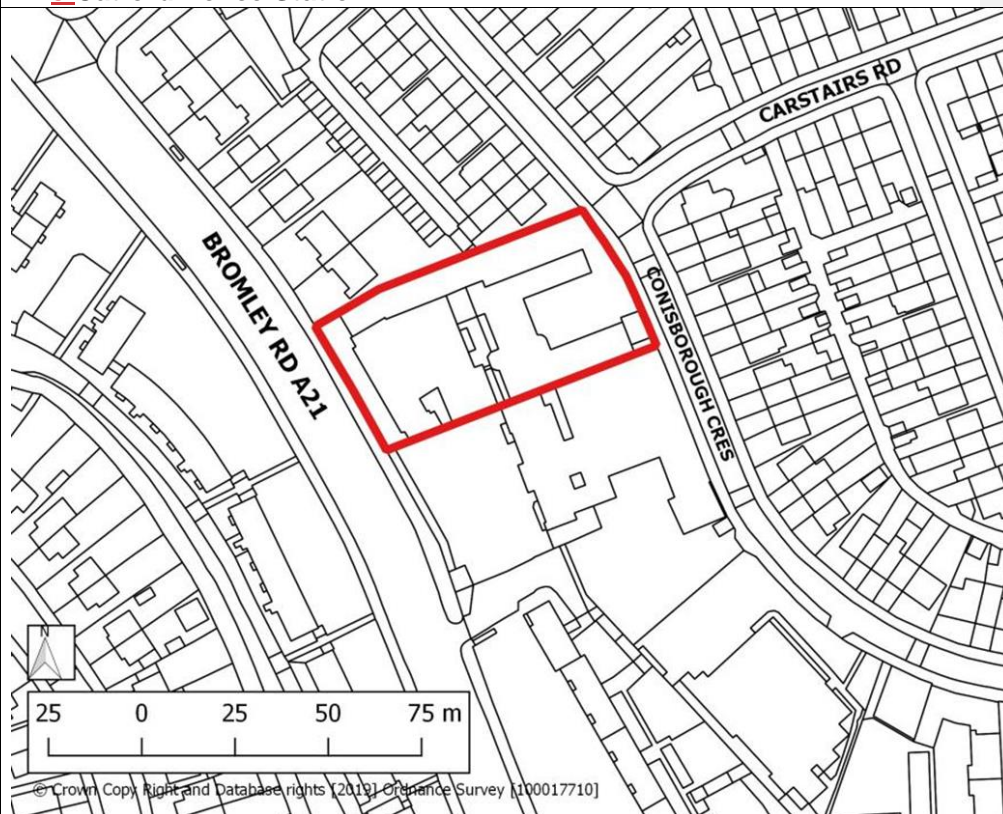
Commented [SA565]: Respond to consultation – Environment Agency request to provide text relating to flood risk

Development guidelines

1. Development proposals will be considered having regard to Policy ~~HO11~~ HO10 (Gypsy and traveller accommodation).
2. Applicants should consult with Network Rail and Transport for London on design and development options.

Commented [SA566]: Factual update – to reflect new policy numbers in Regulation 19 plan

14.9 Catford Police Station



| | | | | |
|--|--|---|---|---------------------------------|
| Site address: | 333 Bromley Rd, London SE6 2RJ | | | |
| Site details: | Site size (ha): 0.32 Setting: Urban, PTAL: In 2015: 3-4, In 2021:3-4, In 2031: 3-4 Ownership: Current use: Police Station | | | |
| How site was identified: | Strategic Planning Team (2019) and Landowner engagement (2019) | | | |
| Planning designations and site considerations: | Growth Corridor , Archaeological Priority Area , Air Quality Management Area , Flood Zones 1 and 2 , Critical Drainage Area , Strategic Area of Regeneration | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 Yes | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 39 24 | | Gross non-residential floorspace: Employment 1621,072 Main town centre 3250 | |

Commented [SA567]: Factual update on designations

Commented [SA568]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

~~Subject to appropriate re-provision of the Catford police station, t~~The site offers the potential for redevelopment, with the introduction of a wider range of complementary uses. Redevelopment of buildings and spaces to the rear of the existing station can help to enhance local character, along with the site's relationship with the surrounding residential properties.

Commented [SA569]: Factual update – to reflect that the site is no longer used as a police station

Development requirements

~~1. Site redevelopment will be subject to appropriate re-provision of the Police Station in line with Policy CI 1 (Safeguarding and securing community infrastructure).~~

Commented [SA570]: Factual update – to reflect that the site is no longer used as a police station

~~Retention and refurbishment of Locally Listed Catford Police Station.~~

Commented [SA571]: Factual update – to reflect that the site is no longer used as a police station

~~2.1.~~ Positive frontages along Bromley Road and Conisborough Crescent.

~~3.2.~~ Delivery of new and improved public realm in accordance with a site-wide public realm strategy.

~~4.3.~~ Development must be delivered in accordance with the A21 ~~Corridor Improvement SPDD~~Development Framework.

Commented [SA572]: Factual update – to reference correct name of document

Development guidelines

~~1.~~ Development should respond positively to the proportions and features of terraced homes along Conisborough Crescent along the eastern edge of the site. Visual amenity should be enhanced with green buffers introduced along the street frontage.

~~4.2.~~ Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.

Commented [SA573]: Respond to consultation – request to reference A21 Healthy Streets Corridor.

~~3.~~ Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.

~~4.~~ Development should respond positively to the adjacent Locally Listed Army Reserves building, Hudson House.

Commented [SA574]: Respond to consultation – request to refer to nearby locally listed heritage asset.

~~2.5.~~ Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable.

Commented [SA575]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

10 Homebase/Argos, Bromley Road



| | | | | |
|--|--|-------------------------------------|---|------------------------|
| Site address: | 10 Beckenham Hill Road, Catford, London SE6 3NU, Downham | | | |
| Site details: | Site size (ha): 1.70, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Out of centre retail, Car park | | | |
| How site was identified: | Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Growth Corridor , Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent Urban Green Space Strategic Open Space , Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area | | | |
| Planning Status: | None Pre-application | | | |
| Timeframe for delivery: | <u>Years 1-5</u> Yes | <u>Years 6-10</u> Yes | <u>Years 11-15</u> Yes | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 141 | | Gross non-residential floorspace: Employment 0 Main town centre 5,694 | |

Commented [SA576]: Factual update on designations

Commented [SA577]: Factual update – on the progress made in redeveloping the site

Commented [SA578]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

1. Development proposals must be delivered in accordance with the A21 ~~Corridor Intensification and Development SPD Framework~~ and consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (masterplans and comprehensive development). ~~Longer term redevelopment of the site should not prejudice the continued operation of the site's retail uses in the short to medium term.~~
2. Positive frontages along Bromley Road and Beckenham Hill.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces, the site's surrounding neighbourhoods and Southend Village. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including retention of the pond.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, urban green space and public open space.

Commented [SA579]: Factual update – to reference correct name of document

Commented [SA580]: Respond to consultation – landowner request that retail should be retained in advance of the site's redevelopment

Development guidelines

1. ~~Re-provision of the existing retail use is acceptable, providing other objectives for redeveloping the site (such as improved layout, walking, cycling, landscaping and alternative use of the surface car park) can be achieved.~~
2. Development should be designed to enhance walking and cycle movement, with improved permeability through the site, in particular from Bromley Road through to Beckenham Hill Road and from Bromley Road through to the sports ground to the west of the site.
- ~~4.3.~~ ~~Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.~~
- ~~2.4.~~ Landscaping design should optimise linkages to and opportunities associated with the many green features within and surrounding the site. The pond (designated SINC) in the eastern corner of the site, should form a key feature of the development and its biodiversity value should be enhanced. Proposals will also be expected to retain the existing mature tree coverage, whilst improving the amenity of the remainder of the site.

Commented [SA581]: Respond to consultation – request to acknowledge the existing retail use

Commented [SA582]: Respond to consultation – request to reference A21 Healthy Streets Corridor

- ~~3.5.~~ Development should respond positively to Southend Village and heritage assets located opposite the site on Bromley Road, including the three Grade II listed buildings associated with St John the Baptist Church, and their setting.
- ~~4.6.~~ Development should create a positive relationship with the sports ground, which adjoins the site at its western boundary.
- ~~7.~~ Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
- ~~8.~~ Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.

Commented [SA583]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

12-11 Beadles Garage



| | | | | |
|--|---|-------------------|--|--------------------------------------|
| Site address: | Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS | | | |
| Site details: | Site size (ha): 0.33, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Private, Current use: Car showroom / MOT | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Adjacent Site of Importance for Nature Conservation, adjacent Public Open Space, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: <u>22 25</u> | | Gross non-residential floorspace: Employment <u>92610</u> Main town centre <u>4850</u> | |

Commented [SA584]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

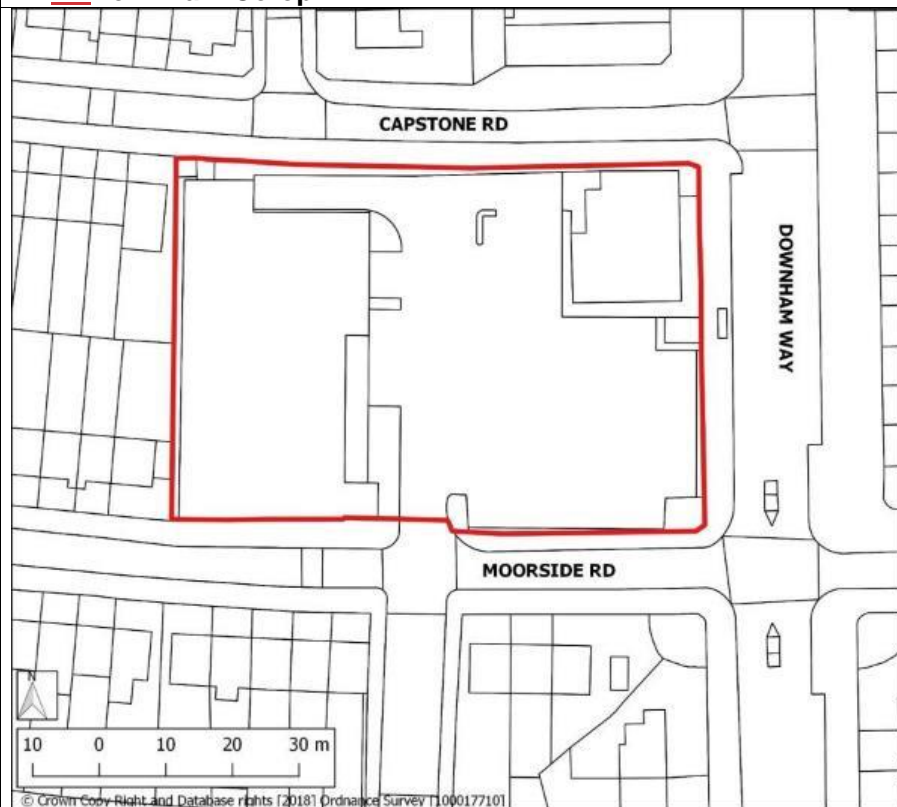
1. Development should create positive frontages along Bromley Hill and Avondale Road along with public realm enhancements to strengthen the prevailing urban boulevard characteristic.
2. ~~Development should -and-~~ improve opportunities for walking, cycling and other active travel modes, ~~contributing to the -along the-~~ A21 Healthy Streets Corridor.
3. Consideration should be given to enhancing the relationship between the site and the designated public open space and SINC immediately to the north of the site, whilst respecting its character and context as an historic cemetery with archaeological value.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.

Commented [SA585]: Factual update – to reflect correct name of document

Commented [SA586]: Respond to consultation – request to refer to A21 Healthy Streets corridor.

Commented [SA587]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

11-12 Downham Co-op



| | |
|--|--|
| Site address: | 431-435 Downham Way, Bromley BR1 5HR |
| Site details: | Site size (ha): 0.43, Setting: Suburban, PTAL: In 2015: 3, In 2021: 4, In 2031: 4, Ownership: Private, Current use: Retail, Public house, Car park |
| How site was identified: | London SHLAA (2017), and landowner engagement (2019) |
| Planning designations and site considerations: | Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area |
| Planning Status: | None |

| | | | | |
|----------------------------------|------------------------------|-------------------|---|--------------------------------------|
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 42 | | Gross non-residential floorspace: Employment 0 Main town centre 1,440 | |

Commented [SA588]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

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

Development requirements

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

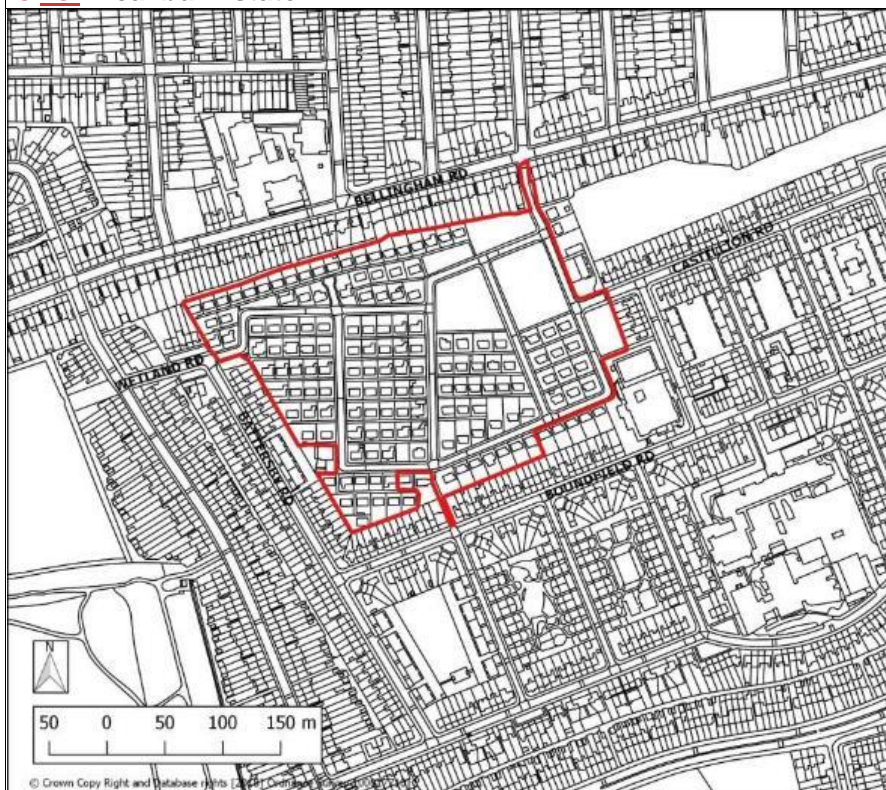
Development guidelines

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

5-6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

Commented [SA589]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

8-13 Excalibur Estate



| | | | | |
|---|--|-------------------|--------------------|------------------------|
| Site address: | Excalibur Estate, Baudwin Road, Whitefoot, SE6 | | | |
| Site details: | Site size (ha): 6.14, Setting: Urban, PTAL: In 2015: 1b, In 2021: 1b, In 2031: 1b, Ownership: Public, Current use: Housing estate | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site consideration: | Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings | | | |
| Planning Status: | Full application DC/10/075973 granted March 2012. Various subsequent <u>reserved matters and S73</u> applications granted <u>up till November 2021</u> . Started construction and <u>57 units have already been completed</u> development is partially complete . | | | |
| Timeframe for delivery: | <u>Years 1-5</u> Yes | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |

Commented [SA590]: Factual update – on the progress made in redeveloping the site

| | | |
|---|---|---|
| Indicative development capacity: | Net residential units: 305 <u>287</u> | Gross non-residential floorspace: Employment 0 Main town centre 0 |
| <u>Remaining net units to be delivered:</u> | <u>230</u> | |

Commented [SA591]: Capacities amended to reflect the planning consents granted for the site

Existing planning consent

DC/10/75973 - The redevelopment of the Excalibur Estate SE6, seeking full planning permission (Phase 1) for 152 residential units, and outline planning permission (Phase 2) for 219 residential units, creating a total of 371 residential together with associated highway infrastructure, soft and hard landscaping including the provision of open space.

DC/17/100865 - Reserved Matters of design (internal layout, external appearance), landscaping, scale and massing (height), resulting in a reduction to 210 residential units for phases 4 and 5.

DC/21/120231 – S73 application for changes to the spine road and three additional residential units in Phase 1c.

Commented [SA592]: Factual update – to reflect the planning consent granted for the site

Site allocation

Housing estate regeneration. Comprehensive redevelopment for residential uses.

Opportunities

The site is a housing estate is located in Bellingham within a predominantly residential area. Estate regeneration will replace 178 existing residential units with 362 new units to provide net new with 184 high quality affordable housing units, alongside public realm enhancements. 57 of the residential units in pPhases 1a and 1b-2 of the consented development are have already been completed. Construction, with an additional three residential units, for phase 1c has started. Phase 2 (previously named Phases 4 and 5) has not yet started construction and is also seeking to accommodate approximately additional 100 residential units above the initial consent.

Commented [SA593]: Respond to consultation – landowner request to provide updates on delivery of site

Development requirements

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

Commented [SA594]: Respond to consultation - Historic England request to provide correct reference to designated heritage assets

Development guidelines

1. Connectivity through the site should be improved via a central landscaped spine route, with connecting home zones, and integrating with the existing street pattern and road

network. Car parking should be integrated with soft and hard landscaping to ensure cars are not prominent in the streetscape.

2. The design of development should respond positively to the existing residential properties surrounding the site. A reduced scale should be used in the vicinity of the locally listed buildings adjoining the site's southern boundary.
3. Development should provide a clear pattern of public and private space, with a range of gardens and amenity areas and high quality landscape designed to integrate into the overall scheme. A range of play spaces should be provided for children, including pocket play spaces, local play spaces and youth spaces.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. New connections into the Evelyn Street trunk sewers will not be allowed.

Commented [SA595]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

9-14 Bestway Cash and Carry



| | | | | |
|--|--|-------------------|---|--------------------------------------|
| Site address: | 1 St Mildreds Road, London, SE12 0RS | | | |
| Site details: | Site size (ha): 1.70, Setting: Urban, PTAL: In 2015: 1b, In 2021: 1b, In 2031: 1b, Ownership: Private, Current use: Retail warehouse, Car park | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 136 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA596]: Capacities remain the same as Regulation 18 plan

Site allocation

Redevelopment for residential use.

Opportunities

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

Commented [SA597]: Amended for clarity, to emphasise that the site is not on designated employment land

Development requirements

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

Development guidelines

1. Development should provide an appropriate transition in scale from the railway to the existing residential properties, with the potential for taller elements at the eastern part of the site.
2. Landscaping should be an integral part of the scheme and take into account existing mature trees.
3. Residential units should be designed so as to protecting amenity and minimise noise disturbance from the railway.
- 3.4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA598]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

13 McDonalds Ashgrove Road



Commented [SA599]: Respond to consultation – the site allocation has been removed from the Plan as the landowner has no aspirations to redevelop the site.

| | | | | |
|---|--|-------------------|---|-------------------|
| Site address: | Bromley – Garden Gate, Old Bromley Rd, Bromley BR1 4JY, Downham | | | |
| Site details: | Site size (ha): 0.32, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Private, Current use: Out of centre restaurant | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site constraints: | adjacent South London Green Chain Area, adjacent Metropolitan Open Land, Area of Archaeological Priority, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | 2020/21 – 2024/25 | 2025/26 – 2029/30 | 2030/31 – 2034/35 | 2035/36 – 2039/40 |
| Indicative development capacity: | Net residential units: 34 | | Gross non-residential floorspace: Employment Main town centre 1,072 | |

Site allocation

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

Opportunities

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

Development requirements

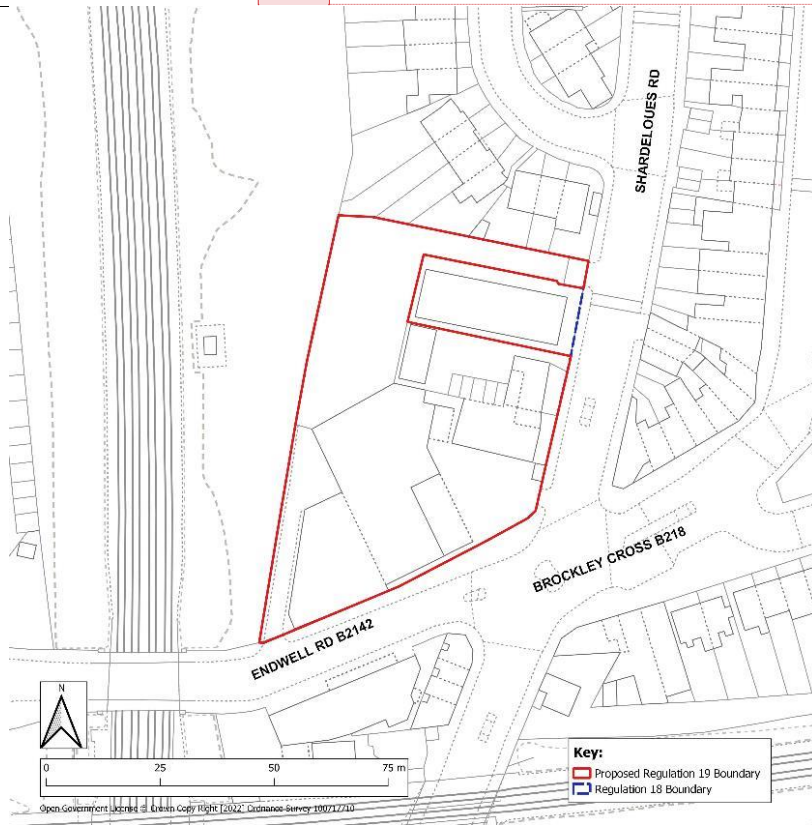
- Positive frontages and public realm enhancements along Bromley Road and Ashgrove Road, with active ground floor frontages.
- Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Development proposals must protect and seek to enhance green infrastructure,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

Development guidelines

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

West Area

1 111-115 Endwell Road



Commented [SA600]: Respond to consultation - Boundary amended to exclude church plot

| | | | | |
|--|---|---------------------------------|--|------------------------|
| Site address: | 111-115, Endwell Road, SE4 2PE | | | |
| Site details: | Site size (ha): 0.43 <u>0.38</u> , Setting: Urban, PTAL: In 2015: 4, In 2021: 4, In 2031: 4, Ownership: Private, Current use: Industrial, car services, place of worship | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019) | | | |
| Planning designations and site considerations: | Adjacent to Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, <u>South East London Green Chain Area</u> , Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, <u>Groundwater Source Protection Zone 3</u> , adjacent to Metropolitan Open Land. | | | |
| Planning Status: | Full application DC/19/110715 granted in May 2019 (part of the site) | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> <u>Yes</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 65 <u>57</u> | | Gross non-residential floorspace: Employment 2,235 <u>1,975</u> Main town centre <u>0</u> | |

Commented [SA601]: Factual update – site size reduced to reflect that the church plot is no longer located within the site.

Commented [SA602]: Factual update – providing additional details on flood risk

Commented [SA603]: Factual update on designations

Commented [SA604]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Existing planning consent

DC/19/110715 – Full application for part of the site with dDemolition of the existing single storey buildings on the site at R L Watson and Son, Shardeloes Road SE4 and construction of a part one/part two storey building to provide an MOT centre facilities.

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership and Development must be delivered in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

1.2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ ~~EC8~~ (Non-designated employment sites).

Retention or appropriate re-provision of the existing religious facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).

2.3. Positive frontages with active ground floor frontages on Endwell Road and Shardeloes Road,

3.4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to improve legibility, safety and access to the station.

4.5. Development proposals must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.

2. Building heights should respond positively to the site surroundings including the residential buildings along the site's northern and eastern boundaries. Taller elements should be sited on the western side of the site, facing the railway.

3. The wall surrounding the timber yard and the blank, ground level façade along Endwell Road should be removed -in order to enhance natural surveillance,- and the public realm.

4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

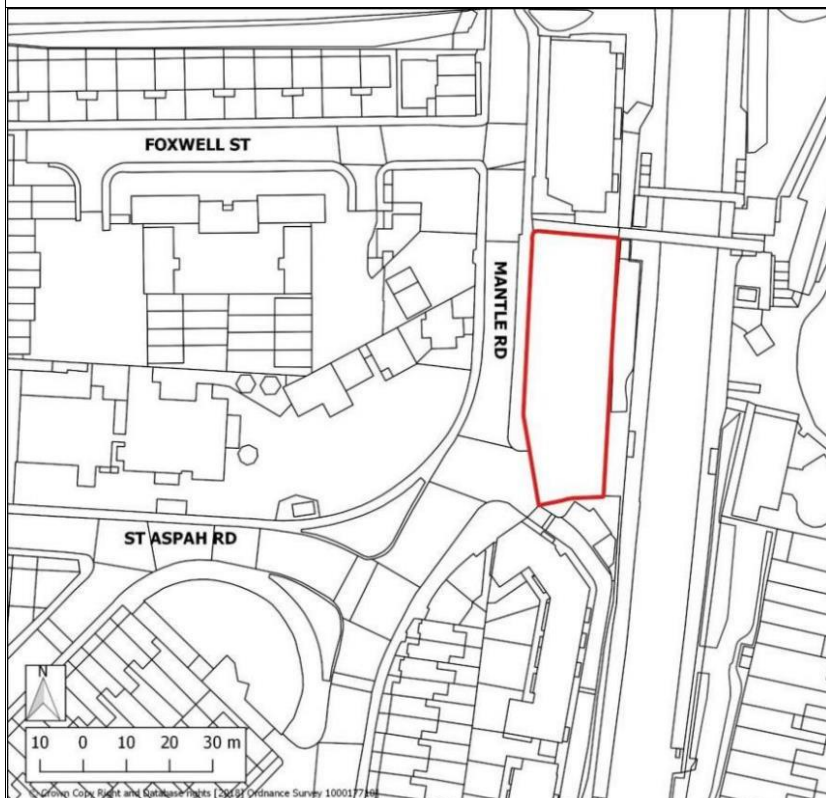
Commented [SA605]: Amended for clarity and to aid policy implementation

Commented [SA606]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA607]: Respond to consultation - Boundary amended to exclude church plot, so this text is superfluous and has been removed

Commented [SA608]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

2 6 Mantle Road



Site address: 6 Mantle Rd, London, SE4 2EX

Site details: Site size (ha): 0.12, Setting: Suburban, PTAL: In 2015: 4-5, In 2021: 4-5, In 2031: 4-5, Ownership: Private, Current use: Industrial

How site was identified: Site Allocations Local Plan (2013) and Strategic Planning Team (2019)

Planning designations and site considerations: Adjacent Conservation Area, ~~Site of Metropolitan Importance for Nature Conservation~~, adjacent Local Centre, ~~South East London Green Chain Area~~, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, ~~Groundwater Source Protection Zone 3~~

Planning Status: None

| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> Yes | <u>Years 11-15</u> | <u>Beyond 15 years</u> |
|----------------------------------|--|--------------------------|---|------------------------|
| Indicative development capacity: | Net residential units: <u>47.20</u> | | Gross non-residential floorspace: Employment 95 Main town centre <u>378</u> | |

Commented [SA609]: Factual update on designations

Commented [SA610]: Factual update – providing additional details on flood risk

Commented [SA611]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

- ~~1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).~~
- ~~2.1.~~ Positive frontages with active non-residential ground floor frontages along Mantle Road.
- ~~3.2.~~ New and improved public realm in accordance with a site-wide public realm strategy, including to improve legibility and safe access to the station entrance from the western side of the railway.
- ~~4.3.~~ Development proposals must protect and seek to enhance green infrastructure, including the Site of Metropolitan Importance for Nature Conservation SINC and green corridor along the railway embankment.

Commented [SA612]: Amended for clarity and to be more flexible in the site's redevelopment.

Commented [SA613]: Respond to consultation – to make clear that non-residential uses are required on the ground floor

Commented [SA614]: Factual update – to correctly reference that the land outside of the site boundary, that runs along the edge of the railway is a Metropolitan SINC.

Development guidelines

1. Consideration should be given to extending the existing parade of shops southwards on Mantle Road.
2. Transport for London and Network Rail should be consulted on development and design options, particularly for the railway station approach and entrance.
3. Building heights should respond positively to the site surroundings including the residential properties along the site's northern boundary, on the opposite side of the railway and the primary school on the opposite side of Mantle Road, which has historic interest. The Brockley Conservation Area is situated on the opposite side of the railway.
4. The wall that establishes a blank façade along Mantle Road and across the footbridge to the station should be removed, in order to enhance natural surveillance and the public realm.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

Commented [SA615]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

3 Jenner Health Centre



| | | | | |
|--|---|----------------------------|--|--|
| Site address: | Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU | | | |
| Site details: | Site size (ha): 0.41, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Public, Current use: Doctors surgery | | | |
| How site was identified: | London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Growth Node , Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 40 30 | | Gross non-residential floorspace: Employment 0 Main town centre 4,373 2,081 | |

Commented [SA616]: Factual update on designations

Commented [SA617]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

1. The design of the development should take into account the operational requirements of any community uses, as well as their interface with residential and other uses.
2. The existing surface car park should be removed and redesigned. ~~Parking provision should be the minimum required, taking into account needs of the community use(s) and public transport accessibility levels.~~
3. Consideration should be given to realigning the street frontage along Stanstead Road, to align with, and respect, the existing buildings on either side of the site.
- ~~4. Development should be designed to improve legibility and permeability through the site. This includes new connections north-south through the site, and to Stanstead Road.~~
- ~~4. Development should respond positively to the retained properties on the corner of Brockley Rise and Stanstead Road.~~
5. Building heights should respond positively to the site surroundings. The central portion of the site may be suitable for taller buildings.
6. ~~Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.~~

Commented [SA618]: Repetition - removed to ensure clarity in policy implementation - Car parking standards are set out in Policy TR4

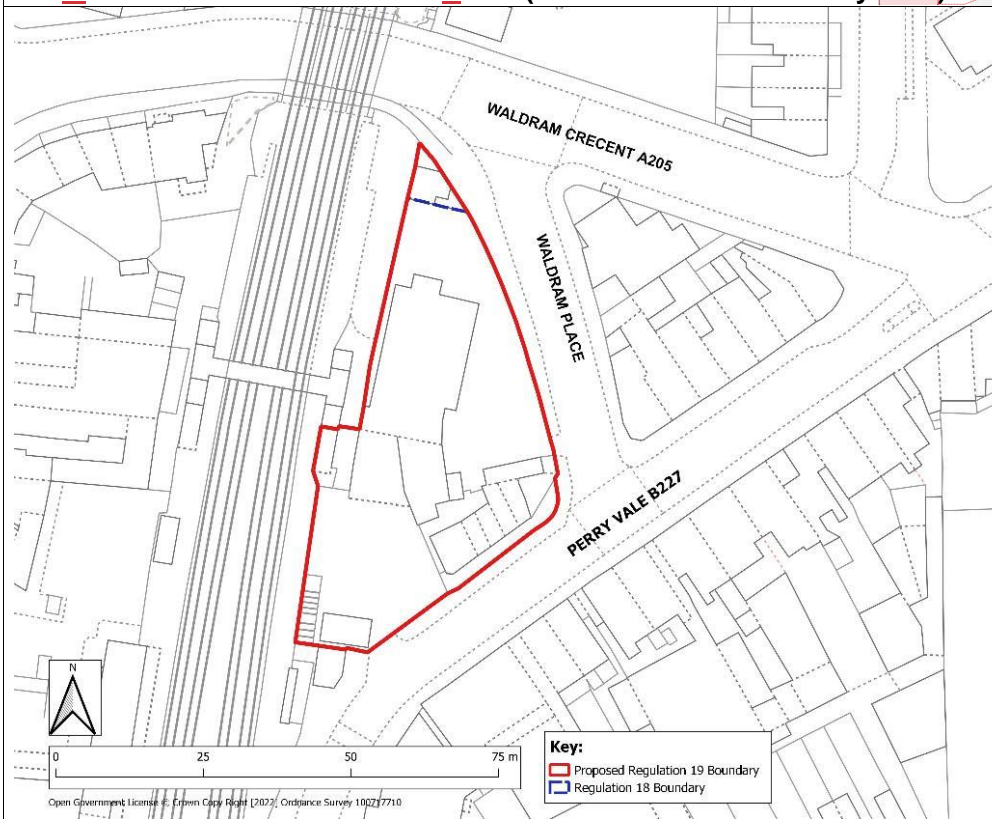
Commented [SA619]: Amended for clarity, as additional routes through the site will reduce the development capacity of the site

Commented [SA620]: Respond to consultation – request to reference the corner plot outside of the site boundary

Commented [SA621]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

10.4 Land at Forest Hill Station East (Waldram Place and Perry Vale)

Commented [SA622]: Respond to consultation – landowner requested an amendment to the site boundary to include 1 Waldram Place.



| | | | | |
|--|---|-------------------|--|------------------------|
| Site address: | East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD | | | |
| Site details: | Site size (ha): 0.21, Setting: Urban, PTAL: In 2015: 5, In 2021: 5, In 2031: 5, Ownership: Private, Current use: Car services, Nursery | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and landowner engagement (2019) | | | |
| Planning designations and site considerations: | <u>Growth Node</u> , Conservation Area, adjacent Site of Importance for Nature Conservation, District Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> Yes | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 41 | | Gross non-residential floorspace: Employment 191 Main town centre 764 | |

Commented [SA623]: Factual update on designations

Commented [SA624]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
- 4.2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ EC8 (Non-designated employment sites).
Retention or appropriate re-provision of the nursery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- 2.3. Positive frontages along Waldram Place and Perry Vale, with active ground floor frontages.
- 3.4. New and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.
- 4.5. Development proposals must protect and seek to enhance green infrastructure, including the SINC along the railway.

Development guidelines

1. Development and design options should be considered through early consultation with Transport for London and Network Rail.
2. Generous setbacks should be provided, particularly along Perry Vale, to deliver public realm enhancements and an improved sense of arrival at the station.
- 2.3. Development should improve opportunities for walking, cycling and other active travel modes, creating a sense of arrival into the District Centre. Development should not result in a reduction in existing footway or carriageway space and where possible the width of the pavements should be increased. Development should also provide a new pedestrian crossing and should consider improvements to the layout and configuration of Perry Vale from its junction with Waldram Place to the South Circular.
- 3.4. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter
5. The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area.
- 4.6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA625]: Amended for clarity and to aid policy implementation

Commented [SA626]: Factual update - to reflect new policy numbers in Regulation 19 plan

Commented [SA627]: Respond to consultation – as the site is not used as a nursery, the landowner has requested that the text related to the nursery is removed.

Commented [SA628]: Respond to consultation – request to enhance walking and cycling surrounding the site and create a sense of arrival in the town centre.

Commented [SA629]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

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



| | | | | |
|--|--|----------------------------|--|---------------------------------|
| Site address: | Station forecourt, Dartmouth Road, west of railway line, London, SE23 3HB | | | |
| Site details: | Site size (ha): 0.44, Setting: Urban, PTAL: In 2015: 5, In 2021: 5, In 2031: 5, Ownership: Private, Current use: Main town centre uses, Retail, Dentist, Industrial, Car services, Car park | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Growth Node , Conservation Area, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building, adjacent to Strategic Open Space | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 86 80 | | Gross non-residential floorspace: Employment 400 801 Main town centre 1,602 | |

Commented [SA630]: Factual update on designations

Commented [SA631]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
- 4.2. Positive frontages along Devonshire (A205) and Dartmouth Roads, including active ground floor frontages
- 2.3. ~~Retention or a~~ appropriate re-provision of the existing dental surgery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- 3.4. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ EC8 (Non-designated employment sites).
- 4.5. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. This must address legibility, safety and access to the station, including public realm enhancements at the station approach and forecourt.

Commented [SA632]: Amended for clarity and to aid policy implementation

Commented [SA633]: Respond to consultation – request for the word retention to be removed, to enable redevelopment to take place

Commented [SA634]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

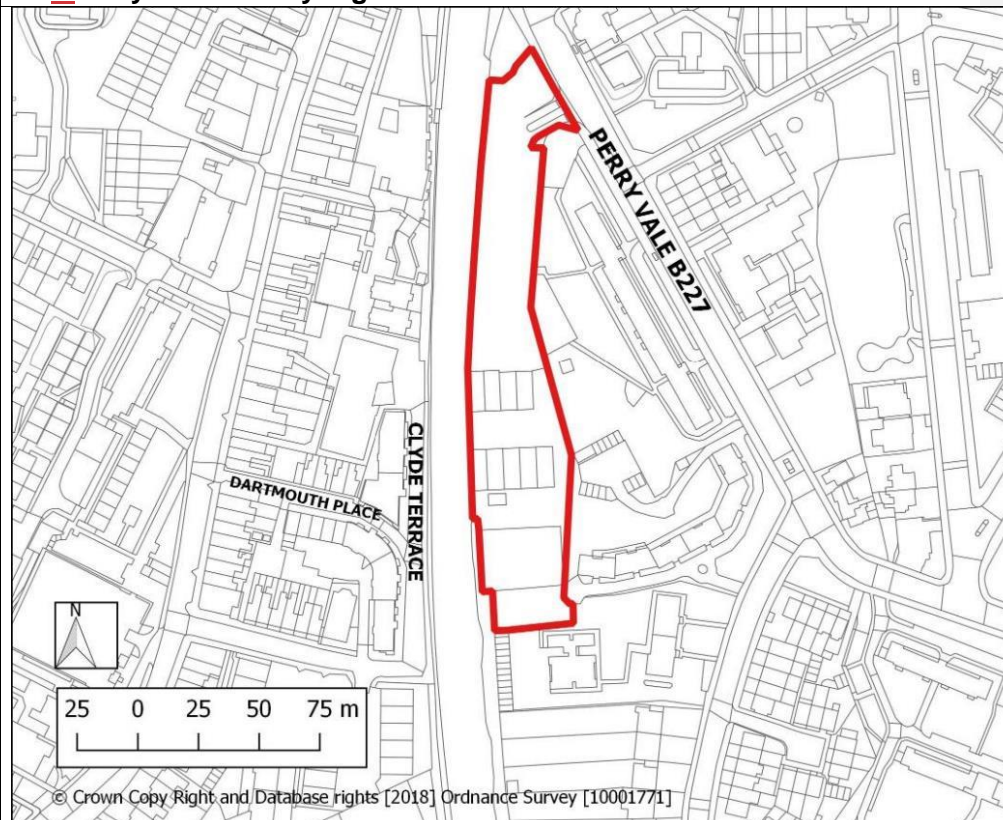
10. Development and design options should be considered through early consultation with Transport for London and Network Rail.
11. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
12. Public realm should form an integral part of the design, taking into account the existing trees and the slope of the ground that provides the opportunity to create different site levels and form public/semi-private/private spaces. Consideration should be given to creating a new public square outside of the station entrance, helping to enhance a sense of arrival, with improved interchange with buses.
13. The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area, and the locally listed building adjacent to the site's western boundary. New buildings should provide a strong relationship with the existing built form on the other side of Waldram Place and Perry Vale.
5. Development should improve opportunities for walking, cycling and other active travel modes, creating a sense of arrival into the District Centre. Development should not result in a reduction in existing footway or carriageway space and where possible the width of the pavements should be increased. Development should also enhance the pedestrian crossings across the South Circular.

Commented [SA635]: Respond to consultation – request to enhance walking and cycling surrounding the site and create a sense of arrival in the town centre.

6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There are no anticipated capacity concerns for the sewer on Devonshire Road.

Commented [SA636]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

44-6 Perry Vale Locally Significant Industrial Site



| | | | | |
|--|--|----------------------------|--|---|
| Site address: | 67A Perry Vale, London, SE23 3HW | | | |
| Site details: | Site size (ha): 0.72, Setting: Urban, PTAL: In 2015: 4, In 2021: 3, In 2031: 3, Ownership: Mixed, public and private, Current use: Industrial, Car Park | | | |
| How site was identified: | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | |
| Planning designations and site considerations: | Growth Node , Locally Significant Industrial Site, District Centre, Night-time Economy Hub, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent to Strategic Open Space | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 Yes | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 422 146 | | Gross non-residential floorspace Employment 4,324 10,206 Main town centre 0 | |

Commented [SA637]: Factual update on designations

Commented [SA638]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

1. Landowners must work in partnership and All proposals must be delivered in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC-5~~EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.

Commented [SA639]: Amended for clarity and to aid policy implementation

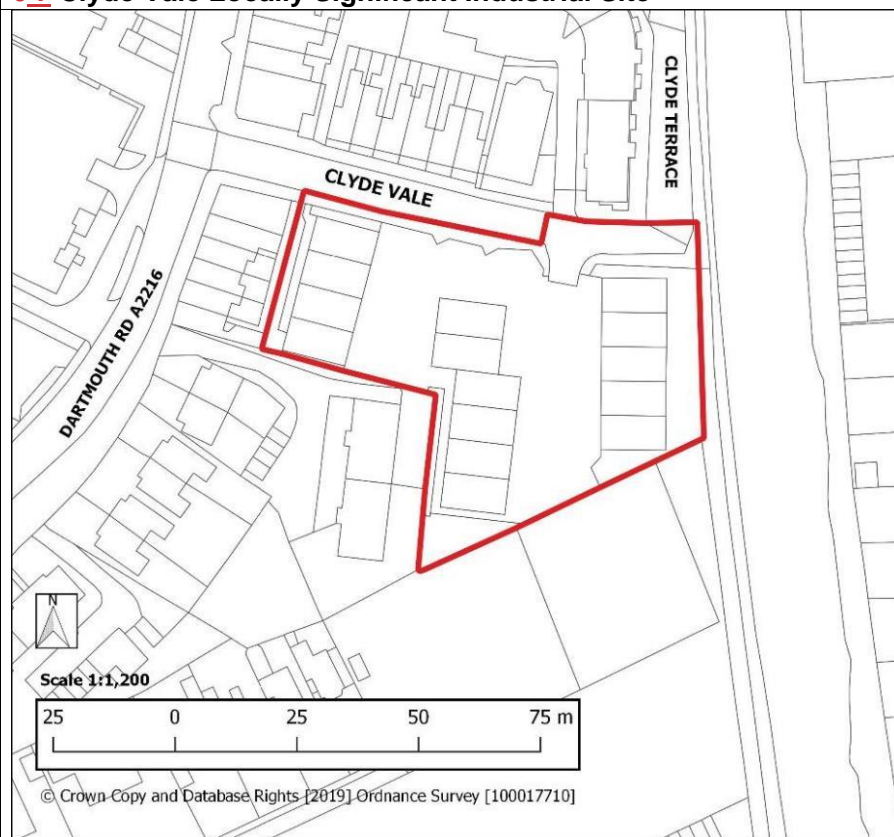
Commented [SA640]: Factual update – to reflect new policy numbers in Regulation 19 plan

Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development should be designed to provide for improved legibility and access to Forest Hill station through the site, and from Perry Vale.
3. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter. The site is large enough to accommodate the retention or re-provision of some larger commercial / light industrial units.
4. Development proposals should investigate opportunities to widen the site access from Perry Vale to better accommodate commercial and servicing vehicles.
- 4.5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA641]: Suggested by Thames Water

6.7 Clyde Vale Locally Significant Industrial Site



| | | | | |
|--|--|----------------------------|--|--|
| Site address: | Clyde Vale, London SE23 | | | |
| Site details: | Site size (ha): 0.12, Setting: Urban, PTAL: In 2015: 4, In 2021: 4, In 2031: 4, Ownership: Mixed, public and private Current use: Industrial and residential | | | |
| How site was identified: | Site Allocations Local Plan (2013) and Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | Growth Node , Locally Significant Industrial Site, adjacent Conservation Area, adjacent to Strategic, Public Open Space, District Centre, Primary Shopping Area , Night-time Economy Hub, Cultural Quarter, Flood Zone 1, Critical Drainage Area, Adjacent to Site of Importance for Nature Conservation | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | Years 1-5 | Years 6-10 | Years 11-15 | Beyond 15 years Yes |
| Indicative development capacity: | Net residential units: 4521 | | Gross non-residential floorspace: Employment 6241,701 Main town centre 0 | |

Commented [SA642]: Factual update – to reflect existing use of the site

Commented [SA643]: Factual update on designations

Commented [SA644]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

The site comprises a Locally Significant Industrial Site, located adjacent to the railway and in proximity to Forest Hill District Centre as well as 3 residential units. The existing commercial units are older and site access via Clyde Vale is constrained by the road's narrow width. Redevelopment and site intensification, along with the co-location of commercial and other uses, will enable the delivery of new and improved workspace ~~to complement the Forest Hill Cultural Quarter, and help to support the vitality and viability of the LSIS and town centre.~~

Commented [SA645]: Factual update – to reflect existing use of the site.

Development requirements

~~1. Landowners must work in partnership and All proposals must be delivered in~~ accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

Commented [SA646]: Amended for clarity and to aid policy implementation

~~4.2.~~ Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC-5EC6~~ (Locally Significant Industrial Sites).

Commented [SA647]: Factual update – to reflect new policy numbers in Regulation 19 plan

~~2.3.~~ Positive frontages along Clyde Vale.

~~3.4.~~ Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
3. Development should be designed taking into account the green infrastructure towards the site's southern boundary, which provides a natural buffer between commercial and surrounding residential uses.
4. Development proposals should investigate opportunities to widen Clyde Vale to improve access for commercial and servicing vehicles.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There is an opportunity to expand the surface water network and attenuation through green infrastructure to the south of the site.

Commented [SA648]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

7.8 Featherstone Lodge, Eliot Bank



| | | | | |
|--|--|----------------------------|---|---------------------------------|
| Site address: | Featherstone Lodge, Eliot Bank, London, SE23 | | | |
| Site details: | Site size (ha): 0.64, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Public, Current use: Housing estate | | | |
| How site was identified: | London SHLAA (2017) | | | |
| Planning designations and site considerations: | Growth Node , Flood Zone 1, Critical Drainage Area, Locally Listed Building on Site | | | |
| Planning Status: | None, consent has lapsed | | | |
| Timeframe for delivery: | Years 1-5 Yes | Years 6-10 | Years 11-15 Yes | Beyond 15 years |
| Indicative development capacity: | Net residential units: 33 | | Gross non-residential floorspace: Employment 0 Main town centre 0 | |

Commented [SA649]: Factual update on designations

Commented [SA650]: Capacities remain the same as Regulation 18 plan

Existing planning consent

~~DC/14/086666 – this application was granted in November 2015 but has now lapsed for the demolition of the existing structures at Featherstone Lodge and the change of use of the main building to a senior co-housing development to provide 6 two-bedroom, two-storey duplex houses and 27 units comprising 12 one-bedroom self-contained flats and 15 two-bedroom self-contained flats, plus communal areas, a new roadway from Eliot Bank to the rear of 1-13 Knapdale Close, together with the felling of protected TPO trees and the provision of additional landscaping, alterations and additions to the existing lodge building, demolition of existing out buildings and construction of 4 terrace houses and a 3 – 4 storey block of flats to the rear, totalling 33 new residential units for over 55s housing.~~

Commented [SA651]: Factual update – to reflect the lapsed planning consent for the site.

Site allocation

Redevelopment for residential use.

Opportunities

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

Development requirements

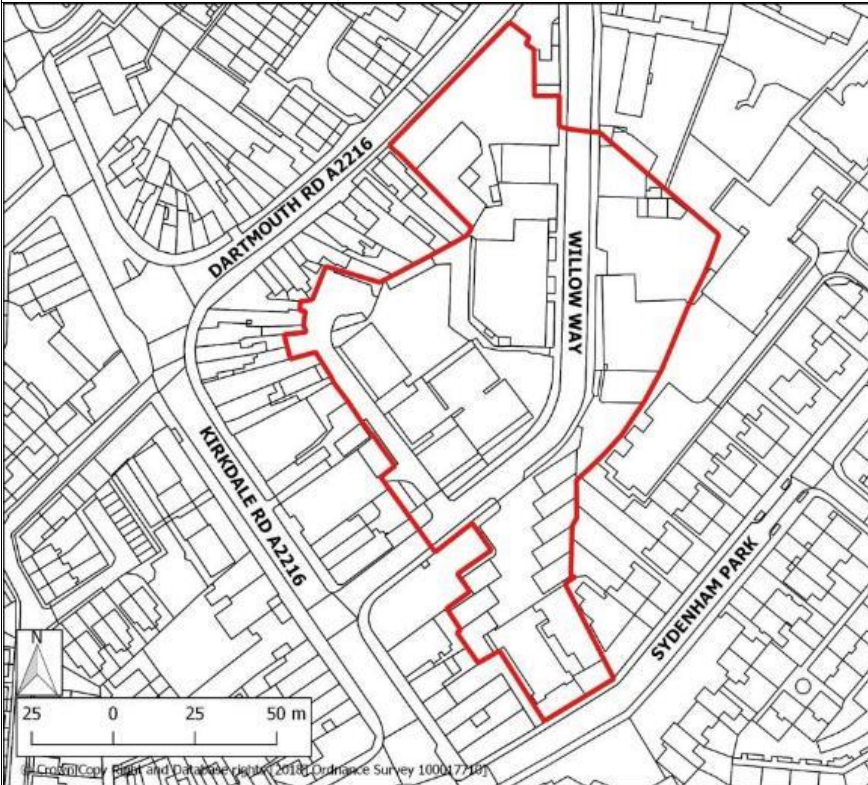
1. Delivery of predominantly specialist housing, with priority given to specialist older person's accommodation.
2. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, taking account of existing mature trees.
3. Retention and re-use of the main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

Development guidelines

1. The design of development should incorporate the re-use of the existing lodge as well as the provision of new buildings, in an integrated way across the whole site. Extensions to the Lodge should include pitched roofs to replicate the existing roofline.
2. A range of housing units should be provided to cater for varying needs of occupants, including flats within the Lodge as well as flats and houses set within the garden.
3. Consideration should be given to creating different elevational treatments for each building block, with architectural elements that match their surroundings and are appropriate to the rich visual character of the Lodge, and heritage assets within and adjacent to the site
4. The design of development should cater for the site elevations, sloping down from north-west to south-east.
5. A tree survey will be required to identify healthy, mature trees to be retained within the garden. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green.
6. ~~Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There are potential capacity concerns if connecting into Eliot Bank, connection should be downstream of manhole TQ34727802 where it increases to 229mm.~~

Commented [SA652]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

9 Willow Way Locally Significant Industrial Site (LSIS)



| | | | | |
|--|---|--|--|--|
| Site address: | Willow Way Employment Location (comprising 10-24, 21-57, Council Offices and Depot Willow Way, Units 1-8 Willow Business Park and Church Hall and 1 Sydenham Park), SE26. | | | |
| Site details: | Site size (ha): 1.29, Setting: Urban, PTAL: In 2015: 4, In 2021: 4, In 2031: 4, Ownership: Mixed, public and private, Current use: Main town centre uses, Retail, Employment, Industrial, Car services, Car park | | | |
| How site was identified: | Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018) | | | |
| Planning designations and site considerations: | Growth Corridor , Locally Significant Industrial Site, adjacent Conservation Area, adjacent Local Centre, Area of Special Local Character, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building | | | |
| Planning Status: | None | | | |

| | | | | |
|----------------------------------|-------------------------------|---------------------------------|---|------------------------|
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> <u>Yes</u> | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 175 | | Gross non-residential floorspace: Employment 6,705 Main town centre 0 | |

Commented [SA653]: Factual update on designations

Commented [SA654]: Capacities remain the same as Regulation 18 plan

Site allocation

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

Opportunities

The site comprises the Willow Way Locally Significant Industrial Site, which is located adjacent to Upper Sydenham/Kirkdale local centre and spans both sides of Willow Way. The site includes vacant land and a mix of lower density employment uses and 19 existing residential units. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also enable public realm enhancements to improve the quality of the townscape around the local centre, and help to make the area a safer and more attractive place for business and community activity.

Development requirements

- ~~All proposals must be delivered~~ Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate ~~co-location co-ordination, phasing and balance of employment and other~~ uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). This must address the site's relationship with the Upper Sydenham / Kirkdale local centre, to improve the functional relationship with neighbouring uses and the public realm, along with townscape character.
- The site contains an MOT centre which is in active use. Development proposals must adequately address the operational requirements of the MOT centre in order to secure a viable future for it. The landowner of the MOT centre must be consulted through the masterplan process.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy ~~EC 5~~ EC6 (Locally Significant Industrial Sites).
- Positive frontages along Willow Way, Dartmouth Road and Sydenham Park, with active ground floor frontages. Positive frontages elsewhere throughout the site, where new routes are introduced.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area. This includes a clear hierarchy of routes, with a legible and safe network of walking and cycle routes, through the site. Particular consideration must be given to the access and servicing arrangements for commercial uses.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Development proposals must not adversely impact on the amenity of the public house located outside of the site boundary, in line with Policy EC19 (Public houses).

Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along

Commented [SA655]: Factual update – to reflect that residential units exist on the site.

Commented [SA656]: Respond to consultation – landowner request and Amended for clarity and to aid policy implementation

Commented [SA657]: Respond to consultation – landowner request to reference the operational requirements and future viability of the MOT centre

Commented [SA658]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA659]: Respond to consultation – landowner request to reference the amenity of the public house

with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.

2. Main town centre uses may be acceptable but these must be ancillary to the commercial uses and not detract from viability of the local centre.
3. Enhanced permeability off Willow Way will be an essential element of the design. Proposals will be expected to investigate, and where feasible, deliver a new route(s) linking from Willow Way to Kirkdale and Dartmouth Roads.
4. Additional planting and landscaping should be integrated to enhance the public realm and encourage movement by walking and cycling along Willow Way.
5. Development should provide for a coherent building line along Willow Way, taking into account the redevelopment of the former Sydenham Police Station site.
6. The design of development must respond positively to the local context, giving particular consideration to heritage assets, including the Sydenham Park Conservation Area, Halifax Street Conservation Area, Jews Walk Conservation Area, Area of Special Local Character, as well as listed building and locally listed buildings along Kirkdale.
- 6.7. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA660]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

45-10 74 to 78 Sydenham Road



| | | | | |
|--|--|-------------------|---|--------------------------------------|
| Site address: | 74 to 78 Sydenham Road, SE26 5QE | | | |
| Site details: | Site size (ha): 0.09, Setting: Other Centre, PTAL: In 2015: 5, In 2021:5, In 2031: 5, Ownership: Private, Current use: <u>SupermarketGym</u> | | | |
| How site was identified: | Strategic Planning Team (2019) | | | |
| Planning designations and site considerations: | <u>Growth Corridor</u> , Archaeological Priority Area, District Centre, Primary Shopping Area, Flood Zone 1 | | | |
| Planning Status: | None Full application DC/19/115113 was granted consent in July 2020 and has been implemented. None for future redevelopment | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 48 <u>16</u> | | Gross non-residential floorspace: Employment 82 <u>164</u> Main town centre 328 | |

Commented [SA661]: Factual update – to reflect current land use

Commented [SA662]: Factual update on designations

Commented [SA663]: Factual update – to reflect planning consent granted for the site

Commented [SA664]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Existing Planning Consent

DC/19/115113 - Full application for change of use from retail unit (Class A1) to a gym/leisure use unit (Class D2) at 74-78 Sydenham Road.

Commented [SA665]: Factual update – to reflect the planning consent granted for the site.

Site allocation

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

Opportunities

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

Commented [SA666]: Factual update – to reflect current land use.

Development requirements

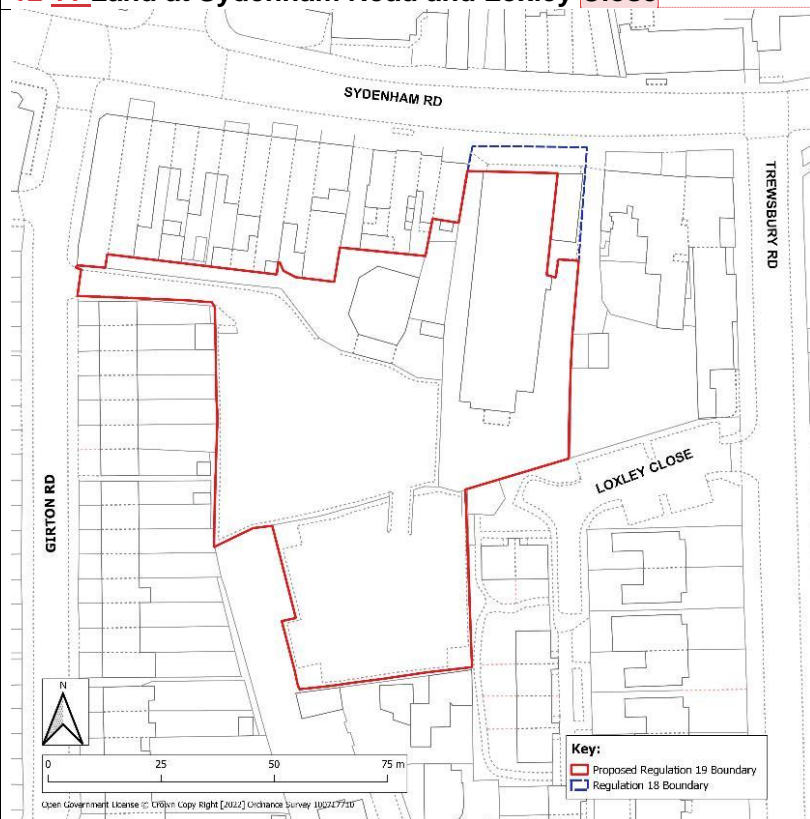
1. ~~Positive~~ frontages along Sydenham Road and Girton Road, with active ground floor frontages.
2. Public realm enhancements along Sydenham Road.

Development guidelines

1. Development should respond positively to the character of adjoining and neighbouring properties, particularly the terraced buildings along the High Street.
2. Consideration will need to be given to the amenity of residential properties and gardens to the rear of the site, along Girton Road and Tannsfeld Road.
3. Public realm enhancements should include tree planting to complement existing trees along this part of the High Street.
- ~~3.4.~~ Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA667]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

42-11 Land at Sydenham Road and Loxley Close



Commented [SA668]: Respond to consultation – landowner requested an amendment to the site boundary to exclude the furniture shop

| | | | | |
|--|---|-------------------|---|--------------------------------------|
| Site address: | Loxley Close, Sydenham, SE26 5DU | | | |
| Site details: | Site size (ha): 0.67 0.64 , Setting: Other Centre, PTAL: In 2015: 4-5, In 2021: 4-5, In 2031: 4-5, Ownership: Private, Current use: Retail, Residential, Car park | | | |
| How site was identified: | London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019) | | | |
| Planning designations and site considerations: | <u>Growth Corridor</u> , Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> | <u>Years 11-15</u> | <u>Beyond 15 years</u> <u>Yes</u> |
| Indicative development capacity: | Net residential units: 434 125 | | Gross non-residential floorspace: Employment 640 582 Main town centre 2,439 2,330 | |

Commented [SA669]: Factual update on designations

Commented [SA670]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Commented [SA671]: Respond to consultation – request to remove this sentence

Development requirements

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

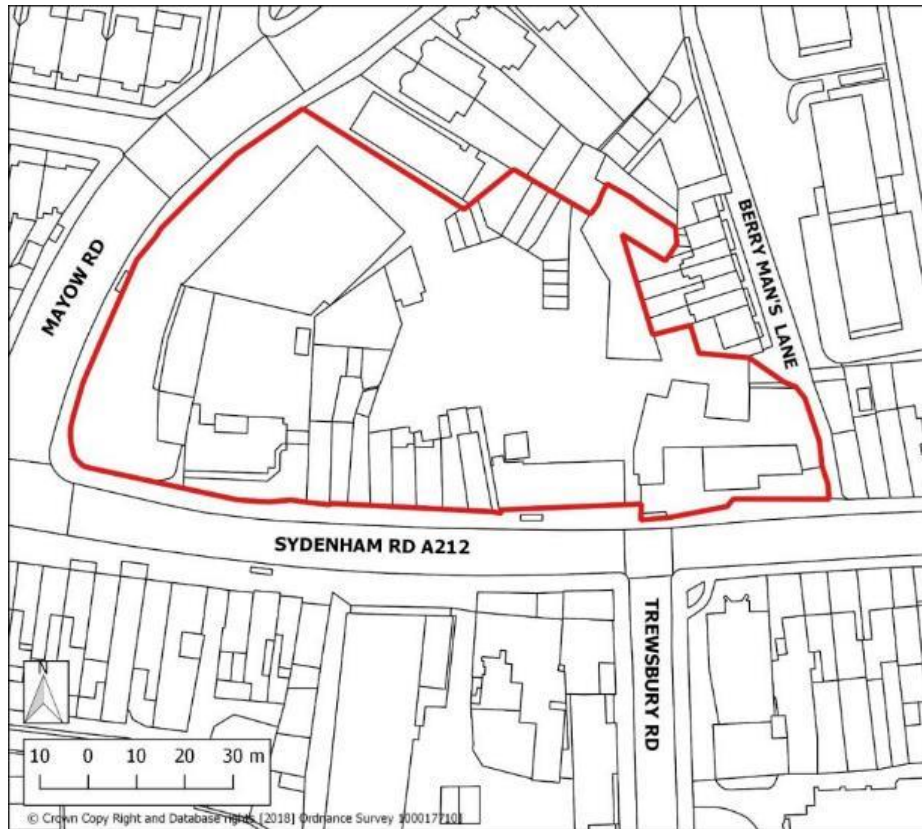
Commented [SA672]: Factual update – reflecting that the furniture shop is no longer included within the site allocation

Development guidelines

1. Development should make a more optimal use of land by considering options for the car park, including rationalising the existing level of provision, taking into account needs of visitors and businesses along with public transport accessibility levels.
2. Development, including building heights, should be designed to transition from the urban character along the High Street, to the predominantly residential character at the south.
3. Boundary landscaping should be used to protect and enhance the amenity of neighbouring residential properties.
4. The design of development should respond positively to the Sydenham Thorpes Conservation Area, the listed building on Trewsbury Road, and locally listed building on the eastern part of the site.
5. Opportunities should be investigated to provide for new or improved access to the allotments adjacent to the site at its southern boundary.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

Commented [SA673]: Respond to consultation – Thames Water requested additional text to cover water infrastructure.

13-12 113-157 Sydenham Road



| | | | | |
|--|--|-------------------------------------|--|------------------------|
| Site address: | 113-157 Sydenham Road, London, SE26 5UA | | | |
| Site details: | Site size (ha): 0.86, Setting: Urban, PTAL: In 2015: 4-5, In 2021: 3-5, In 2031: 3-5, Ownership: Private, Current use: Main town centre uses, Retail, Public House, Car services | | | |
| How site was identified: | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Growth Corridor , Archaeological Priority Area, adjacent Conservation Area, District Centre, Flood Zone 1, Critical Drainage Area, Locally Listed Building on site | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | <u>Years 1-5</u> | <u>Years 6-10</u> Yes | <u>Years 11-15</u> <u>Yes</u> | <u>Beyond 15 years</u> |
| Indicative development capacity: | Net residential units: 468 <u>157</u> | | Gross non-residential floorspace: Employment 783 <u>1,565</u> Main town centre 3,130 | |

Commented [SA674]: Factual update on designations

Commented [SA675]: Capacities amended to reflect the revised methodology – see Site Allocations Background Paper Update (2022) for more details.

Site allocation

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

Opportunities

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

Development requirements

1. Positive frontages along Sydenham Road, Mayow Road and Berry Man's Lane, with active ground floor frontages on the High Street.
2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy ~~EC7~~ ~~EC8~~ (Non-designated employment sites).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
5. Development must not adversely impact character or amenity of the public house within the site, which is locally listed.

Development guidelines

1. An assessment should be carried out to determine which buildings and spaces are of heritage value; which should be retained and those that may be more suitable for redevelopment. The locally listed Dolphin public house and garden must be retained, and development must conserve and enhance its historic significance and setting, including the attractive views of the west-facing gable end of the pub.
2. The design of development should respond positively to the existing residential properties surrounding the site. In particular it should preserve the setting of - particularly within the Sydenham Thorpes Conservation Area to the west and provide a contextual response to the terrace of Victorian cottages on Berrymans Lane to the east.
- 2-3. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

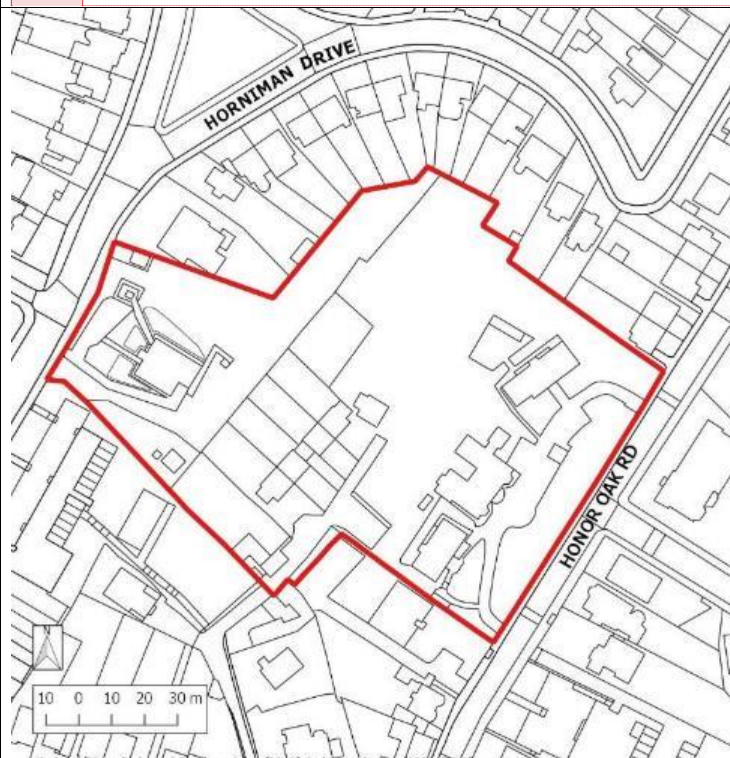
Commented [SA676]: Factual update – to reflect new policy numbers in Regulation 19 plan

Commented [SA677]: Respond to consultation – request that reference is made to the gable end of the pub.

Commented [SA678]: Respond to consultation – request that the setting of the Berrymans Lane cottages is included

Commented [SA679]: Respond to consultation - Thames Water request to provide text relating to water infrastructure.

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



Commented [SA680]: Respond to consultation – the site allocation has been removed from the Plan following objections relating to the loss of green infrastructure that would arise from redeveloping this site

| | | | | |
|--|--|-----------------|---|-----------------|
| Site address: | Havelock House, Honor Oak Road, Forest Hill, London SE23 3SA | | | |
| Site details: | Site size (ha): 1.48, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Telecoms, Residential | | | |
| How site was identified: | Lewisham Call for Sites (2015) and London SHLAA (2017) | | | |
| Planning designations and site considerations: | Adjacent Conservation Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | |
| Planning Status: | None | | | |
| Timeframe for delivery: | 2020/21—2024/25 | 2025/26—2029/30 | 2030/31—2034/35 | 2035/36—2039/40 |
| Indicative development capacity: | Net residential units: 30 | | Gross non-residential floorspace: Employment 0 Main town-centre 0 | |

Site allocation

Redevelopment of backland site for residential use.

Opportunities

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

Development requirements

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

Development guidelines

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

8 Former Sydenham Police Station



Commented [SA681]: Factual update – this site allocation has been removed from the Plan as the site was granted consent in May 2016 and has now been completed

| | | | |
|--|---|-------------------|---|
| Site address: | Sydenham Police Station, 179 Dartmouth Road, SE26 4RN | | |
| Site details: | Site size (ha): 0.20, Setting: Urban, PTAL: In 2015: 4, In 2021: 4, In 2031: 4, Ownership: Private, Current use: Police station | | |
| How site was identified: | Strategic Planning Team (2019) | | |
| Planning designations and site considerations: | Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building | | |
| Planning Status: | Full application DC/15/092798 granted in May 2016. | | |
| Timeframe for delivery: | 2020/21 — 2024/25 | 2025/26 — 2029/30 | 2030/31 — 2034/35 |
| Indicative development capacity: | Not residential units: 33 | | Non-residential floorspace: Employment 0 Main town centre 0 |

Existing planning consent

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

Site allocation

~~Redevelopment for residential use.~~

Opportunities

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

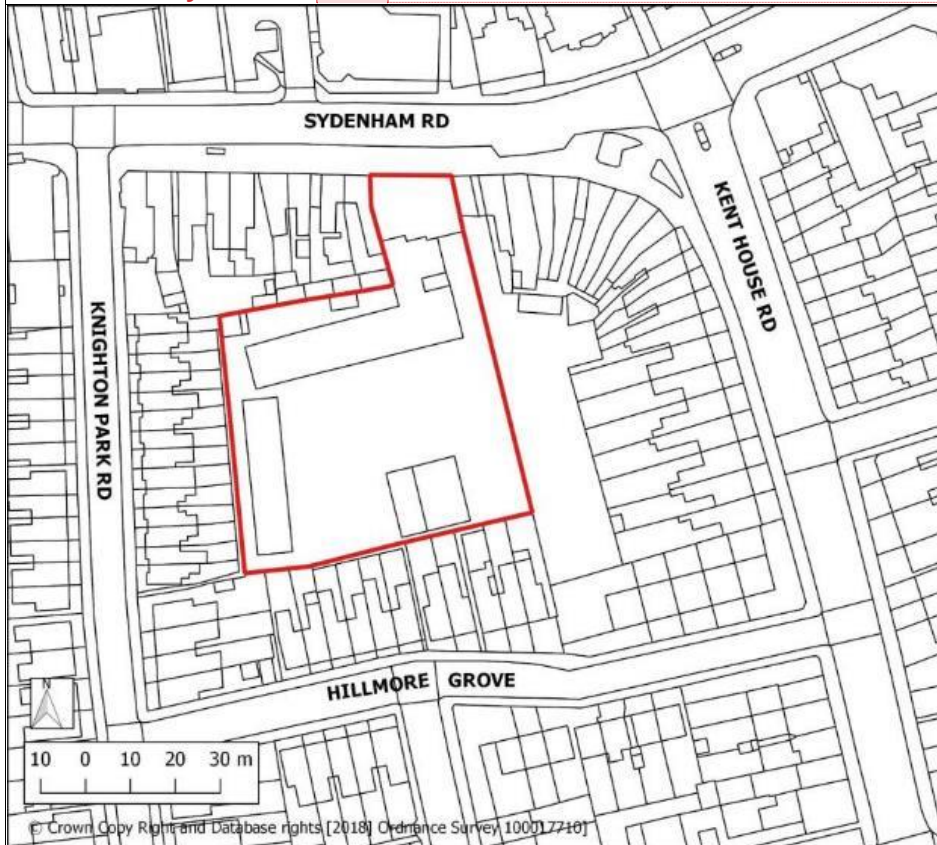
Development requirements

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

Development guidelines

- ~~17. To achieve the optimal use of land, the existing car park should be rationalised and redeveloped with replacement provision that reflects the public transport accessibility levels.~~
- ~~18. The design of development, including new buildings, should be proportionate to the surrounding townscape taking into account the setting of the Conservation Area and locally listed building, adjacent the site.~~
- ~~19. Development should provide for a coherent building line along Willow Way to create a continuation in the streetscape.~~
- ~~20. The Willow Way LSIS is located at the site's southern boundary. Proposals must address the relationship between residential and neighbouring commercial uses, particularly for amenity.~~

14 154-160 Sydenham Road



Commented [SA682]: Factual update – this site allocation has been removed from the Plan as the site has planning consent and is nearing completion.

| | | | | | |
|--|--|-------------------|---|-------------------|--|
| Site address: | 154-158 Sydenham Road, Sydenham, SE26 5JZ | | | | |
| Site details: | Site size (ha): 0.39, Setting: Urban, PTAL: In 2015: 3-4, In 2021: 3-4, In 2031: 3-4, Ownership: Private, Current use: Vacant land | | | | |
| How site was identified: | Site Allocations Local Plan (2013), Lewisham Call for Sites (2015), London SHLAA (2017) and landowner engagement (2019) | | | | |
| Planning designations and site considerations: | Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area | | | | |
| Planning Status: | Full application DC/17/104571 granted in July 2019 and | | | | |
| Timeframe for delivery: | 2020/21 — 2024/25 | 2025/26 — 2029/30 | 2030/31 — 2034/35 | 2035/36 — 2039/40 | |
| Indicative development capacity: | Not residential units: 79 | | Gross non-residential floorspace: Employment 355 Main town centre 1,420 | | |

Existing planning consent

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

Site allocation

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

Opportunities

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

Development requirements

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

Development guidelines

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