

Lewisham Local Plan

Regulation 18 consultation statement

Appendix 3 – Regulation 18 Draft Local Plan Commonplace Responses Part 1

September 2022

Part	Section, policy or paragraph	Respondent submission	No. of agreements	Council officer response	Action
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>I wish there was a more direct line through to the details of the plan for those who want to skip the preamble of how it's been formulated... quite time consuming.</p>	0	<p>The Commonplace website was organised around the main Parts and policy topic areas in the plan. It also separated the plan into separate downloadable sections.</p> <p>The full draft Local Plan has been desktop published with embedded hyperlinks that allow readers to navigate quickly to different sections of the documents. This feature will be retained in the Regulation 19 document.</p>	<p>Hyperlinks are included in the document for ease of navigation.</p> <p>The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.</p>
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Since I cannot find another appropriate place to comment on the form of this consultation I will place it here:</p> <p>- At 870 pages how do you expect the general public to make informed contributions to the plan? The summary is so</p>	0	<p>The length of the draft plan reflects that it will update and consolidate 4 adopted plans into a single document.</p> <p>As part of the Regulation 18 consultation we prepared a high level summary. We are sorry</p>	<p>The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.</p>

		<p>high-level that it is not very helpful. The important bits are often in the details.</p> <ul style="list-style-type: none"> - The wording of the plan is unnecessarily verbose and repetitive: For those who compose tomes like this professionally it might make sense but it does not serve the local community. - Many parts of the plans are formulated as aspirations and not as absolute requirements, e.g. prevention of loss of green space, types of heating, etc. Every part has get-out clauses and exceptions which will be abused when it comes to the stage where a design proposal requires approval. - The plan often uses vague wording that are subjective in their interpretation: "sensitive", "sustainable", "high quality design", etc. These terms, of course, cannot be clearly defined. They mean whatever the person uttering them wants them to mean. A member of the development team of the Lewisham Gateway told me that the high-rise buildings there were of high quality design 		<p>that you didn't find this helpful but we have had many positive feedback on this approach.</p> <p>The Local Plan is a policy document which is used to assess planning applications and will be scrutinised legally in the case of any appeals in the future. It is therefore necessary that the language is professional and robust.</p> <p>The terms are all recognised terms used in planning policy documents, guidance and SPDs. These terms are outlined in the National Planning Policy Framework and have been tested through the legal processes.</p>	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Its clearly described as a statutory process that is required by law</p>	0	<p>The Regulation 18 consultation was carried out in accordance with the Council's adopted Statement of Community Involvement. The consultation period was</p>	No change.

				well in excess of the legal minimum 6-week period.	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>The aspirations outlined in Part 1 of the plan sound all good. I'm much more worried about their realisation and how much of the aspirations (greener environment, better transport, tackling deprivation, diverse culture, sensitive development) will survive the contact with real life developers.</p> <p>The target of ~1600 housing units per year is an imposition from the London Plan. Why would we need to accept this and in consequence have a very high density of housing units with the required high rise buildings when other boroughs get away much more lightly (e.g. Richmond ~300 units / year) ? The identified opportunities for development could also be used to create more green spaces, communal areas, etc., instead of an intensified housing block, so that Lewisham could become an as pleasant borough as Richmond. Why should the distribution of green spaces and character of area remain fixed as it was defined over the last 200 years, i.e. Richmond: low density, lots of green spaces, low rise buildings vs Lewisham: high density, change from low rise to high rise over the last 15 years, decent amount of green spaces ? Or are</p>	0	<p>The Local Plan is legally required to be consistent with the National Planning Policy Framework and in general conformity with the London Plan.</p> <p>Lewisham like all London Boroughs is facing a Housing Crisis and needs to build many more homes. Particularly genuinely affordable homes. The London Plan set Lewisham a Housing Target of 1,667 new homes per year.</p> <p>If the Council does not positively plan to meet its identified need then the Council will be placed in the 'presumption of sustainable development'. This means that the council will be less likely to defend against inappropriate development through the planning appeal process. We have seen in other London Boroughs refusals</p>	No change.

		<p>there some more sinister motivations behind the distribution of "opportunities"?</p> <p>The statement that Lewisham Centre has the ambition to become a major metropolitan centre was news to me until recently. Who made this decision? We as a community? Or some planning strategist who saw "opportunities"?</p>		<p>for development on Metropolitan Open Land for example being overturned at appeal because the Council could not demonstrate an appropriate plan for growth or past housing delivery.</p> <p>The London Plan sets out the potential future re-classification for Lewisham as a Metropolitan Centre. This is reflected locally both in the adopted Lewisham Town Centre Plan and the draft Local Plan also takes this forward.</p>	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>The use of Commonplace is a good one. However as there have been multiple consultations using this tool, useful comments which have crossover pertinence with the local plan are not being noted. From an engagement perspective this is also confusing and am sure gives the impression to some that their comments have either been ignored or that they have already commented and so don't need to again.</p>	0	<p>Support for Commonplace noted.</p> <p>Because of its effectiveness the Council does use the tool on multiple consultations. The Council's main consultation hub is Citizen Space, which is accessed directly from the Council's webpage.</p>	No change.

Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>I fully support and endorse Make Lee Green's proposal (I am not a me.bdr). For clarity, their response is found here:</p> <p>https://drive.google.com/file/d/1hZtCl3zgurAwznSfo_5qV7xukZzRg9m4/view?usp=drive_sdk</p>	1	Noted. The Council's response to Make Lee Green's representations are set out elsewhere in this Consultation Statement.	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>I fully endorse and Support Make Lee Green's response they have submitted. To clarify, their response is available here:</p> <p>https://drive.google.com/file/d/1hZtCl3zgurAwznSfo_5qV7xukZzRg9m4/view?usp=drive_sdk</p>	1	Noted. The Council's response to Make Lee Green's representations are set out elsewhere in this Consultation Statement.	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Please don't ignore the A205 Stansted Road parade of shops (nos 294-341) which is a real trouble spot and totally NEGLECTED. There is high pollution due to bad traffic on A205. Please don't ignore us just before we sit on the border between two wards, we are always forgotten!</p>	1	Noted. The Local Plan sets out proposals to support the Healthy Streets Approach along the A205. It also includes specific policies dealing with neighbourhood parades.	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>I support the Forest Hill Society submission.</p>	0	Noted. The Council's response the Forest Hill Society's representations are set out elsewhere in	No change.

				this Consultation Statement.	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Why were all the notices put near any site appearing in the local plan identical i.e gave the overall location of the Local Plan on the council website / commonplace but did not link to the specific page of the Plan which detailed the plans for that site.</p> <p>I am assuming the reason could be cost-cutting with continued government reduction of funding plus during the time of extra costs during pandemic but it did impede people locating the site online - your website since its overhaul some time ago has become much more difficult to navigate - nit sure who updated it and what their remit was and whether it is considered that they achieved it but I would say it was not to make the website more user-friendly and more accessible.</p>	0	<p>The site notices gave information to the Commonplace website which was constructed to make it easy for residents to comment on certain sections of the plan.</p> <p>The Local Plan is a large document so we appreciate that it may not have taken you through to the exact site. It has been desktop published with embedded hyperlinks to make it easier to navigate.</p>	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>We note that the Local Plan is based on a listed number of Evidence based documents such as the Lewisham Characterisation Study (2019), the New Cross Area Framework and Catford Town Centre Masterplan.</p>	0	All the evidence base documents for the draft Local Plan can be found on the Council planning website.	No change.

		It is unclear if these are all of the evidence based documents as there appears to be no specific rationale or basis for designating the Sydenham Extension Area of Local Special Character - especially as there is no mention of the Kirkdale area on the above character study.			
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>I support the objectives of the plan but the proposals do not match the ambitions of the plan and there is a lack of specific commitments. I fully support the comments and proposals made in the Make Lee Green submission</p> <p>https://drive.google.com/file/d/1hZtCl3zgurAwznSfo_5qV7xukZzRg9m4/view</p>	1	<p>The draft Local Plan is a strategic policy document which is informed and has informed more detail pieces of work such as the Parks and Open Space strategy, Transport Strategy A22 Development Framework, Catford Framework etc.</p> <p>The Council's response to Make Lee Green's representations are set out elsewhere in this Consultation Statement.</p>	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>There is so much material it feels entirely overwhelming and unclear what has changed. Feels like a deliberate ploy to avoid engagement and scrutiny</p>	0	<p>The length of the draft plan reflects that it will update and consolidate 4 adopted plans into a single document.</p> <p>We prepared a summary version of the Local Plan to accompany the document</p>	The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.

				<p>to make the process more accessible.</p> <p>We also structured the Commonplace site by topic and area – again to aid accessibility.</p>	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>You have already absolutely ruined Hither Green with the divisive LTNs. You now want to close the roads again under the disgracefully misleading School Streets closures, which will throw the periphery roads back into gridlocked, polluted chaos. But apparently that's not enough, now you want to throw a ridiculous amount of new housing into the mix when we don't have the infrastructure for them! This is absolutely ridiculous</p>	0	<p>The Low Traffic Neighbourhoods project is not within the scope of the draft Local Plan consultation. The Council's position on LTNs is set out on our website.</p>	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>You have ruined Lewisham. It looks awful and you have packed as many people as possible into what is becoming the next Croydon. Where is the infrastructure around this new Lewisham? How many new Doctors, Schools, Green areas and outdoor spaces have you created? You have failed the borough and packed as many people in as possible. You have utterly destroyed the roads with idiotic plans in Hither Green and</p>	0	<p>We appreciate that tall buildings is a divisive issue for many residents. The London Plan makes it clear that tall buildings in appropriate locations are part of the solution to tackle the Capital's housing crisis.</p> <p>The London Plan directs the Council through the Local Plan to identify those</p>	No change.

		<p>that stupid bus lane outside the old ladywell baths....</p> <p><i>[some of this comment was removed due to derogatory language and unfounded allegations]</i></p>		<p>locations that are appropriate for tall buildings and set threshold heights.</p> <p>We believe that suitable locations for tall buildings should be in accessible areas with good access to public transport, local facilities and jobs. We believe that Lewisham Town Centre is a sensible and sustainable location for high-density development.</p> <p>Within Lewisham Town Centre alone new development has delivered the following: Extension to Prendergast Vale School, River Naturalisation and improvements to Cornmill Gardens, The Glass Mill Leisure Centre, and Confluence Park. Future development will also include a new cinema complex, a new public square, improved transport provision, more shops and local jobs.</p>	
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				As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road and public transport improvements etc) that is required to accommodate the level of growth anticipated through the Local Plan.	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan? The timescale of the local plan is twenty years and a lot could change during this time. Funding levels could be very different. There is no indication of what can be currently achieved and what needs additional funding to be achieved.</p> <p>The plans could be much better summarised and key milestones identified. Without measurable targets success cannot be judged. So much in the plan is an aspiration.</p>	2	<p>The NPPF requires that the Local Plan is reviewed every 5 years, and updated where appropriate.</p> <p>The plan has a monitoring section set out in Part 5 which will be monitored each year and the results published in our Authority Monitoring Report.</p>	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan? How can you make a successful plan without taking into account the changing traffic</p>	0	The draft Local Plan is underpinned by a Transport Assessment which factors in future	No change.

		patterns which will emerge from introduction of LTNS or not if they are removed/ amended , Low Traffic Emission Zones which will surely effect the traffic flows around the South Circular and not always as plotted in theory in advance.		transport projects. The study will be published as part of the evidence base.	
Part 1 – Planning for Lewisham		Do you have any comments on the introductory sections of the Local Plan? Why are some areas being re designated without questions as to why being swerved by council officers and in some cases being down graded eg Sydenham Hill Ridge. This wouldnt be to fit the aims of the Councillor Planning Committee?	0	The Local Plan proposes to re-designate Sydenham Hill Ridge from an Area of Special Character to an Area of Special Local Character. It is considered that this will continue to recognise the distinctive qualities of the ridge and ensure development responds positively to this.	Local Plan amended to clarify Sydenham Hill Ridge to be designated as an Area of Special Local Character.
Part 1 – Planning for Lewisham		Do you have any comments on the introductory sections of the Local Plan? No it's badly set out and there is no mention of Ladywell . There seems to be theme of neglecting Ladywell within these plans. Where are the details for the cinema in Ladywell? There is no focus on air traffic pollution despite Ladywell being the connecting area by car to central London. Ladywell Village has always been the jewel in the crown for the borough and it appears the that new plans have not considered the improvements or changes needed to improve/ update Ladywell. In	0	The Ladywell area comprises largely of an established residential neighbourhood where sensitive intensification will be supported to deliver new homes and other area improvements. Owing to its distinctive historic character there are limited major or large site redevelopment opportunities and therefore few site allocations in Ladywell.	No change.

		<p>addition the planned Bakerloo line is due to come to Ladywell and there needs to be more cup tempo resources available, the cinema for example, more shops, facilities available along Ladywell Road, also access to local services available to commuters. The plans completely neglect Ladywell and they are unacceptable.</p>			
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>I feel that the plan is far too dense and covers too much, maybe thats the intention as it makes for an incredibly confusing document.</p> <p>Pages of information about the reasons why all this needs to happen and then towards the end we finally get to the part which mentions what will actually be impacted - not sure how much housing the borough needs and also proposing to lose a number of supermarkets (Sainsburys & Lidl at Bell Green and Sainsburys at Lee Green) surely goes against the increased population who will need to shop somewhere. Not to mention the employment that these places provide.</p> <p>Also with Lewisham wanting to reduce car use, the supermarket that currently people can walk to will be removed and instead</p>	1	<p>The length of the draft plan reflects that it will update and consolidate 4 adopted plans into a single document.</p> <p>The level of detail included in the plan is in part a response to feedback from local community groups who requested that the new Local Plan provide more detailed policies and guidance on selected policy topic and neighbourhood areas. However it is acknowledged parts of the plan are repetitive and could be made more concise.</p> <p>The draft plan is not intending on losing</p>	<p>The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.</p>

		<p>they will be driving further away - makes no sense to me.</p> <p>The LTN hasn't worked, I live in Grove Park and for months now we have suffered the knock on impact of all these road changes and as a result have terrible traffic.</p>		<p>supermarkets but redeveloping these in more urban, mixed-use formats with supermarkets on the ground floor and other uses above. This is a standard model that has worked successfully throughout London and one which most of the big supermarkets have experience in delivering.</p> <p>The Low Traffic Neighbourhood project is not part of the draft Local Plan consultation. Further details on the Council's position on the LTN can be found on the Council's website.</p>	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>33 pages of pure waffle</p>	0	Disagree. The introductory section includes important background information.	The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Too much housing proposed, which wouldnt go to locals who cant afford so called affordable housing. Too much zoning..not enough allowance for small areas of retail/</p>	2	Lewisham like all London Boroughs is facing a Housing Crisis and needs to build many more homes. Particularly genuinely affordable homes. The	No change.

		<p>industrial activity within a housing area. We don't all work from screens, want to be zoned to the remaining large scale retail park area or have the strength ability to cycle everywhere so depend on public transport/ cabs . cars so need accessible parking. Since the Bakerloo line extension has been kicked into the never never then surely the whole plan should be re evaluated and the numbers of housing required by the mayors plan/ central government be CHALLENGED. Some areas will be so over densely populated its creating future problems. Low Traffic Neighbourhoods divert the cars onto other routes so different places become more polluted ..they don't make pollution go away! Lewisham is a borough of villages which we all love in the round..please don't think that we want or need more and more high density housing, more and more people and all the costs that the borough will need to service in the future</p>		<p>London Plan set Lewisham a Housing Target of 1,667 new homes per year.</p> <p>Whilst the draft Local Plan is supportive of the BLE the plan is not predicated on its delivery.</p> <p>The Low Traffic Neighbourhood project is not part of the draft Local Plan consultation. Further details on the Councils position on the LTN can be found on the Council's website.</p>	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan? This is nonsense!</p>	0	Not a constructive comment.	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan? I don't know where to put this but this whole consultation is totally overwhelming. So much content to review. Over 20 sections with multiple documents each, many of</p>	3	The length of the draft plan reflects that it will update and consolidate 4 adopted plans into a single document.	The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.

		<p>them over 50 pages long. Who has the time and inclination to read all this?! I certainly have not. I managed to dip into a few of the areas that felt important, and read the summary documents, which by their nature are incredibly high-level and vague, so then I don't know what I am agreeing or disagreeing with.</p> <p>I realise this is an ambitious plan, for a whole borough and I get why you would present it all together, rather than consult on it in chunks where residents will struggle to connect the dots and see the bigger picture. But there must be a middle ground somewhere. I hope there will be more consultation on the specifics, and you will find other forms of getting input from residents somehow.</p>		<p>We prepared a summary version of the Local Plan to accompany the document to make the process more accessible.</p> <p>We also structured the Commonplace site by topic and area – again to aid accessibility.</p>	
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Why are you pushing through these plans before sorting out the absolute mess you've made with the illegal road closures?</p>	3	<p>This comment appears to be referring the Low Traffic Neighbourhood project. The LTN is not part of the draft Local Plan consultation. Further details on the Council's position on the LTN can be found on the Council's website.</p>	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>The plan is biased in language and proposed delivery. The mention of buildings that not in</p>	3	<p>Disagree. The Council is required by national planning policy to prepare a Local Plan that sets a</p>	No change.

		keeping with local area is opinion, unfounded, inappropriate and, therefore, biased and unprofessional. This is simply a profit making scheme. To see developments considered in areas (west sydenham) that are estate dense, with strained infrastructure and overpopulated is ridiculous.		positive framework in place managing growth and new development, whilst meeting identified local needs.	
Part 1 – Planning for Lewisham		Do you have any comments on the introductory sections of the Local Plan? I think it looks great. My questions are about how much time these improvements will take. Certainly where I live, (South of the borough) the improvements are desperately needed- *however* things like proposing a new town centre at Bell Green whilst taking away its local sports facilities seem counter intuitive and improvements should 'join the dots' I.e. plan for improved access between Home Park/ Bridge Leisure Centre/ 'new town centre' /Southend Park/ Waterlink Way. At the moment all these are fragmented and their potentials are limited due to this and the poorly designed roads at Bell Grn. When I saw the plans for this area I was really delighted. I just hope that there is the proper consultation and later the finance to see it all through	0	Support noted. The Local Plan must be demonstrably deliverable over the plan period, which is up to 2040. The council has engaged with landowners and stakeholders (including infrastructure providers) to understand their future aspirations for sites and projects and the deliverability of the proposals.	Site allocation policies amended to make clear the expected timescales of delivery on specific sites.
Part 1 – Planning for Lewisham		Do you have any comments on the introductory sections of the Local Plan? The documents haven't been properly proof-read. I found the numerous typos distracting.	0	Noted.	The document will be proof read again through the Regulation 19 process.

Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Far too verbose to be coherent.</p>	0	Noted.	The Local Plan has been reviewed and updated to make it shorter and more concise, where possible. A plain-text version of the plan has also been prepared.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?NO!</p> <p>Once again, Lewisham mention the North of the Borough but neglect it in reality. At the moment Lewisham are proud of the investment in the North of the borough but fail to mention that almost all, if not all, of that investment is in private housing that has been forcing locals out of the area as private rents have more than quadrupled in only a few short years. Additionally, Lewisham have intentionally neglected Deptford High Street by allowing the local police to ignore the groups of alcohol drinking anti-social behaviour people that gather at the junction of the High Street and Giffin Square, even during this lockdown. They crowd the paths, play loud music, swear a lot and force pedestrians to use the road as a footpath. It has got so bad in recent years that we have seen a thriving market, which was becoming one of the best in the whole of London. People travelled across the city to go to Deptford market but no longer. Most of the stallholders left because of dwindling services, drug dealing, smoking drugs publicly, with the police</p>	0	<p>The draft Local Plan is a strategic policy document that directs investment and growth in the borough.</p> <p>Significant investment has been directed to the north of the borough and will continue to do so. Previous investment in the area include the Deptford Station and DLR, Public realm improvements along the High Street and Deptford Station Square, Faircharm Creative Quarter, Deptford Lounge and public square, Tidemill Academy, Route 1 – A series of public spaces stretching from Deptford to New Cross Gate to name just a few.</p> <p>Please refer to Part 3 Section 15 Lewisham’s</p>	No change.

		<p>walking past and ignoring it. This month saw the last of the banks close so the traders, both shopkeepers and market traders have nowhere to bank. This is all for the profits of a corrupt few that are racketeering with land values. They are lowering the values for a cheap buy and then mass profing on the housing sales values. Finally, Lewisham have overconcentrated the local population and it's growing rapidly, whilst they have not improved local public transport. Lewisham Council is focused on the Bakerloo Line going to Central Lewisham via New Cross Gate when both New Cross Gate and Lewisham Centre are already adequately catered for,</p> <p><i>[Parts of this representation was removed due to derogatory language and unfounded allegations]</i></p> <p>and traders before this pandemic and it's not expected for many to survive. Lewisham have many properties (commercial) on the High Street but prefer to leave them empty rather than lease them at a reduced rent and it's the council tax payers that are footing the losses. Seriously, Lewisham can have a "local" plan but keep it local to Lewisham and let North Lewisham have it's own plan, developed by local residents and not corrupt local politicians Deptford needs to be out of Lewisham and habve it's own council, with it's own plans as Lewisham has</p>		<p>North Area for details on future proposals.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road and public transport improvements etc) that is required to accommodate the level of growth anticipated through the Local Plan.</p>	
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		constantly failed Deptford and will continue to do so, just so those in the leafy parts of the borough can have their fresh air and peace.			
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Lewisham is a series of distinctive neighbourhoods (villages) and this is recognised by the plan but the structure beyond Lewisham seems to rest on it being an "integral part of London". This may be true but there are more steps in the chain to the larger London area. It is important to recognise such emerging sub-regional structures as South East London CCG for the delivery of health and social care. Under that structure some important services for Lewisham residents will be delivered outside the Lewisham boundary and infrastructural changes need to recognise this if, for instance, people have to travel beyond Lewisham boundary for service/treatment. These additional structural co-dependencies need to be fully mapped and reinforced if pan-council delivery is to be facilitated.</p>	2	<p>We acknowledge that Lewisham is part of the south east region and work collaboratively with neighbouring local authorities and service providers at this level.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road and public transport improvements etc.) that is required to accommodate the level of growth anticipated through the Local Plan.</p>	No change.
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>Disagree. The rationale should reference the long delay, what action will be taken to mitigate the risk of further delay.</p>	2	The plan has a monitoring section set out in Part 5 which will be monitored each year and the results published in our Authority Monitoring Report.	No change.

		<p>Introductory sections should include a high-level, realistic milestones plan that sets out measurable success criteria.</p> <p>It should also set-out Lewisham's budget resource plan - people & money against key milestones & financial years</p>			
Part 1 – Planning for Lewisham		<p>Do you have any comments on the introductory sections of the Local Plan?</p> <p>No</p>	0	Noted	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>I would like to see plans that encourage the growth of more local, small businesses rather than more large chains and for even a more holistic view to what kinds of businesses it encourages to open, and more of an effort to help employ more local people at these places. New Cross Gate to New Cross, I am guessing, was once somewhere a person could come for all of their food and other shopping needs. I'm not sure that one could say the same today. I am also concerned that there is not enough consideration given to conservation areas to help preserve some of the historic views and lines of sight. I also think that there could/should be a great focus on culture in the bigger plan, taking into account the population of creative professionals and students in the area.</p>	0	<p>The draft Local Plan sets out strategic objectives around building a thriving and inclusive local economy. In addition, Part 2 Section 8 dealing with Economy and Culture sets out policies focused on Lewisham's town centres and employment areas. Further area-based policies are set out in Part 3 of the Local Plan.</p> <p>For policies on Heritage please refer to Part 2 Section 6 Heritage of the plan which sets out the approach to conserve and enhance Lewisham's heritage assets.</p>	No change.

		<p>2. Do you have any comments on the strategic objectives?</p> <p>N/A</p>			
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <ul style="list-style-type: none"> - Less intense development along the strategic corridor from Lewisham Center to Catford if it will look similar to what is currently being developed in Lewisham Center - More engagement of local people beyond some consultations which basically can be ignored. Engage people during the design phases of housing developments and the public realm. - The assumption of continued population growth might be wrong. <p>2. Do you have any comments on the strategic objectives?</p> <p>See my comment for the introductory part of the plan.</p>	0	<p>The Local Plan is legally required to be consistent with the National Planning Policy Framework and in general conformity with the London Plan.</p> <p>Lewisham like all London Boroughs is facing a Housing Crisis and needs to build many more homes. Particularly genuinely affordable homes. The London Plan set Lewisham a Housing Target of 1,667 new homes per year.</p> <p>Following the public consultation, the council liaised with the Greater London Authority for updated population projections. Whilst Brexit and Covid-19 have had short term impacts the forecast is for significant growth over the long term. The latest population projections will be</p>	Local Plan amended to refer to the latest position on population projections, which have also been used to inform ongoing work on the Infrastructure Delivery Plan.

				<p>reflected in the plan and used to inform the Infrastructure Delivery Plan.</p> <p>The consultation on the draft Local Plan was carried out in accordance with our Statement of community Involvement and goes beyond the statutory requirements.</p>	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>N/A</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>Great to see a commitment to sustainable transport. Cars are still over-privileged in the borough, with a lack of safe pedestrian crossings, no apparent enforcement of speed limits and parking on pavements encouraged at the expense of walkers (e.g. Ennersdale Road). What about more pocket parks, car-free zones and street trees - not just in the wealthiest areas, but everywhere in Lewisham?</p>	4	Support noted	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p>	0	We appreciate that tall buildings is a divisive issue for many residents. The	Local Plan amended to include a target size mix for affordable housing, which will help to ensure

		<p>The vision for Lewisham should learn from the mistake made in the “regeneration” of the area around Lewisham station which has been rendered hideous by the over-building of architecturally dubious blocks of flats in close proximity to a railway line and without adequate infrastructure. Instead of building flats the council should focus on building affordable family homes.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>The council needs to consult properly with residents on the objectives that they want for their area rather than only listening to the people who tell them what they want to hear.</p>		<p>London Plan makes it clear that tall buildings in appropriate locations are part of the solution to tackle the Capitals housing crisis.</p> <p>The London Plan directs the Council through the Local Plan to identify those locations that are appropriate for tall buildings and set threshold heights.</p> <p>We believe that suitable locations for tall buildings should be in accessible areas with good access to public transport, local facilities and jobs. We believe that Lewisham Town Centre is a sensible and sustainable location for high-density development.</p> <p>Within Lewisham Town Centre alone new development has delivered the following: Extension to Prendergast Vale School, River Naturalisation and</p>	<p>that affordable family homes are delivered as new housing development comes forward.</p>
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				<p>improvements to Cornmill Gardens, The Glass Mill Leisure Centre, and Confluence Park. Future development will also include a new cinema complex, a new public square, improved transport provision, more shops and local jobs.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road and public transport improvements etc.) that is required to accommodate the level of growth anticipated through the Local Plan.</p>	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham? N/A</p> <p>2. Do you have any comments on the strategic objectives? The ways you intend to engage with the community is opaque. No specific</p>	0	<p>The consultation on the draft Local Plan was carried out in accordance with our Statement of community Involvement and goes beyond the statutory requirements.</p>	Local Plan monitoring framework amended to include additional indicators and monitors.

		<p>mechanisms are described. Whilst putting in comments to a form gives you feedback it doesn't offer a meaningful dialogue between the council and community groups. Ward councillors don't get a mention.</p> <p>What are the measures you will use to judge quality of life in Lewisham?</p> <p>A greener borough is not possible if all spare land is going to be used to meet housing targets. You do not explain how both objectives can both be met.</p>		<p>The draft Local Plan has been underpinned by a number of evidence base documents and Frameworks that have had extensive public consultation and engagement with community groups.</p> <p>We have also had a number of Local Plan sessions with Councillors throughout the process.</p> <p>Part 4 of the Local Plan includes a monitoring framework. It is acknowledged that this could be expanded upon.</p> <p>We also held 16 online meetings around policy topics and sub areas.</p>	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>Yes maintain a strong retail presence, plus every retail building doesn't have, shouldn't have flats built above them. Why are we attempting in Lewisham and London in general to keep accommodating more and</p>	0	<p>The Local Plan sets out a positive strategy for managing future growth and development across the borough, consistent with the Good Growth policies set out in the London Plan, and the</p>	No change.

		<p>more people. Why isn't there a program to spread the load across the whole country. London is already full.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>N/A</p>		<p>principles of sustainable development set out in national planning policy. The Local Plan is legally required to be consistent with the National Planning Policy Framework and in general conformity with the London Plan.</p> <p>Lewisham like all London Boroughs is facing a Housing Crisis and needs to build many more homes. Particularly genuinely affordable homes. The London Plan set Lewisham a Housing Target of 1,667 new homes per year.</p> <p>If the Council does not positively plan to meet its identified need then the Council will be placed in the 'presumption of sustainable development'. This means that the council will be less likely to defend against inappropriate development through the planning appeal process. We have seen in other London Boroughs refusals</p>	
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				for development on Metropolitan Open Land for example being overturned at appeal because the Council could not demonstrate an appropriate plan for growth or past housing delivery.	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>It is all in the detail and it can find lovely, but we know the horror of Lewisham Centre and the windy no-one friendly cavernous bank of tower blocks with local fly tipping at the bottoms. You have a photo included of a really unimaginative square in front of the Deptford Library where street drinker congregate and the historic building on Convoys Wharf which isn't looking at our interesting heritage and grasping the unique opportunity to make Deptford the heritage destination along with Greenwich. The new developer lead buildings, many of them shoddily put together aren't inclusive, the new bars and venues and bike shops have a quite specific clientele</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>They sound lovely. Dream the dream.</p>	0	Disagree with this assessment.	No change.

An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>Inclusivity means valuing all voices, are you really doing that? Some communities I suspect feel overlooked or ignored I suspect.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>N/A</p>	0	<p>The consultation on the draft Local Plan was carried out in accordance with our Statement of community Involvement and goes beyond the statutory requirements.</p> <p>The draft Local Plan has been underpinned by a number of evidence base documents and Frameworks that have had extensive public consultation and engagement with community groups.</p> <p>We have also had a number of Local Plan sessions with Councillors throughout the process.</p> <p>Further to this the Council has also undertaken targeted consultation to reach out to 'seldom herd' groups and our BAME community.</p> <p>Further details can be found at the front end of</p>	No change.
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				this Consultation Statement.	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham? Please see comment on strategic objectives.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>Policy OL1</p> <p>Criterion e. of policy outlines the identification of a new Opportunity Area at Bell Green. Paragraph 3.38 of the draft plan notes that the Bell Green and Lower Sydenham area exhibit some of the highest levels of deprivation, noting that it features a number of large sites offering significant development potential if brought forward in a strategically coordinated way.</p> <p>The designation of Opportunity Areas falls within the remit of the London Plan and cannot be designated as part of the local plan process</p>	0	The Local Plan has identified the area a Growth Node with the potential to be designated as an Opportunity Area through the London Plan review process.	Local Plan amended to clarify that new Opportunity Area will need to be designated through a future review / update of the London Plan.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham? This is too vague and fails at the first hurdle. "Open to all" if you speak/read english and have a laptop. The high level intention is pretty, but without SMART or even just</p>	1	The vision is underpinned by a series of objectives, many of which directly relate to the corporate priorities of the Council. These objectives in turn	Local Plan monitoring framework amended to include additional indicators and monitors.

		<p>specific examples, it is hard to see if this is just hot air delivered with good intentions.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>All objectives need to be SMART else our expectations will not be met.</p>		<p>feed into specific policies and sub area text.</p> <p>The plan has a monitoring section set out in Part 5 which will be monitored each year and the results published in our Authority Monitoring Report. It is acknowledged that this could be expanded upon.</p>	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>If you remove the pretentious buzz-words, define your terms and nix focus-group-led, repetitious, meaningless sales-speak the average reader might have a chance of making sense of this throw-enough-mud-some-of-it will-stick "strategy". The net impression I get from this is that the language attempts to obfuscate the 'vision' rather than reveal it. I assume because the vision will not get support if clearly spelt out.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>You need to have concrete proposals if you want concrete responses. That's consultation 101. Right now, you're just wasting our time with arm waving.</p>	3	<p>Disagree. The consultation on the draft Local Plan was carried out in accordance with our adopted Statement of Community.</p>	No change.

		See LTNs as an example of "how to do it wrong, annoy half the population and discover our 'strategic goals' are not welcome"			
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>Engage in a meaningful way with residents on the boundaries of LTN's in your bid for reducing car use. as in E/11 Proper monitoring of the effects on the surrounding roads. Stop sticking to dogma and actually look seriously at the data.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>No more blocking of roads with planters - we need better pavements/cycle lanes/ pedestrian crossings/enforced speed limits/school streets/some pedestrianised shopping areas/more cycle hangars/better street lighting/better transport/continuous pavements/copenhagen crossings/chicanes NOT planters!</p>	1	The Low Traffic Neighbourhoods project is not within the scope of the draft Local Plan consultation. The Councils position on LTNs is set out on our website.	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>Not really - it would be so cool for things to move faster though I realise that is unrealistic especially given the pandemic</p>	0	Support noted	No change.

		<p>and the current problems with meeting in real life</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>It seems very thorough in its objectives. As someone living near one of the potential areas for investment and regeneration it would be great to be included in the discussions</p>			
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>Keep things as they are and remove stop LTNs and school streets. It is causing undue stress and moving problems to other areas. You say it's successful but during a pandemic when we are all staying home gives such an unreal picture. Double cycle lane in Molesworth Street still empty</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>N/A</p>	0	The LTNs is not within the scope of the draft Local Plan consultation. The Councils position on LTNs is set out on our website.	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>Yes! I fail to see anything 'open' about Lewisham. This is because I also fail to see how building an inordinate amount of high</p>	0	The Local Plan sets out a positive strategy for managing future growth and development across the borough, consistent with the Good Growth	No change.

	<p>rise apartment buildings constitutes a way of creating a 'community'. High rise living rarely offers residents the opportunity to know one and other. The only thing created so far, is a wind tunnel of a journey, around the station area. There is a construction site in front of the station, for twenty floors of residential accommodation, blocking the vista for those who recently purchased accommodation alongside the station and I see only this week, notice of yet another 536 residential 'units' being erected adjacent to the 33 storey student accommodation block and 23 floors of residential high rise already nearing completion next to Lewisham station on Loampit Vale. When will it stop? The promise of 'genuinely affordable' housing is unlikely to materialise. Buying a part share in something and paying rent on the remainder, is definitely not affordable. Especially if you happen to be single.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>Yes. Please ensure you deliver the 'timely infrastructure' well before any more residents have to rely on it.</p>	<p>policies set out in the London Plan, and the principles of sustainable development set out in national planning policy.</p> <p>The Local Plan is legally required to be consistent with the National Planning Policy Framework and in general conformity with the London Plan.</p> <p>Lewisham like all London Boroughs is facing a Housing Crisis and needs to build many more homes. Particularly genuinely affordable homes. The London Plan set Lewisham a Housing Target of 1,667 new homes per year.</p> <p>The draft spatial strategy in the draft plan seeks to accommodate this growth in opportunity areas and within our town centres. We believe that locating new development in areas which have access to good public transport, local facilities and jobs is a sensible and sustainable</p>	
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				<p>approach. This also helps conserve and enhance other areas of the borough that are lower density and/or our Conservation Areas.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road and public transport improvements etc.) that is required to accommodate the level of growth anticipated through the Local Plan.</p>	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>I'd like to see more about what the planning levers are that the council can use to support local communities. I live on a street with a strong sense pride and community, but there are a number of planning related issues that undermine or frustrate this. These include privately owned parking spaces and garages, which are poorly maintained and attract anti social behaviour; a poorly managed MOT garage on the street</p>	0	<p>For matters on anti-social behaviour please contact the relevant Council department through the Lewisham Council website.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road</p>	No change.

		<p>that creates lots of issues with traffic, speeding and anti-social behaviour; and the sale of tiny pockets of land to developers, eating up green space and light for existing residents.</p> <p>2. Do you have any comments on the strategic objectives? I'd like to see an explicit recognition of the potential role of the plan in supporting local communities and social infrastructure.</p>		<p>and public transport improvements etc.) that is required to accommodate the level of growth anticipated through the Local Plan.</p> <p>Part 4 of the Local Plan sets out the approach to delivering the Local Plan, including by working with local communities and other stakeholders.</p>	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham? The Covid-19 issues have raised the profile of home working. This is not going to go away and needs to be recognised in the vision as part of a way of life in the future. To support more home working we need better broadband capability; it is pathetic all across London and Lewisham should take a lead in facilitating faster development. This would require a greater emphasis on the economic aspects of the vision which, to me, seem to be less of a priority.</p> <p>2. Do you have any comments on the strategic objectives? Greater emphasis on economic development especially for small businesses.</p>	0	<p>The draft Local Plan recognises the importance of improving broadband capacity particularly to support economic development.</p> <p>The draft Local Plan part 2 policies on Economy and Culture set out approaches to supporting small and medium sized enterprises. However these will be reviewed and strengthened for clarity.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP</p>	Local Plan Economy and Culture section policies amended to clarify and strengthen support for small businesses, including start-ups and independents. This includes updates to policies on low cost and affordable workspace.

				sets out the necessary infrastructure including broadband infrastructure to accommodate the level of growth anticipated through the Local Plan.	
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham? I think you need to spell out what "An Open Lewisham" actually means. Bearing in mind that Lewisham has been closing roads for no good reason, does an Open Lewisham policy mean they will reopened? I presume not!</p> <p>2. Do you have any comments on the strategic objectives? This seems to be mainly waffle rather than concrete objectives.</p>	4	<p>The vision is underpinned by a series of objectives, many of which directly relate to the corporate priorities of the Council. These objectives in turn feed into specific policies and sub area text.</p> <p>The plan has a monitoring section set out in Part 4 which will be monitored each year and the results published in our Authority Monitoring Report.</p>	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham? I think it is over optimistic and places too much emphasis on the under privileged.</p> <p>2. Do you have any comments on the strategic objectives? Yes, it is biased against the middle classes.</p>	0	The Local Plan identifies the issues of deprivation within the borough and sets out approaches to address this. It is not clear from the comment how the Local Plan is perceived to be biased against the middle classes – no further explanation has been provided.	No change.

An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>No</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>Objectives are good - on the whole I agree with the aims and aspirations of this local plan</p> <p>Thank you for this clear and open consultation</p>	0	Support noted	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p> <p>They are all laudable objectives.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>Whether they are achievable, especially in education and housing. So many parents in my road have moved out of Lewisham when it comes to secondary education provision. Do these objectives take account of what was achieved in the previous plan?</p>	0	<p>The vision is underpinned by a series of objectives, many of which directly relate to the corporate priorities of the Council. These objectives in turn feed into specific policies and sub area text.</p> <p>The plan has a monitoring section set out in Part 4 which will be monitored each year and the results published in our Authority Monitoring Report.</p>	No change.
An Open Lewisham		<p>1. Is there anything you would like to see changed from the Vision for Lewisham?</p>	1	The detailed policy proposals are set out in the draft Local Plan. For some	No change.

		<p>Just a bit more flesh on the bones so that we can comment on actual proposals in due course.</p> <p>2. Do you have any comments on the strategic objectives?</p> <p>They sound promising!</p>		<p>specific areas and sites, details further details will be established through the development management process.</p>	
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension phase 1 only</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>The plan to have reimagined growth on the New Cross Gate area is not in keeping with the conservation areas that are in close proximity.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>The development should be in character of the area, no high rises, with more provision for green spaces. The area lacks green spaces</p>	1	<p>The indicative capacities for the Former Hatcham Works site has been informed by the New Cross Gate Area Framework. This provides an indicative layout and massing for the site which is deemed appropriate by the Council.</p> <p>The former Hatcham Works site is a highly accessible site in a District Centre and is suitable for high-density development.</p> <p>The draft Local Plan Part 2 Heritage section includes policies dealing with heritage and conservation, including Conservation Areas, and any future development proposal will need to comply with these.</p>	No change.

Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>No Bakerloo line extension</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>The Bakerloo line will add more connectivity to Lewisham which is already well connected with buses, DLR and trains. Better to invest in more local connectivity rather than connectivity to Central London.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>Build a new park alongside new houses</p>	0	<p>The Bakerloo Line Extension is a key strategic transport project set out in the London Plan. It will directly connect the borough with the tube network for the first time and provide greater accessibility. The Council strongly supports its delivery.</p> <p>The draft Local Plan Part 2 section on Green Infrastructure sets out policies to protect and enhance open and green spaces. The Part 3 site allocations include specific provisions for the creation of new open spaces at key sites, for example, at Surrey Canal Triangle and Convoys Wharf.</p>	No change.
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>N/A</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p>	1	<p>The draft Local Plan recognises the Climate Emergency and sets out clear objectives and policies around climate change adaptation and mitigation. It will help to support the Council's</p>	No change.

		<p>The language in the strategy needs to be more ambitious. The Climate Emergency needs to take the highest priority in the decision making processes.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>N/A</p>		Climate Emergency Action Plan.	
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension phases 1 & 2</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>Other areas of the borough are well served by public transport I.e. frequent trains into Central London. The original proposed extension of the Bakerloo line will address this deficit going south into the borough</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>N/A</p>	1	Support for the BLE noted.	No change.
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios</p>	0	Support noted	No change.

		<p>and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension phases 1 & 2</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>N/A</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>N/A</p>			
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension phases 1 & 2 Preferred approach</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>I think it's a good strategy. I can't believe the people would oppose the development of the Bakerloo line to Hayes. Travel times still very fast and much more frequent. It opens up development potential so much for the Borough and as I live near Bell Green I can tell you that the plans outlined for here would be so much of an improvement. Also</p>	1	Support noted	No change.

		<p>it seems that there is real will to involve the local community with the proposals.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>N/A</p>			
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension phases 1 & 2 Preferred approach</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>I would support the Bakerloo line extension but would not place too much emphasis on it being delivered. There will be a big review of transport infrastructure post Covid and I would not place a bet on the extension being delivered in full or in part. Strategic developments which are based on the delivery of the extension would, I believe, be suspect.</p> <p>The green approach is appropriate and is to be applauded. It needs to go hand-in-hand with a greater emphasis on character-led growth which, by its nature, is organic and thereby sustainable. Artificial development</p>	2	<p>Support noted.</p> <p>The Local Plan is not contingent on the delivery of the BLE, however the policies will seek to secure its future delivery.</p> <p>The Council has undertaken the preparation of additional evidence base documents, including on retail demand, which takes account of the latest impacts arising as a result of Covid-19. This evidence suggests there will continue to be a need to plan for additional retail capacity in the borough, although to a lesser extent than previously forecast.</p> <p>The draft Local Plan includes policies to ensure</p>	<p>Local Plan amended to respond to changes to the Use Classes Order and flexibility for permitted changes of use for main town centre uses.</p> <p>Local Plan amended to respond to updated retail capacity study, which lower level of provision over long-term.</p>

		<p>driven simply by the need to "use" space will often only deliver short term results and redundancy.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>Greater emphasis needs to be given to re-purposing of High Street facilities which have become redundant by the move to remote retail function. The Covid position will only speed up the move from physical retail and leave more redundant shop space. On the other hand the desire to shop locally for foodstuffs in particular has driven a resurgence in the desire for open-air markets and the attractiveness of farmers markets will grow and needs to be recognised in a spacial context - the need for felxible space that can be used for different funtions every day of the week needs to be promoted.</p>		<p>that new commercial space is designed with flexible specifications so that it can be adapted to a wide variety of uses and end users over its lifetime.</p> <p>The Government have introduced a new use Class E which allows more flexibility within our town centres in terms of permitted development rights. The Local Plan will be amended to reflect this.</p>	
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension phases 1 & 2</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p>	2	Noted.	<p>Local Plan amended with additional key spatial objectives and policies dealing with Hither Green, including area west of the station / railway.</p> <p>Local Plan amended to designate Hither Green Lane as a new Local Centre.</p>

		<p>Hither Green west of the railway overlooked yet again.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>Hither Green west of the railway has had no investment or maintenance for more than 20 years. Not even the pavements have been touched. It should be included for an upgrade.</p>			
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension Phases 1 & 2</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>Lewisham is in desperate need of the Bakerloo line extension! I cannot believe in the year 2020, the south still has no adequate access to the underground. This will improve residents commutes and actually reduce car use and pollution. The council wants us to decrease our use of cars but without proper access to quick and reliable transportation into central /inner London why would people bother.</p>	3	Support for the BLE noted. The Local Plan is not contingent on the delivery of the BLE, however the policies will seek to secure its future delivery.	No change.

		3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain. No			
Delivering an Open Lewisham		1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below No Bakerloo line extension 2. Please provide your comments on the spatial (growth) strategy scenarios selected above. Lewisham already has a train service from London Bridge - why do we need a Bakerloo extension? 3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain. Something to avoid bottlenecks in Ladywell.	1	The Bakerloo Line Extension is a key strategic transport project set out in the London Plan. It will directly connect the borough with the tube network for the first time and provide greater accessibility. The Council strongly supports its delivery. The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.	No change.
Delivering an Open Lewisham		1. Do you have any comments on the spatial (growth) strategy scenarios	0	Support noted	No change.

		<p>and associated options? Select the scenario(s) and comment below</p> <p>Preferred approach Flexible planning underpinned by sound principles</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>Glad to see some focus on Lewisham Town centre; much neglected in recent years but with huge potential given current, and future, transport links.</p> <p>3. Do you feel that there are other options or matters that should be considered for the spatial strategy? Please explain.</p> <p>N/A</p>			
Delivering an Open Lewisham		<p>1. Do you have any comments on the spatial (growth) strategy scenarios and associated options? Select the scenario(s) and comment below</p> <p>Bakerloo line extension Phases 1&2</p> <p>2. Please provide your comments on the spatial (growth) strategy scenarios selected above.</p> <p>This is a good plan.</p> <p>3. Do you feel that there are other options or matters that should be</p>		<p>Support noted.</p> <p>The Council has and will continue to lobby the Mayor of London and Transport for London for investment in new and improved public transport infrastructure, including bus services. We will pass your comments re Honor Oak on to our Transport team regarding bus services.</p>	No change.

		<p>considered for the spatial strategy? Please explain.</p> <p>Please can there be a bus service that doesn't require a change of bus for residents of the Honor Oak area to be able to travel easily to the Greenwich area? There are many lovely parks in Lewisham but the ones accessible with just one bus route from the Honor Oak area seem to be hilly. Lots of older and less able bodied people who live in this area would like to be able to visit Greenwich Park and the riverside areas there and in Deptford but this requires a change of buses, which lengthens the journey and makes it more cumbersome. The 185 used to go right through to Greenwich, (and even Woolwich during the rush hour), which enabled an easy journey. Also if the 63 bus route could be extended down to Honor</p> <p>Oak Park this would enable an easy trip for elderly and disabled people to Peckham Rye Park, which is nice and flat as well. Also Mayow Park is not hilly and suitable for wheelchairs and less able bodied people but does not have a public transport route from Honor Oak Park.</p>			
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Lewisham Local Plan

Regulation 18 consultation statement

Appendix 3 – Regulation 18 Draft Local Plan Commonplace Responses Parts 2

September 2022

Part	Section, policy or paragraph	Respondent submission	No. of Agreements	Council officer response	Action
2	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2? More emphasis on low carbon housing, e.g. passive house design, solar gain architecture, etc.</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p>	2	Noted. The draft Local Plan policies on sustainable design and construction are broadly in line with the London Plan.	<p>Local Plan amended with new policy on sustainable retrofitting.</p> <p>Local Plan amended with additional details on non-regulated carbon emissions.</p>
2	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2? Commercial Units which are left unused - community use for these spaces</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2? N/A</p>	1	Noted. The draft Local Plan includes a policy on meanwhile uses.	Local Plan amended so that meanwhile uses policy refers not only to uses for housing but commercial uses where appropriate.
2	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2? Building design should be innovative and aim to build new buildings of architectural merit.</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2? The council should commit to transparency in its planning decisions. Enforcement of planning decisions should be active and be seen. There are no targets for enforcement timescales</p>	3	<p>Noted. The draft Local Plan does not preclude innovative building designs.</p> <p>Planning enforcement is outside the scope of the Local Plan.</p>	No change.
2	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2? Redevelop Lee gate shopping centre - with shops and not residential homes. It's run down and attracting the wrong attention in the area</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2? Redevelopment of Sainsbury's Lee green to 120 residential spaces. Not every supermarket needs to have a block of flats dumped on the top of it. Existing network infrastructure is poor where do you plan all these people will go and we are not equipped with the appropriate transport links to house all these extra residents and people. Just a way for the council to make more money from council tax.</p>	1	Noted. The draft Local Plan includes policies to enable the revitalisation of Lee Green district centre, including sites allocations for the shopping centre. The site allocation for the Sainsbury's provides for the retention of commercial uses at ground floor with residential above in order to make a more optimal use of land. The Local Plan is supported by an Infrastructure Delivery Plan which will help to ensure new development is appropriately supported by infrastructure.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2? Yes. You cannot simply keep building, keep increasing over populated areas where the infrastructure is already too insufficient. I would really like to know what happens to the landowners that Lewisham are planning around? I am a landowner, my premises are included in the plans and yet I have been given no notice of this proposals before now so please let us know how you propose to acquire any land or work with stakeholders to avoid the obvious hostility that 'being kept in the dark' creates. Thank you</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2? Yes. Please do not refer to buildings being 'not in keeping' with the landscape or area. Most of the buildings you have referred to are well maintained and are in any way detrimental to the</p>	3	<p>The public consultation was carried out in accordance with the Council's adopted Statement of Community Involvement.</p> <p>The Local Plan sets out the development strategy for the borough with land use principles for specific sites. It is not the intention that the Council acquires land. Whilst recognising it does have land holdings and will bring forward some</p>	No change.

		area. Please do not paint a picture that suits your proposals without facts and is only a biased opinion that helps no one! Stick to the facts only please		developments, the vast majority of sites will be delivered by the private sector and other public sector bodies.	
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>In the south of the borough, better bus connections to /through Bell Green /Southend Lane must be planned in. Also tasteful high-quality design</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>N/A</p>	0	Noted. The Local Plan is supported by an Infrastructure Delivery Plan which will help to ensure new development is appropriately supported by infrastructure, including for transport. The Council will continue to work with and lobby Transport for London for improvements to bus services.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>I don't know</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>I'm just making random comments now as impossible to know which is relevant to what. How much more is there to comment on.</p>	0	Noted.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>Ensuring new developments do not fundamentally undermine existing homes - for example by impinging right to light</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>N/A</p>	3	Noted. The draft Local Plan includes policies on amenity which address this matter.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>Flexibility within design so that buildings and structure can be adapted easily rather than demolish and rebuild with is "ungreen" by being wasteful of energy and material resources.</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>N/A</p>	2	Noted. The draft Local Plan includes a policy on the Circular Economy which addresses these principles. However it is acknowledged that further detail could be provided on sustainable retrofitting.	Local Plan amended with new policy on sustainable retrofitting.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>Yes - manage down any population growth in London / Lewisham - encourage people to move elsewhere in UK</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>Don't encourage development in this area -</p>	2	Noted. National planning policy requires that Lewisham has a local plan to plan positively for sustainable development and to meet identified needs, including for housing. The London Plan also sets a housing target which the Council must meet through the Local Plan. The suggestion is contrary to national policy.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>Reduce population growth in the borough</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>Instead of more housing, restrict the demand</p>	2	Noted. National planning policy requires that Lewisham has a local plan to plan positively for sustainable development and to meet identified needs, including for housing. The London Plan also sets a housing target which the Council must meet through the Local Plan. The suggestion is contrary to national policy.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>Further work should be done to allow residents to improve their homes and access to amenities. For example, first floor flat holders being able to install external staircases to their gardens, to replace original, old, steep and narrow internal stairs.</p>	0	Noted.	Local Plan amended with new policy on sustainable retrofitting.

		<p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>N/A</p>			
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>No</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>High quality design should be a principle that underpins all topic areas rather than a stand alone item.</p>	1	Noted. The design-led approach is a principle that runs throughout the draft Local Plan. There is a specific policy on high quality design that sets this out. The plan must be read as a whole.	No change.
	Managing Development	<p>1. Are there any other topic areas that you feel should be covered in Part 2?</p> <p>Ensuring public transport really is available for what residents actually want and can use.</p> <p>2. Are there any topic areas that you feel should not be covered in Part 2?</p> <p>NO</p>	2	Noted. The draft Local Plan Part 2 section on Transport sets out priorities and objectives to deliver investment and improvement to public transport infrastructure and services. The Local Plan is supported by an Infrastructure Delivery Plan which will help to ensure new development is appropriately supported by infrastructure, including for transport. The Council will continue to work with and lobby Transport for London for improvements to public transport.	No change.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Delivering high quality Building heights Optimising site capacity</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>The new development in Lewisham Center is, in my opinion, a disaster: It is hostile to human well-being with its emphasis on "Optimising site capacity" and poor building design (it's in the eye of the beholder, but the two buildings closest to the railway station are just plain ugly). The area is still dominated by the busy road leading around it with pedestrians being exposed too much to it when either waiting for a bus or having to cross it to get from the shopping centre to the station. This new high-rise development was designed under similar "strict" conditions as the new plan lays out:</p> <p>"The building height of development must respond positively to the distinctive character of Lewisham's neighbourhoods. Building heights should be appropriate in scale, taking account of the character of a site's immediate and wider context"</p> <p>"Are sensitive to the site's context, ensuring that development does not excessively project above the streetscape and townscape or adversely impact on the visual amenity of it"</p> <p>How much can we trust these statements when whatever is proposed can be claimed to meet these requirements ? The high-rise buildings are too close reducing light and creating an oppressed feeling for pedestrians. How can they claim to be "appropriate in scale" ? I worry that something similar will happen to Catford. In my opinion the maximum height of any new building there should not exceed the current highest building. But it seems that you have</p>	0	<p>Noted. The Local Plan is required to be in general conformity with the London Plan and NPPF which requires policy to be flexible and not overly prescriptive. There is also a suite of SPDs and design guidance to support the Local Plan which provide more targeted detail.</p> <p>The Local Plan requires that new homes are of high quality but provides flexibility for the use of specific design principals (such as the type of balconies).</p> <p>The Local Plan Part 2 design section sets out requirements for tall building, in line with the London Plan.</p> <p>The London Plan directs that the Local Plan to identify locations appropriate for tall buildings and set parameters for building heights. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p>	No change.

		<p>designated Catford as another area that should be transformed from a medium height environment to a high-rise environment for reasons you state as urgent need for new housing, yet I believe more driven by the required commercial considerations.</p> <p>4. Do you think that there are other approaches that should be considered? Involve the community in the design of new developments. If the majority of the community declines a design and comes up with a more consensual one the council must consider it.</p> <p>Insist on passive house design. Required technology is now widely available. The addition cost is least significant if new builds are designed with this feature. Retrofitting is very expensive. Given that the council declared a climate emergency this should just be generally accepted.</p> <p>I wonder if the council has the strength to reject designs provided by developers if they do not meet the requirements laid out in the plan. Going by past experience of the planning of the Lewisham Gateway development (which in 2009 was a farce in my opinion and in 2017 with the "minor" amendment went almost all the developers way) the council and in particular the planning committee, that at that time also included the current mayor, does not seem to know how to get the best for Lewisham. It seems the planning officers often think that a proposed design meets the required standards with minor changes. Objectors were largely ignored. Catford seems to be in line to suffer the same fate, or expressed more eloquently in the plan "There may be locations where the prevailing heights of buildings adjoining a site and in its immediate and surrounding area may be expected to evolve over time. For instance, there are areas where the Local Plan, through the spatial strategy, provides support for the sensitive intensification of sites and areas"</p> <p>The plan states that</p> <p>"For example, some tower blocks built in the 1960s and 1970s detract from the historical townscape features within a neighbourhood, and are today considered not to make a positive contribution to local character"</p> <p>However, when these tower blocks were designed they were considered modern and progressive and any objections just displayed a backward attitude. I wonder what people in 50 years' time think about the current Gateway development or the soon to be developed Catford.</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? The recommendations of the Design Review Panel must be made public.</p>		<p>Local plan emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.</p> <p>Design Review Panel reports can be requested through public access requests and are usually made public at committee stage.</p>	
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Infill, backland, garden sites</p> <p>3. Please provide your comments on the topic(s) selected above Policy DQ11 fails to accord London Plan Policy H2 (Small Sites) and potentially provides tension with the Policy HO2 (Optimising the use of small housing sites) of the emerging Lewisham Local Plan.</p>	0	<p>Disagree. The Local plan does take a positive approach to planning for small sites and identifies a number of site typologies suitable for this type of development</p> <p>Small Sites guidance has been prepared to support local plan</p> <p>However a balance must be struck on small site development and meeting housing need and other local plan objectives, including for green space</p>	Local Plan amended to reflect that the character of areas can evolve over time.

		<p>The London Plan notes that “increasing the rate of housing delivery from small sites is a strategic priority” and calls for “positive and proactive planning” by boroughs to realise this (para 4.2.1). In order to achieve this, Policy H2 of the London Plan requires boroughs to “recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites”.</p> <p>It, therefore, seems in conflict with the London Plan that the draft Local Plan specifically singles out gardens in perimeter blocks urban typologies as normally being unacceptable for development. This broad-brush approach neither acknowledges that “local character evolves” nor that areas “will need to change” to accommodate housing on small sites.</p> <p>If a perimeter block was considered to have heritage value, then it would be designated as part of a conservation area or area of special local character. There are appropriate policy tests in the emerging Lewisham Plan (and elsewhere) that protect heritage assets, and others that properly protect residential amenity. Elsewhere, there are other policies that promote good design and urban design. Thus, the special treatment of development proposals in perimeter block locations – which might be acceptable in all other respects – seems unnecessary, unreasonable and contrary to the London Plan.</p> <p>Furthermore, the description of garden land that is provided at paragraph 5.81 includes any private amenity space that was “originally designed” for that purpose. However, the character and, indeed, use of garden land could well have evolved materially over time since its original design and, as currently drafted, the Plan does not allow for such circumstances. Unless there is a heritage argument to the contrary (which would be covered elsewhere in the Plan), development proposals should be judged within a current, lawful context. Reference to the original design of a garden in the supporting text is, therefore, unreasonable and contrary the London Plan’s requirement that boroughs acknowledge that character evolves.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Overall, the policy tests set out in QD11 and supporting text provide an adequate basis to assess the acceptability or otherwise of development proposals in infill, backland, garden and amenity areas, without the need for singling out perimeter block locations. Moreover, the Characterisation Study provides an urban design baseline position to inform future development proposals.</p> <p>Therefore, the following sentence can be deleted without weakening the aims and objectives of Policy QD11: “This includes the development of back gardens for separate dwellings in perimeter forms of housing.” Similarly, those parts of paragraphs 5.91 and 5.92 that refer to perimeter block urban typologies / forms of housing should be removed.</p> <p>Additionally, for reasons given above we recommend that “as originally designed” be deleted from the description of garden land in paragraph 5.81</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>		<p>and character and therefore not supportive of garden land development in perimeter blocks.</p> <p>The Local Plan will be amended to reflect that the character of areas can evolve over time, in line with the London Plan, although the principles in the policy in terms of gardens and perimeter blocks will remain. The Council considers there is sufficient evidence to support this approach.</p>	
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>Building to Human Scale</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Building heights Delivering high quality design Public realm</p>	0	<p>Noted. The Local Plan Part 2 design section sets out requirements for high quality design to ensure all new development should put people at the centre of the design-led approach, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to all and that proposals</p>	<p>Local Plan amended to include new additional point on design building to a human scale.</p>

		<p>3. Please provide your comments on the topic(s) selected above</p> <p>I would like to see building to human scale integrated into Lewisham's design guidance</p> <p>Good examples of the wording that can be used are found in Bexely councils residential design guide:</p> <p>"The use within a development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed."</p> <p>"The impression given by a building when seen in relation to its surroundings, particularly as experienced in relation to the size of a person"</p> <p>'The visual scale and massing of development can be reduced through the use of a variety of materials and features on building facades, a change in storey height and the articulation of corners that have a relationship with the street and a 'human scale'.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Related to human scale is height</p> <p>Particularly for areas not deemed appropriate for tall buildings in Lewisham's Local Plan I would like to see the Local Plan use wording used in Hounslow's Great Western Corridor's Masterplan and Capacity Study:</p> <p>"Where the height differential between areas with different height approaches is more than two storeys, the abrupt change in height creates an imbalance and breaks the coherence of the urban fabric".</p> <p>"Higher development may feel domineering and undermine the integrity of buildings with lower height".</p> <p>"Generally heights should overcome strong height differentials through the stepping down of development at the interface with public realm".</p> <p>"Buildings may have one or two set-back storeys behind the main frontage. Due to their limited visibility from the street space set-back storeys have little impact on the perceived building height or enclosure of the street space".</p> <p>"The higher a building, the greater will be its propensity for harm, fuelled by developer ambition rather than any genuine pressing economic, regenerative or environmental driver".</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>		<p>should demonstrate an understanding of how people engage with and experience their surroundings, and respond positively to this by delivering healthy, liveable and walkable neighbourhoods.</p>	
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>Standards in conservation areas and around listed buildings should be higher. The definition of quality is missing. Views of areas of special character (as well as from) should be considered valuable</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Delivering high quality design</p> <p>Building heights</p> <p>Optimising site capacity</p> <p>Amenity and agent of change</p>	0	<p>Noted. The Local Plan is required to be in general conformity with the London Plan and NPPF which requires policy to be flexible and not overly prescriptive. There is also a suite of SPDs and design guidance to support the Local Plan which provide more targeted detail.</p> <p>The London Plan directs that the Local Plan to identify locations appropriate</p>	No change.

		<p>External lighting Infill, backland, garden sites Alterations and extensions</p> <p>3. Please provide your comments on the topic(s) selected above Quality of design is highly subjective. Often meeting the basic planning regulations is deemed quality, when there is nothing aspirational about the design of new buildings. Many opportunities have been missed due to a lack of ambition in the local plan, beyond building something and maximising density at all costs.</p> <p>The aspirational statements made in the plan are vague and not backed up by commitments to hold developers to account - enhancements must be delivered to the wider area when large developments are built. Which aspects of proposals will be under the spot light and how will the council collaborate with developers? Councils do have the power to influence if there is a will to do so, this will enhance Lewisham in the long run. Just ok should not be good enough.</p> <p>4. Do you think that there are other approaches that should be considered? The design review panel should be used more extensively and their comments should be more visible. This is would provide more egalitarian outcomes and better developments.</p> <p>The definition of what is quality housing, seems to fall back on what meets the basic housing regulation requirements. Opportunities to build something truly life-enhancing that becomes an asset to the wider community are therefore missed. The lack of ambition to incorporate resident's ideas and fully understand how buildings, amenities, access routes etc are used, means that design quality is only assessed through the lense of architects and planners with limited knowledge of a place. Residents have a valuable perspective and the 'extensive consultations' are not independently run and invariably seek to steer the result towards a pre-determined outcome.</p> <p>Other local authorities and housing associations have embraced a workshop and design-led approach to engage communities and foster a sense of ownership. There is extensive research on this showing that fantastic outcomes can be achieved, a sense of ownership results in a better place to live for everyone. The benefits include a better quality of life, better mental and physical health etc. These goals are not given enough (if any) weighting when assessing quality.</p> <p>The notion of negotiation is missing in the mindset of the council and the developers. Rather, residents views are deemed to be ill-informed at best, more often dismissed off-hand. This does not build strong communities and the resulting legacy will be rather grim to look at and live with in decades to come.</p> <p>The definition of tall buildings as over 30m means that other developments which are significantly higher than their surrounds but not 30m tall, will escape the necessary scrutiny. This is very concerning considering the drive for densification. There is a responsibility that comes with building very large developments, the proposals do not hold developers to a high enough standard for enhancing an area. This is a huge missed opportunity, when the developers stand to gain so much, very little is being asked of them in return.</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p>	<p>for tall buildings and set parameters for building heights. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p> <p>Local plan emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.</p> <p>An Infrastructure Delivery Plan has been prepared alongside the Local Plan. This sets out infrastructure required to support the growth planned in the borough. Part 4 of the Local Plan sets out how new development must contribute to securing the delivery of infrastructure.</p>	
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		What does the definition an effective consultation and how is this measured? Without independent facilitation, proper documentation, transparency, ballots etc it is not clear how this can be achieved.			
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Public realm</p> <p>3. Please provide your comments on the topic(s) selected above Public realm has to provide space for pedestrians keep them safe and protect them from pollution. The plan needs a strategy for pedestrians. Journeys on foot outnumber journeys made by other means but they never get the attention they deserve. The council should be asking what makes it nice to walk down a street and improve streets so they are all nice.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>	1	Noted. Local Plan part 2 Transport sections supported by The Manual for Streets following these principals. Part 2 Public Realm policy and Part 2 transport policies dealing with Healthy Streets Principles and this issue should be addressed in the Design and Access statement submitted by the applicant, and will need to address requirements of QD3 public realm.	No change.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Delivering high quality design External lighting</p> <p>3. Please provide your comments on the topic(s) selected above Building Energy Policies need strengthening and targets for improvements over current developments need to be far higher to meet the Governments longer range targets NOW.... so that we are not putting up building that will require retro-fitting in the not too distant future. Development designs need to take into account the whole-life energy costs of their materials. Street lighting MUST take into account 'on pavement parking (where permitted). Currently, some streets that have their lighting only on one side (because it was 'easier' for the installer) leave the opposite pavement in the shadow of continuous lines of parked cars. Also, allowing street lighting posts to be up to a metre from the pavement has allowed some pavement to become inaccessible for wheel chairs and buggy (etc. users) - especially on days where rubbish and recycling bins are out for collections.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>	0	The Regulation 18 Local Plan document includes policies on sustainable retrofitting of existing building stock. However it is accepted that the plan can provide more emphasis and support for this.	Local Plan amended with additional policy to emphasise the importance of sustainable retrofitting of existing building stock.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p>	2	Noted. An Infrastructure Delivery Plan has been prepared alongside the Local Plan. This sets out infrastructure	No change.

		<p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Delivering high quality design Inclusive and safe design Building heights</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>The developments in Lewisham town centre are design wise abject failures, some of the most unattractive developments with no cohesive approach to design of the individual schemes as a whole. Little public amenity has been gained from these developments but there is and will continue to be massive pressure on public services and infrastructure</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>More houses rather than flats, families need houses and gardens not high rise buildings. High rises destroy local character and communities.</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>		<p>required to support the growth planned in the borough. Part 4 of the Local Plan sets out how new development must contribute to securing the delivery of infrastructure where appropriate by CIL and Planning Obligations.</p>	
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>Some would appear to be mutually exclusive e.g density of build may require great height. This is not popular, results in poor design, dominates local communities excludes light, air and traps pollution.s,</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>See the above.</p> <p>Increasing numbers of people impact the areas in many ways, noise, lighting, public realm, local amenities - schools, health care, open spaces, the natural environment.</p> <p>Has the council, or anyone in authority noticed the comments by the OBR in the government's most recent budget concerning the decline in population, which may be verified by the Census 2021?</p> <p>Density of population was one of the factors involved in the spread of Covid 19 in certain areas.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>The London Plan was so long in the making and acceptance that many of issues extant 5 years ago may no longer be relevant. Government of any kind is all too often behind the curve, yesterday's people.</p> <p>If standing on Blackheath is any guide, more and more tower blocks are visible and encroaching on the open space and sky, from every angle.</p> <p>Is such an issue, impact from a distance, ever considered?</p>	3	<p>Noted. Local plan emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.</p> <p>An Infrastructure Delivery Plan has been prepared alongside the Local Plan. This sets out infrastructure required to support the growth planned in the borough. Part 4 of the Local Plan sets out how new development must contribute to securing the delivery of infrastructure.</p>	No change.

		<p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>Agreed, high quality design is very much required, but where are the examples of it? They are certainly not in the tower blocks in central Lewisham or Catford</p>			
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Building heights Public Realm Delivering high quality design</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>The towers in the Gateway development are too tall and very ugly. It was a missed opportunity to integrate cycling infrastructure. There are not enough green spaces around the blocks for people in the new developments to use</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>	2	Noted.	No change.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>There seems to be a big disconnect between the plan aspirations and what is currently happening with development in lewisham and catford. Do we have to wait decades for any requirements for developers to consider the design and quality of buildings and their surroundings? As others have said, the tower blocks in central lewisham and the big estate at catford bridge are unnecessarily ugly and don't seem to comply with any of the aspirations set out in the plan. Please can you start considering design issues NOW not wait for a new plan to be agreed at some point in the future?</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>	2	Noted.	No change.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p>	2	<p>Noted.</p> <p>The Local Plan is required to be in general conformity with the London Plan and NPPF which requires policy</p>	No change.

		<p>Building heights Public realm Delivering high quality design</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>Overall: The plan and its principles seem quite vague. "Contribute positively to local character" and "ensure density is right for location" - what does that even mean? It's very open to interpretation and will likely be twisted to suit developers whose main objective will be to make a profit. I would have liked to see more stringent guidelines (although I admit I haven't read the detailed 69 page (!!)) document - who has time for that?!)</p> <p>Building heights: You've "considered" setting limits of heights of buildings, but haven't decided to do so (I guess? it's not clear from the summary document). The new set of buildings in central Lewisham have gone way beyond what feels suitable for the location, every new one that goes up is higher than the last. I don't have a problem with some high rise blocks, but what is being created now is not at all in proportion to the area. Why can't they all be around 20 stories, no more, rather than this weird looking set of Lego buildings where every single one is different and it's not at all cohesive. It looks like a bunch of kids had a 'who can build the largest tower' competition.</p> <p>Public realm: Rules should be much stricter to make sure the ground floor of new buildings is actually utilised. For example for cycle storage, communal spaces (benches, communal resident-run libraries, play areas) and things like click-and-collect lockers for all the online shopping that everyone will be doing. Not just retail, which always takes ages to arrive, or never does, leaving the ground floor unoccupied and drab.</p> <p>We also need more public usable, green spaces for residents who live in flats. A really bad example is the space in front of the Premier Inn hotel near Lewisham station. It has potential to be a bit of a public space for lingering, maybe sitting down to meet a friend for a coffee, waiting for someone to arrive at the station. Instead the planters are neglected, no benches, and the phone line cable boxes are right in the middle of the space, making it a pain to navigate. Attention to detail needs to be given to those kind of mini spaces to make them usable, keep them clean and tidy, and not let them immediately deteriorate which is what seems to be happening.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>		<p>to be flexible and not overly prescriptive. There is also a suit of SPDs and design guidance to support the Local Plan which provide more targeted detail.</p> <p>The London Plan directs that the Local Plan to identify locations appropriate for tall buildings and set parameters for building heights. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p> <p>Local plan emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.</p> <p>Comments supported by Local Plan part 2 Design – Public Realm and connecting places policy and Amenity and agent of change policy.</p>	
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Building heights View management Noise and vibration External lighting Alterations and extensions</p> <p>3. Please provide your comments on the topic(s) selected above</p>	3	<p>Noted. These matters are broadly dealt with by Local Plan part 2 Design policies dealing with amenity.</p>	<p>Local Plan housing design policies amended to refer to new Building Research Establishment good practice guidance on daylight and sunlight.</p>

		<p>To limit noise and light pollution trees between developments and blocks should be kept/introduced and maintained to aid this & serve as a natural barrier. Building blocks should not be dramatically higher than the trees surrounding them.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>			
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? The Local Plan would strongly benefit from the inclusion of Secured By Design</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Delivering high quality design Inclusive and safe design Public realm External lighting</p> <p>3. Please provide your comments on the topic(s) selected above I welcome the new plan and the vision it seeks to achieve. Social cohesion is much more likely to occur when residents feel safe within their own environments. To that end, I recommend that within the Local Plan, Secured By Design is adopted with regards to delivering high quality design, inclusive and safe design, public realm and external lighting.</p> <p>By the Local Authority ensuring that developers and architects work with Metropolitan police, Designing Out Crime Officers who will ensure that developments are safer, secure and that standards are adopted that are known to reduce the likely hood of crime. Independent studies have shown that adopting Secured By Design measures can lower crime by 87%. The use of third party tested and accredited, security doors and windows means that residents are less likely to be victims of burglary. Other methods, such as 'air lock lobbies' within residential flats, have a positive effect on reducing Anti-Social Behaviour which can have a serious impact on residents' quality of life. Designing Out Crime Officers using Secured By Design principles will look at all aspects of a proposal to make sure that residents, visitors or any other person within Lewisham feel safer within the built environment, both during the day or the hours of darkness.</p> <p>By reducing instances of crime and Anti-Social Behaviour the Local Authority and the local police save money which allows them to dedicate resources where they are needed, in turn it allows communities to thrive and grow.</p> <p>By reducing instances of criminal damage, arson and graffiti, the local authority saves money on replacing broken doors, repairing fire damage and cleansing services.</p> <p>There are many more benefits to adopting Secured By Design and I respectfully ask the Local Authority to note the experience gained by the UK police service over the past 30 years in this specific subject area. That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance</p>	1	Noted. Local Plan part 2 states that we will strongly encourage the use of 'Secured by Design' principles.	No change.

		<p>with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com</p> <p>4. Do you think that there are other approaches that should be considered? Only Secured By Design, using highly trained Designing Out Crime Officers specifies the standards required to lower instances of crime.</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? High quality design is undermined if it allows criminal activity to flourish.</p>			
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above The tower blocks are making me so depressed. Did you learn nothing from the Ferrier Estate?</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>	1	<p>Noted. The London Plan directs that the Local Plan to identify locations appropriate for tall buildings and set parameters for building heights.</p> <p>Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p>	Local Plan building heights policy amended in line with Tall Buildings Study Addendum.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Delivering high quality design Building heights</p> <p>3. Please provide your comments on the topic(s) selected above Lewisham's design track record over the last 20 years has been abysmal. In particular, the centre of Lewisham, which was always pretty unattractive, has been totally obliterated by recent developments, particularly the inappropriate and disfiguring high rise blocks.</p> <p>I have no problem with high-rise in general, but it needs to be appropriate in design, appropriately located, and assured of its fitness for purpose</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>	4	<p>Noted. The London Plan directs that the Local Plan to identify locations appropriate for tall buildings and set parameters for building heights.</p> <p>Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p>	Local Plan building heights policy amended in line with Tall Buildings Study Addendum.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p>	4	Noted. The London Plan directs that the Local Plan to identify locations	No change.

		<p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Public realm Delivering high quality design Building heights</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>Delivering higher density does not necessarily require tall buildings. Higher density housing should be designed for the human scale, encouraging a sense of community and ownership - tall buildings generally lack a sense of social cohesion and in most cases are ill-suited to suburban areas such as Lewisham.</p> <p>Similarly, new developments should be designed from the ground up, especially at strategic regeneration sites where the public realm is critical to the long-term success of a scheme. Generous open space which has equality of access for all occupants and visitors alike, should be at the heart of all major development schemes</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>		<p>appropriate for tall buildings and set parameters for building heights. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p> <p>Local plan emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.</p>	
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Shopfronts Outdoor advertisements</p> <p>3. Please provide your comments on the topic(s) selected above</p> <p>Definitely the shopfront, signages, adverts must be improved across the borough, not just in conservation area. Cheap, brightly coloured, low quality design shopfronts and signage are an eye sore and make the area look cheap and run down. The council already have rules, though, regards what is expected from shop design, why isn't it already enforced?</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan?</p> <p>N/A</p>	3	<p>Noted. This matter is addressed by Local Plan Part 2 design policy on Shop fronts.</p>	No change.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address?</p> <p>Improving the character of neglected streets</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below</p> <p>Public realm</p> <p>3. Please provide your comments on the topic(s) selected above</p>	2	<p>Noted. This matter is largely addressed by the Local Plan Part 2 design policy on Public Realm and connecting places.</p> <p>The Local Plan includes a policy on housing estate maintenance, renewal and regeneration.</p>	No change.

		<p>Some of the housing estates built intra-war are looking tired; roads, pavements, and street furniture wasn't built to last as long as it now has. improvements to these estates would improve the quality of life and safety of residents who live in them and others who pass through them to green spaces</p> <p>4. Do you think that there are other approaches that should be considered? yes, not just focusing on parks and town centres</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>			
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? Permitting use of existing land</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Alterations and extensions</p> <p>3. Please provide your comments on the topic(s) selected above Alterations to allow safe use of existing amenity should be supported. For example where original features include unsafe internal stairs to reach a garden, the council should support safe external versions being out in place.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>	0	Noted. This matter is addressed by Local Plan Part 2 design policy on Building alterations, extensions and basement development.	No change.
	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? Scale of buildings.</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Building heights View management</p> <p>3. Please provide your comments on the topic(s) selected above New flats in Lewisham are too tall. They are impacting negatively on both view and a sense of well-being - they are threatening and creating a negative landscape/atmosphere. Lewisham is starting to look like a down market version of Croydon. Much more thought need to be given to the human scale of any development.</p> <p>4. Do you think that there are other approaches that should be considered? Scale is an issue that does not seem to play into the context of development in any meaningful manner and should be given greater consideration</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? Shop fronts and signage need to be more in keeping with the location.</p>	4	<p>Noted. The London Plan directs that the Local Plan to identify locations appropriate for tall buildings and set parameters for building heights.</p> <p>Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p> <p>Local plan emphasise that higher density does not imply that tall buildings are necessary. Higher density can be delivered through a wide range of site layouts and building typologies, including mid-rise developments that are reminiscent of historic mansion blocks but with modern specifications.</p>	Local Plan building heights policy amended in line with Tall Buildings Study Addendum.

	High Quality Design	<p>1. Are there other issues around design quality that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to design quality? Select the topic(s) and comment below Delivering high quality design</p> <p>3. Please provide your comments on the topic(s) selected above The recent development around Catford Bridge Station/Doggett Road looks like a prison - VERY ugly, you could have insisted on better design - way too many plain brick walls, unrelieved by windows and/or 'living walls' and/or design features (texture/depth etc.)</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'High Quality Design' section of the Local Plan? N/A</p>	1	Noted.	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic Environment</p> <p>3. Please provide your comments on the topic(s) selected above I predict that this statement "Any harm should be clearly and convincingly justified, and will be weighed against the public benefit of the proposal." will be abused to justify any harm towards historic sites.</p> <p>4. Do you think that there are other approaches that should be considered? Ask the community if a historic site is in danger of being harmed if they have any objections, and if they do, reject the planned damage.</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	2	<p>Noted. The approaches to managing heritage assets and historic environment are considered to be consistent with national planning policy.</p> <p>The Statement of Community Involvement sets out how the public will be consulted during the planning process, including on planning applications.</p>	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? The allocation and weight attributed to ASLC's should be further considered - as they risk becoming informal local conservation areas without appropriate consideration</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Non-designated heritage sites</p> <p>3. Please provide your comments on the topic(s) selected above Unlike designated Conservation Areas, that have been fully assessed, tested and formally adopted by the Council, the identification of the proposed list of Areas of Special Local Character does not appear to have gone through similar robust assessment and consideration. Whilst this might not apply to all LSLC allocations, I draw attention to the</p>	1	Noted	Explanatory text on ASLC's has been amended to provide further clarity.

		<p>Sydenham Extension ASLC - which takes in much of the run down Kirkdale High Street and extensive Willow Way employment area to the rear. This area does not appear to have been assessed and found appropriate for allocation as a non-designated heritage asset under the Lewisham Characteristic Study - requiring further reasoning for its identification as a potential ASLC.</p> <p>Given the desire to see the Willow Way employment area kick start and support the wider regeneration of the Kirkdale High Street area, it may be better to simply encourage high quality design and regeneration proposals though the relevant Site Allocation section of the draft LP.</p> <p>4. Do you think that there are other approaches that should be considered? The ASLC areas might best be referred to within the Local Plan, but subject to further formal identification and testing before future 'adoption' as supplementary guidance</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Enhanced powers to protect the heritage architecture, communities and conservation areas which are being rapidly overwhelmed and watered down and lost in the rush for new development which often does not enhance or at worst damages our heritage assets.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Enabling development Designated heritage assets Lewisham's historic environment</p> <p>3. Please provide your comments on the topic(s) selected above The Council needs to be seen to pursue best practice by conserving and supporting the restoration of historical neighbourhoods and assets. Lewisham should STRENGTHEN protections and stand firmly AGAINST developers who damage the fabric of our historical streetscapes and neighbourhoods and conservation areas and should only allow sensitive development which is aesthetically in keeping with our Victorian heritage--which is why most Lewisham residents choose to live here .</p> <p>4. Do you think that there are other approaches that should be considered? Development should only be approved where it is aesthetically sympathetic to nearby communities and design is strongly influenced by the historic buildings and communities in the proximity.</p> <p>The Conservation Societies which help to maintain standards for the boroughs should be funded for their extensive work supporting the Council and our communities.</p> <p>Planning proposals which are clearly infringing development rules (e.g 40 metre telecommunications in Conservation Areas) should be rejected outright by Council and not be put out to consideration causing huge amounts of stress and work for locals who have to then mobilize to try to fight to have them.</p> <p>Enforcement action by Council should be massively ramped up, so that alterations etc (both with and without planning permission) which break codes and break down the heritage aesthetic in or near Conservation Areas are looked for, found, and dealt with strictly and original features etc RESTORED to protect what makes Lewisham a place we want to live.</p>	3	<p>Disagree. The approaches to managing heritage assets and historic environment are considered to be consistent with national planning policy. The policies have been prepared with input from Historic England and Greater London Authority Archaeological Advisory Service.</p> <p>The draft Local Plan recognises the importance of preserving and enhancing the significance of historic high streets. Further details are set out in Part 3 of the plan, for the area based policies.</p> <p>Planning enforcement is outside the scope of the Local Plan.</p> <p>Whilst acknowledging the important contribution local community groups make to support the Planning Service, funding for organisations and societies is outside the scope of the Local Plan.</p>	No change.

		<p>Historic high streets - especially in places like New Cross Gate should be retained and redevelopments only allowed which add to them in ways which celebrate them architecturally and enhance them in the same, hamonious style</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? Gives free reign to developers. Waters down the protections of the Conservation Areas. Does not commit the Council to even uphold the protections in place in conservation areas when in fact these protections should be strengthened and enhanced and their scope expanded.</p>			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Enforcement</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above There should be better policing of development policies. There is too much evidence of infringements which are not enforced</p> <p>4. Do you think that there are other approaches that should be considered? There should be more people in the relevant teams so that the council can actually enforce their existing policies</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? The council itself should stick to their own rules in conservation areas.</p>	1	<p>Planning enforcement is outside the scope of the Local Plan.</p> <p>Planning Service resources are outside the scope of the Local Plan.</p>	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? I would like to see more specific language used so that the plan can less easily be circumvented</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment</p> <p>3. Please provide your comments on the topic(s) selected above I would like to see more specific language used around heritage to show that Lewisham holds a strong stance on this A good example is Hounslow's 2019 Great Western Corridor Masterplan and Capacity Study, here are some excerpts "The approach is to promote mid-rise buildings rather than very tall buildings, as they will be better able to avoid or limit harm to heritage assets". "There will be occasions where a tall or bulky development of a certain scale is simply unacceptable due to the potentially destructive effects on the setting of heritage assets".</p> <p>4. Do you think that there are other approaches that should be considered? Historic England's Note 4 on tall buildings wording would also be a good model to include in the Local Plan</p>	3	<p>Noted.</p> <p>Following the Regulation 18 consultation the council has undertaken additional work on the Tall Buildings Study. This has informed the revised local plan approach on building heights.</p>	<p>Local Plan amended with more authoritative language where appropriate (e.g. development proposals 'must' instead of 'should' or 'will be expected to').</p> <p>The building heights policy has been amended and is underpinned by further work in the Tall Buildings Study.</p>

		<p>"There will be some locations where the existing qualities of a place are so distinctive or sensitive that new tall buildings will cause harm regardless of the perceived quality of the design"</p> <p>"conservation area appraisals identify areas of increased sensitivity to tall buildings"</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Preservation of the Great North Wood and in particular the green area between the Telecom Mast in Horniman Drive and Have lock House.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment Designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above The proposal to build housing units on the green area between the Telecom Site in Horniman Drive and Havelock House in Horniman Drive is unacceptable. The 15 mature oak trees are a remnant of The Great North Wood,. These trees and the others are essential for a number of reasons .Building on this site would threaten them and the wildlife which is found here. We have learned from the pandemic that we should preserve and respect nature.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	0	Noted. The draft Local Plan Part 3 sub-area policies recognise the contribution the remnants of the Great North Wood make to local character and distinctiveness.	Havelock House site allocation removed from the Local Plan.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Avoid building new unsightly towers!</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment Designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above Look at the three red tower blocks on the A21 - at one time, those were considered the height of modern architecture and now, they are eyesores. Please do not continue to make the same mistakes - keep new builds low which will preserve the beauty of the area longer term!</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	2	<p>Noted. The London Plan makes clear that tall buildings will play a part addressing housing needs across London. It directs that Local Plans identify locations that may be suitable for tall buildings and to set parameters for building heights. The draft Local Plan has been informed by a Tall Buildings Study.</p> <p>Following consultation on the Regulation 18 draft Local Plan, the Council has undertaken additional work on the Tall Buildings Study, which has informed the Regulation 19 document.</p>	Local Plan amended with additional details and requirements on building heights, informed by the Tall Buildings Study update.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? The local plan should be clearer that development of back gardens in conservation areas will not be permitted - at the moment this is ambiguous</p>	2	Noted. The draft Local Plan policy includes a policy dealing specifically with back gardens. This must be considered together with the local	No change.

		<p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above N/A</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>		<p>plan policies on heritage, including those covering Conservation Areas.</p> <p>A blanket restriction on development in back gardens cannot be imposed as there are permitted development rights which enable some developments without the need for planning consent.</p>	
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Enforcement for heritage buildings and areas must protect before damage takes place.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Non-designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above New developments must reflect the heritage of the area and there should be no more glass and steel high rises that are completely out of character.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	2	<p>Planning enforcement is outside the scope of the Local Plan.</p> <p>The draft Local Plan sets out that all development proposals must follow the design-led approach and demonstrate how they will respond positively to local and historic character.</p> <p>The suggestion to impose a blanket restriction on glass and steel buildings is overly prescriptive in terms of use of materials and not consistent with national planning policy. Modern buildings and materials can be sensitively integrated into existing areas. This will be considered on a case-by-case basis through the development approvals process.</p>	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Some genuine protection for conservation areas and an appreciation for how buildings interact. Selective application of policy remains a risk.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment Designated heritage assets Enabling development Non-designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above The wording in the plan provides a loophole allowing the council to approve any damage to heritage assets that is 'justifiable' or provide 'public benefit'. This then overrides all of the protections outlined in the plan. No explanation of how the public benefit will be assessed or the transparency requirements for this decision making process.</p> <p>The protection of heritage assets needs to be consistent in order to be credible. Many of the conservation area descriptions are old and do not include all the valuable aspects.</p>	3	<p>The policies within the Local Plan provide a robust framework to preserve and enhance our heritage assets and are in line with national and regional policy and guidance.</p>	No change.

		<p>There cohesive design of areas is not valued or mentioned, this results in incongruous designs being approved.</p> <p>4. Do you think that there are other approaches that should be considered? The protection of heritage assets needs to be consistent in order to be credible. Planning decisions need a very high level of transparency from both the council and the applicant. Otherwise, the reasoning behind decisions is unclear and subjective. Where the council stands to financially benefit from a scheme, additional transparent and independent scrutiny should be applied.</p> <p>Clarification is needed on how the assessment is made. The conservation areas are meant to offer additional protection to mature trees, there is no mention of how TPOs, tree applications and heritage assets are interlinked. This have proven to be an area of poor communication in the past and the policy needs to be revised and adhered to in a transparent way.</p> <p>The conservation area appraisals don't appear to be regularly updated and other buildings of historic importance are without protection.</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? Transparency in protection policy and decision making is vital for local democracy.</p>			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Give weight to the quality of Sydenham Ridge Area of Special Character</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above The historic and topological qualities of Sydenham Ridge have been ignored in the Local Plan, and the intention to give it a lesser designation as an ASLC is to be deplored, seemingly purely for administrative purposes! It is not just a local landmark, it stands for the whole of London and some of Kent; it is the source of some rivers flowing through much of Lewisham; and it provides welcome relief to many Lewisham and London-wide walkers to the urban sprawl. The character study of the area completely ignores the quality Victorian houses which many of us consider at the heart of this landscape and community, as well as the mid-century modern housing just across the border which should have set the standard for Lewisham.</p> <p>4. Do you think that there are other approaches that should be considered? If you won't keep the ASC designation, it should become a conservation area</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? Officers acknowledge that insufficient work has been done on Heritage.</p>	0	<p>Noted. The draft Local Plan proposes to remove the Area of Special Character designation, which is in the adopted plan.</p> <p>However the Area of Special Local Character recognition as non-heritage asset will remain. It is acknowledged that Sydenham Hill Ridge merits inclusion as an ASLC. This in combination with the draft Local Plan building heights and view management policies are considered to provide sufficient protection for the distinctive qualities of the ridge.</p>	Local Plan amended to list Sydenham Hill Ridge as an Area of Special Local Character.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? What about the borough's huge intangible cultural heritage.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above The plan currently focuses exclusively on tangible cultural heritage, but an enormous amount of Lewisham's strength and uniqueness comes from its intangible cultural heritage. Some</p>	0	<p>Noted. The Local Plan must deal with the use and development of land, in accordance with planning law. Policies which deal with 'intangible cultural heritage' therefore pose problems in terms of the legal remit of the plan. However, the draft Local Plan recognises and seeks opportunities to protect the borough's cultural assets</p>	Local Plan amended to include reference to cultural assets, which should be considered in the design-led approach.

		<p>thought should be given to encouraging places where this can be explored and shared so everybody's voice can be heard on an equal footing. My work with Made in Lewisham through Story Matters CIC has highlighted and promoted some of this but much more could and should be done and not just within the context of "Migration". Many of our communities have been here for decades now and have had a profound impact on the shape of Lewisham but this is rarely explored or recognised.</p> <p>4. Do you think that there are other approaches that should be considered? See above</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>		and identity, where this can be achieved through the plan process.	
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Enabling development</p> <p>3. Please provide your comments on the topic(s) selected above I am much in favour of preserving the heritage of an area, and conservation areas can help do that. However I have personal experience of how flat and houses are treated differently in the area I live in. Houses are allowed to do works (e.g. replace windows) as long as they adhere to the area guidelines, WITHOUT asking for permission first (i.e. permitted development rights). Flats on the same street need to get permission for the exact same work first. This does not seem fair and puts an additional financial burden on flat owners, takes an enormous amount of time and effort and just puts people off doing maintenance and repair work altogether.</p> <p>Secondly, you need to update your guidance to make it fit for purpose and in line with carbon emission and environmental targets. We wanted to replace our windows with double glazed units and you were insistent they had to be made of timber, even though it is now possible to get heritage style double glazed windows made from UPVC which look IDENTICAL to timber windows, have a much longer lifespan, need less maintenance and are cheaper. Allowing those to be used would encourage more people to update their properties, make them more environmentally efficient and reduce energy use. Houses on our street have used them (as they didn't need to ask for permission, see 1st paragraph) and because visually it's impossible to tell there has been no penalty for those properties. Why can't flat owners use them too? It just seems ludicrous.</p> <p>No wonder people don't look after their properties if it's being made this hard!</p> <p>4. Do you think that there are other approaches that should be considered? None chosen</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	1	<p>Noted. Permitted Development Rights and planning enforcement are outside the scope of the local plan.</p> <p>Whilst it is acknowledged that sustainable retrofitting measures have many benefits in terms of property management and responding to the climate emergency, a balance must be struck in terms of preserving and enhancing the significance of heritage assets and their settings. Where planning permission is required for householder works, such as replacement windows, this will be considered on a case-by-case basis.</p>	Local Plan amended with additional policy on sustainable retrofitting.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Enforcement of changes and council staffing</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment</p>	2	Noted. Planning enforcement, Planning Service resources and the making of Article 4 Directions are outside the scope of the Local Plan.	No change.

		<p>Non-designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above Constantly changes without permission are made but there is no enforcement in Lewisham. There is also not enough conservation officers. The council has messed up the future of ladywell baths by taking away the conservation officer on this absolutely key project.</p> <p>4. Do you think that there are other approaches that should be considered? Get more conservation officers, issue article 4 directions on locally listed buildings</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? It means nothing if not enforced. Need a new heritage champion on council who is passionate about the role and fights for heritage</p>			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Non-chosen</p> <p>3. Please provide your comments on the topic(s) selected above The example of Ladywell Playtower & Curzon Cinema proposal may give some useful pointers on how heritage planning works in practice. Following the initial public consultation there appears to have been a halt in the development, and I'm not sure that there have been public updates. So - heritage planning may need to ensure subsequent regular updates on progress (or lack thereof).</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	2	Noted.	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Seems fine - but I notice the Local Listed buildings list on the Council website has not been updated since February 2014</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Non-designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above Again, the list of non-designated assets on the Council website has not been updated since February 2014 - time for a refresh, if only to give the impression that it is still relevant</p> <p>4. Do you think that there are other approaches that should be considered? No</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? Good to see emphasis on development outside, but proximate to a conservation area, needing to not impact on the conservation area.</p>	0	The Local List is subject to periodic review and updating. This review is undertaken separately from the plan-making process.	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address?</p>	0	Noted.	No change.

		<p>N/A</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment Designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above You seem to have this about right.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan?</p>			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Manor House library</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment</p> <p>3. Please provide your comments on the topic(s) selected above Part of Lewisham's heritage is the Manor House Library and its accompanying family history. It is outrageous that nearly a year after Lewisham's Labour regime supinely succumbed (as usual) to the anti-democratic Black Lives Matter movement and covered over the maroon Baring family name on the side of the library, only after appallingly inefficient undocumented "discussions, that still nothing has been done about removing that defacement cover.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	1	This is beyond the scope of the Local Plan consultation	No change
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Yes, the fact that Southwark borough is invading public spaces on the western borders of Lewisham by creating more graveyards in public spaces. (Honor Oak)</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment</p> <p>3. Please provide your comments on the topic(s) selected above It's too late to do anything about an historical environment in Lewisham - don't bother. Demolish old buildings.</p> <p>4. Do you think that there are other approaches that should be considered? It's too late - many open spaces were lost by developments in Victorian and mid-war times. If a meteor landed on some of the 1930s suburban sprawl there might be an opportunity for a better way forward.</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	0	<p>Disagree. The Council considers that there are a wide range of heritage assets that merit conservation and protection through the planning process. The Local Plan sets out policies to support conservation in line with the National Planning Policy Framework.</p> <p>Development proposals and construction in Southwark and other neighbouring Boroughs is outside the scope of Lewisham's Local Plan.</p>	No change.

	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Yes, the fact that Southwark borough is invading public spaces on the western borders of Lewisham by creating more graveyards in public spaces. (Honor Oak)</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment</p> <p>3. Please provide your comments on the topic(s) selected above It's too late to do anything about an historical environment in Lewisham - don't bother. Demolish old buildings.</p> <p>4. Do you think that there are other approaches that should be considered? It's too late - many open spaces were lost by developments in Victorian and mid-war times. If a meteor landed on some of the 1930s suburban sprawl there might be an opportunity for a better way forward.</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>		Noted. Development proposals and construction in Southwark and other neighbouring Boroughs is outside the scope of Lewisham's Local Plan.	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham's historic environment Non-designated heritage assets Enabling development</p> <p>3. Please provide your comments on the topic(s) selected above Heritage is important to neighbourhoods but this does not seem to be recognised by the administration. the way the Council has ignored the Ladywell Playtower for instance sends out a strong message that they do not care about heritage. The naming of Fir Tree Way next to a historic mulberry tree is another local example. There will be others of which I am not aware and words on paper are no substitute for purposeful action.</p> <p>4. Do you think that there are other approaches that should be considered? Have greater regard to the voice of the local coounity when anything impacting on heritage is concerned. The local people have to live with the consequences long after local councillors have gone.</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	5	<p>Noted. The draft Local Plan sets out policies to conserve and enhance heritage assets and Lewisham's historic environment, which are considered to be consistent with the National Planning Policy Framework.</p> <p>The Council's adopted Statement of Community Involvement sets out how the public will be consulted on the preparation of planning documents and on planning applications.</p>	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Support for conservation areas</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above</p>	5	<p>Noted. Decisions on previous planning applications are outside the scope of the Local Plan.</p> <p>The Local Plan includes a refreshed suite of policies addressing Lewisham's historic environment, which are considered to be consistent with national planning policy. The</p>	No change.

		<p>You write “ F Development on sites adjacent to a Conservation Area must not have a negative impact on the setting or significance of the Conservation Area.” yet we have been encroaching on small conservation areas in central locations not taking into account how raising rooflines on nearby streets negatively impacts the character of an area</p> <p>4. Do you think that there are other approaches that should be considered? A commission should be established to liaise with residents of conservation areas to ensure their voices are heard as it seems the council is not interested in preserving these special areas</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? No</p>		<p>local plan will work together with Conservation Area Appraisals and Management Plans to set a positive framework for conservation, including for Conservation Areas.</p> <p>The Council’s adopted Statement of Community Involvement sets out how the public will be consulted on the preparation of planning documents and on planning applications.</p>	
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? I think there should be no mural painting on historic buildings.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below Lewisham’s historic environment Designated heritage assets Non-designated heritage assets</p> <p>3. Please provide your comments on the topic(s) selected above I think it is really important that Lewisham's historic buildings are sensitively restored and the restorations should be an opportunity to declutter and refresh. The in-your-face painting on the front of the Ninth Life building is heavy and cluttered and means the architecture of this important building is lost. I hope that the mural will be removed and the facade brought back to its original beauty.</p> <p>4. Do you think that there are other approaches that should be considered? Sensitive restorations of historical buildings bringing them back to their original state. No murals.</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? As above</p>	4	<p>The policies within the Local Plan provide a robust framework to preserve and enhance our heritage assets and are in line with national and regional policy and guidance.</p>	No change.
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Cosmetic treatment of historic buildings</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above I do not know where this would fit into the plan but in my opinion the Nine Lives pub in Catford (opposite the Broadway Theatre) is an absolute eyesore, definitely NOT in keeping with the historic town centre, and it should never have been allowed.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan?</p>	3	<p>The policies within the Local Plan provide a robust framework to preserve and enhance our heritage assets and are in line with national and regional policy and guidance.</p>	No change.

		N/A			
	Heritage	<p>1. Are there other issues around heritage that the Local Plan should address? Local heritage is underpinned by the information available around it - better funding for the local history library and archives is vital so that these irreplaceable materials are preserved and made accessible for future generations. That means more staff and investment in the systems that they use to underpin their work.</p> <p>2. Do you have any comments on the proposed approaches to heritage? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above N/A</p> <p>4. Do you think that there are other approaches that should be considered? Proper funding of the local history library and archive, to support the work around exploring and promoting the heritage of the borough</p> <p>5. Do you have any additional comments on the 'Heritage' section of the Local Plan? N/A</p>	4	Noted. Whilst it is acknowledged that archival and library resources are an invaluable tool to support conservation, Planning Service resources are outside the scope of the Local Plan.	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing</p> <p>3. Please provide your comments on the topic(s) selected above. Received an email from Knight Frank/ Peabody partnership - offering: Arden - Parkside properties From studio - 1, 2 beds and duplexes From £350 000 Well done Lewisham - pat yourselves on the back there! £350k for a studio.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	0	<p>The Council has prepared a Strategic Housing Market Assessment that considers the need for affordable housing and assesses the affordability of different tenure options. The findings of the study have influenced the policies in the Local Plan. The draft Local Plan includes policies to secure genuinely affordable housing, with affordability linked to local income levels.</p> <p>Development which has been consented and properties currently marketed for rent or sale, are outside the scope of the Local Plan.</p>	No change.

	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's Housing needs</p> <p>3. Please provide your comments on the topic(s) selected above. The assumptions about population growth look like you are assuming linear increases. Over the last year London has lost around 700000 people, due to Brexit and covid. Have plans for a range of scenarios been considered? Working from home may also require further flexibility in the types of retail space available as people will be concentrated in local areas more than travelling into the centre.</p> <p>Will the proposed housing be genuinely affordable, and will the designs foster community interactions, eg. by not designing two-tier developments with features such as "poor doors" for some residents</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? No</p>	3	<p>The draft Local Plan seeks the maximum amount of genuinely affordable housing to be delivered on new housing developments with 10 units or more and includes a strategic target for 50% of housing to be genuinely affordable.</p> <p>It also seeks to ensure all residents within mixed tenure schemes have access to amenities, communal spaces, including play spaces, and that access (i.e. cores and lifts) to affordable housing and market units is indistinguishable.</p> <p>The Local Plan covers a 20-year period. The draft Local Plan was largely prepared before the peak of the Covid-19 pandemic. Additional evidence will be prepared following the Regulation 18 consultation taking account the latest information on the impact of Covid-19, Brexit and related issues. This includes the latest population projections prepared by the Greater London Authority which continue to project growth in London over the long-term.</p>	Additional evidence base documents have been prepared to inform the next stages of plan production, taking into account the latest baseline information. This includes a new Retail and Town Centres Study, Strategic Housing Market Assessment and updated GLA population projections.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing Houses in Multiple Occupation</p> <p>3. Please provide your comments on the topic(s) selected above. Question: What will the council do if the developer says 50% genuinely affordable housing is commercially not viable and demands a reduction in this target? Change developer or agree to the reduction?</p> <p>Can the council not build more homes itself, keeping ownership and benefiting from a long term rental income at genuinely affordable rent?</p> <p>In my opinion HMOs are not really desirable except for student accommodation and temporary housing for homeless people. Ultimately, over the long term, people want to life in their own home.</p> <p>Leasehold should be banned in favour of shared freehold.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p>	1	<p>The Local Plan has been informed by a Viability Assessment which demonstrates that the policies are deliverable. Where applications propose that policy requirements for affordable housing cannot be met owing to financial viability, these will be refused by the Council unless it can be suitably demonstrated through the applicant's own Viability Assessment that the maximum viable amount of affordable housing will be delivered. This is consistent with regional and national planning policy.</p> <p>The Local Plan sets a strategic target for genuinely affordable housing is set at 50%, with affordability linked to local income levels.</p> <p>Private developments and registered housing providers will make a</p>	Local Plan HMO policy amended to provide further details on managing the harmful overconcentration of HMOs.

		<p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>significant contribution to delivering more affordable housing. In addition, the Council has embarked on an ambitious home building programme to build new genuinely affordable homes.</p> <p>The London Plan makes clear that HMOs make an important contribution to meeting London's housing needs, such as those requiring temporary accommodation. The Lewisham Strategic Housing Market Assessment also corroborates this. The draft Local Plan includes policies to manage the harmful overconcentration of HMOs, however it is acknowledged that further details could be included to aid policy implementation.</p> <p>The Council also has an HMO licensing scheme to ensure HMOs provide suitable occupation, however this is separate from the Local Plan.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing</p> <p>3. Please provide your comments on the topic(s) selected above. A question with regard to genuinely affordable housing: If in a new housing development there is a mix of genuinely affordable housing (rental or purchase ?) and "affordable" or market rate housing who has the right to apply for the genuinely affordable housing assuming it is of the same standard as the market rate housing ?</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	1	<p>The Council's Lewisham Housing Allocations Scheme seeks to fairly allocate social housing to eligible applicants on the housing register. Details can be found on the Council's website.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? short term letting services like AirBnB; an increase in home working; the physical & mental health benefits of open space; the climate crisis; Lifetime Homes; the Council's failure on genuinely affordable homes</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham Housing needs</p>	2	<p>The Regulation 18 public consultation has been carried out in accordance with the Council's adopted Statement of Community Involvement. To support the consultation, the Council prepared a Local Plan Summary Document.</p>	No change.

		<p>Genuinely affordable housing Housing design Public involvement: AirBnB; Climate crisis;Home working</p> <p>3. Please provide your comments on the topic(s) selected above. If the Council genuinely wanted to encourage the involvement of residents (by definition, non-specialists) in the planning process it would make a real effort to publish material in plain English and eliminate repetition. It is disappointing that it has failed to do so.</p> <p>The Council needs to take action on holiday letting services such as AirBnB. These reduce the number of long term homes available as well as distort an already dysfunctional housing market and rents. Where is the plan to deal with this problem?</p> <p>4. Do you think that there are other approaches that should be considered? It is good to set a target that 50% of new homes should be “affordable” but that should be the minimum. In reality it’s the same as the current target which Lewisham does not meet it. Even in developments where the Council has a direct financial interest it fails to meet its own target. How will it actually meet the re-stated target?</p> <p>References to “genuinely affordable” homes are welcome but again, the Council has failed to meet the existing targets. The intermediate categories (London Living Rent / shared ownership) in reality do not meet Lewisham's needs. Allowing 30% of supposedly affordable homes to be from the intermediate category is an abject failure.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? There is no denying the housing crisis in Lewisham. By its own figures 7.6% of Lewisham households are categorised as homeless. The average house price is way in excess of a reasonable multiple of the median income. The housing market does not function efficiently but the Council plans to continue relying on the goodwill of private developers. There will in effect be no change to current practices. It is time to recognise that doing the same thing over and over will provide the same end result – unaffordable housing and homelessness. Lewisham’s Local Plan is a huge missed opportunity</p>		<p>Holiday letting of residential properties is outside the scope of the Local Plan but the Local Plan recognises the importance of conventional housing not being compromised by the unlawful use of residential premises by visitors and specifies that serviced apartments will not be occupied for periods of 90 days or more, in line with legislation. Planning enforcement, however, it outside the scope of the Local Plan.</p> <p>The delivery of new affordable housing fluctuates on a yearly basis and is often dependent upon site viability and developer interest in bringing forward development. The Council will monitor delivery of housing through its Authority Monitoring Report.</p> <p>The Local Plan is in conformity with policy H6 of the London Plan which specifies a tenure split of 30% low-cost rent, 30% intermediate products and the remaining 40% to be determined by Councils. In recognition of the need for genuinely affordable housing in Lewisham, the Local Plan seeks that all of the remaining 40% is for low cost rent, thereby minimising intermediate provision as much as possible.</p> <p>The Local Plan does assume new house building will take place on private developments. But it also recognises the importance of housing estate renewal and regeneration and the Council has embarked on an ambitious home building programme to build new genuinely affordable homes.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): None selected</p>	0	<p>Noted. The threshold approach to viability set out in the draft Local Plan aligns with policy H5 in the London Plan. Where the required levels of affordable housing cannot be met, this must be demonstrated by a Viability Assessment.</p>	No change.

		<p>3. Please provide your comments on the topic(s) selected above.</p> <p>Policy HO3 F positively recognises and supports the threshold approach to viability for major development proposals, in accordance with draft London Plan policy H6 , taking into account the different routes to affordable housing delivery (i.e. Fast Track Route and Viability Tested Route).</p> <p>In this regard we note that Lewisham have adopted the normal minimum threshold position of 35 per cent; or 50 percent for Strategic Industrial Locations and Locally Significant Industrial Sites where development would result in a net loss of industrial capacity.</p> <p>The wording of this final policy requirement/aspiration should be made less prescriptive, as it is not always possible to achieve the desired regeneration that provides, private/affordable /employment floorspace & amenity space and wider regeneration benefits without some reasonable flexibility - if one is to bring the site forward in a viable and deliverable form</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Building more homes by encouraging and enabling development in all parts of the borough, not just in town centres and on brownfield sites</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): None selected</p> <p>3. Please provide your comments on the topic(s) selected above. I am in favour of more housing and of making the best use of scarce land by building to high densities. People need homes, and shops, services and public transport all need customers, particularly in a post-pandemic world.</p> <p>But it's vital that the council doesn't only allow development in deprived town centre areas while restricting it in existing residential neighbourhoods. Those neighbourhoods are perfect for creating new family-sized homes that would also, unlike the existing Victorian and Edwardian stock, be energy-efficient and accessible to people with mobility problems. These neighbourhoods are disproportionately white and affluent so "protecting" them from development in the name of "character" just accentuates existing inequalities of wealth and opportunity.</p> <p>4. Do you think that there are other approaches that should be considered? The local plan should therefore do more to encourage incremental development in existing residential areas, in line with London Plan policy which states that "local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites"</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	0	<p>Agree. The Local Plan seeks to ensure the development proposals respond positively to the distinctive character of Lewisham's neighbourhoods and communities by following the design-led approach.</p> <p>The Local Plan also seeks to facilitate the sensitive intensification of established residential neighbourhoods and commercial areas through the development of small sites, particularly to help meet the London plan small sites housing target. The Council has also adopted a Small Sites SPD to help give effect to the London Plan and new Local Plan small sites policies.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p>	0	<p>Whilst the Council has a Lewisham Housing Allocations Scheme which seeks to fairly allocate social housing to eligible applicants on the housing</p>	No change.

		<p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing</p> <p>3. Please provide your comments on the topic(s) selected above. I support the targets for more genuinely affordable housing (& for it to be genuinely affordable rather than "affordable")</p> <p>This needs to extend to purchase as well as renting (so that people on average-ish incomes can afford to buy in Lewisham as they used to be able to)</p> <p>Challenge of providing for people with local connections & not just attracting people to move to to area</p> <p>More needs to be done to look at "planning gain" so that the scarcity value of a site goes primarily to the community/ tenant/ owner occupier (whilst there) rather than to owners of sites (though this would primarily need to be changes in national policy)</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>register and can be found on the Council's website, the price of renting private properties or buying market sale properties, and who can move into these properties, is outside the scope of the Local Plan.</p> <p>The Local Plan requires viability assessments to be submitted to support proposals for affordable housing that do not meet the minimum threshold.</p> <p>The Council periodically reviews large schemes to check if improvements to the site's financial viability allow for additional affordable housing to be delivered. The requirements and procedures for these 'review mechanisms' are set out in the draft Local Plan and London Plan housing guidance.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Re-provision of retail or community facilities under housing developments</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Housing Design</p> <p>3. Please provide your comments on the topic(s) selected above. Housing above retail</p> <p>From the many retail sites in the South area identified as potential sites for housing development each site has a retention of retail for the entire ground floor with housing above.</p> <p>Can this be looked at again in the light of number of issues some of which may have changed or accelerated due to the pandemic</p> <p>1. Retail is in decline</p> <p>2. Housing need is higher than need for retail</p> <p>3. If regulations state that some retail (specific m2 or specific number of employment opportunities) must be re-provided can it be limited only to what is legally required so that the maximum units of housing are achieved)</p> <p>4. Housing above shops has long been problematic and probably the least desirable for tenants or certainly homeowners.</p> <p>disturbance of the running of any retail from early / late deliveries, any retail selling food or cooking food causes numerous issues for housing above in terms of health and safety secure refuse storage of food waste/ fire safety, noise from pubs/ gyms, community halls holding social events such as weddings, funerals, parties.</p>	2	<p>Noted. The draft Local Plan supports appropriately located mixed-use development, particularly in town centres, in order to make a more efficient and optimal use of land. This normally involves commercial and/or other main town centre uses at the ground floor level with residential above. The approach is generally supported by the London Plan. This development typology has been successfully delivered in Lewisham and London. However it is acknowledged that some developments have not resulted in high take up of space. The draft Local Plan introduces a new suite of design policies to help ensure that mixed-use developments are of a high quality, for example, with flexible space with an appropriate level of fit out to encourage take up.</p> <p>The Local Plan has been informed by a town centre study, which sets out future retail floorspace requirements. This suggest there is a modest for still notable need for new floorspace to be created or repurposed over the long-term.</p>	No change.

		<p>Current housing with retail on ground floor</p> <p>If you take recent examples in Lewisham where it has been difficult to find businesses to take on retail units under housing you can see that this strategy might leave empty units which could have been housing people from the housing list</p> <p>Lewisham station tower blocks – it seemed to take a long time to fill the units under the 1st phase tower blocks and most are not typical retail that locals use.</p> <p>Flats at 262 to 274 Lewisham High St – retail space on ground floor (previously as Tesco) has been empty for several years now.</p> <p>Ladywell Pop-Up housing – the temporary, movable housing heralded the retail units for local small businesses etc but it appears that it has been difficult to attract tenants to these units with some seemingly empty with the retail / business or office use not adding anything to the area except the Hope cafe whilst it was operating which was hireable for events and the cafe providing a place for community to meet.</p> <p>Flats at 335-337 Bromley Rd – one unit occupied by Co-op whilst the corner retail unit with high visibility from Bromley Rd and Whitefoot Lane/Southend Lane remained empty and eventually was converted to a flat providing one more unit of housing</p> <p>22 and 24 Sydenham High Rd, SE26 5QW</p> <p>Retail Space under flats was taken on by a Yoga centre which has failed to be successful and I think it has now been agreed that the ground floor can become residential units</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Gypsy and traveller accommodation, Student accommodation</p> <p>3. Please provide your comments on the topic(s) selected above. Gypsy and Traveller Site</p> <p>Applaud council providing one site for Travellers although as I commented at the time of consultation re Pool Court that it did not seem an ideal site being accessed by one road only and potentially being quite dangerous being so near to the river with possible health and safety risks if children were on site as well as large presence of rats being near water.</p> <p>Not sure if one site is sufficient for the area but would encourage the council to continue to find appropriate locations for further sites.</p> <p>Hope that the council will resist use of the new powers to arrest, fine and remove vehicles on public land in the new Police, Crime, Sentencing and Court Bill.</p> <p>Student Accommodation</p>	0	<p>Noted. The Council has undertaken feasibility work on the proposed gypsy and traveller site at Pool Court, and it is considered that this this type of housing development can feasibly be delivered there. The Local Plan therefore proposes to include a site allocation to address the housing needs for this group. The site can accommodate the borough's objectively assessed need for pitches, as set out in the latest Gypsy and Traveller Needs Assessment study.</p> <p>Provisions in the Police, Crime and Sentencing Bill are outside the scope of the Local Plan.</p> <p>Since the Regulation 18 consultation on the draft Local Plan, the Council has prepared an update to the Strategic Housing Market Assessment</p>	No change.

		<p>Student Accommodation</p> <p>Applaud council stating that they will only grant permission for further student accommodation where the need can be demonstrated and where the accommodation is for students from one or two specific universities or colleges locally. Giving the high number of student units being built in the high-rise tower blocks by Lewisham station it seems imperative to see how well these are occupied and if any issues arise from such a large number of students (who would not necessarily be resident during long holiday periods) living in a high-rise environment with the possible concerns re access to green spaces etc</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? To many to mention...</p>		<p>(SHMA) that has considered the need for purpose built student accommodation. The results of the study have influenced the policies in the Local Plan, and confirms the need to take a carefully managed approach to additional purpose built student accommodation in the Borough.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? I accept that Housing is a very important issue but not all development sites are suitable. The proposal to build housing units in the green area between Havelock House and the Telecom site is totally unacceptable and unsuitable. It also goes against the council's aims to consider nature and protect the green areas that already exist. n the</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Other: Protecting and preserving green areas</p> <p>3. Please provide your comments on the topic(s) selected above. Same as above</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	1	Noted.	Havelock House site allocation has been removed from the Local Plan.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's Housing needs</p> <p>3. Please provide your comments on the topic(s) selected above. The proposal to increase the number of potential households on the New Cross Sainsbury's site from 200 to 900 is a terrible idea. This part of the borough already has very limited access to green space and leisure facilities. This proposal should be abandoned.</p> <p>4. Do you think that there are other approaches that should be considered? Yes, instead of 1/2 bedroom properties, build actual family housing, 3,4 and 5 bedrooms, in a genuine attempt to reduce the housing waiting list.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	3	Noted. The Council has prepared a Strategic Housing Market Assessment (SHMA) that has considered the need for housing in the borough, including dwelling size mix. The draft Local Plan seeks to ensure that development proposals deliver a mix of housing tenures and types. It also includes policies to protect the stock of existing family homes, with policies that restrict conversions unless family sized (3+ bed) units are retained or re-provided. However it is acknowledged that further details on the need for family sized units could be provided.	<p>Local Plan amended by making additional references to family housing and the needs of families and young children.</p> <p>Local Plan amended to include a target housing size mix for affordable housing.</p>

	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's Housing needs</p> <p>3. Please provide your comments on the topic(s) selected above. Meeting the housing targets seem to be the overriding aim, against all other aspirations will be set aside. Population changes are dynamic and it is not yet clear whether projections will indeed be accurate, particularly given Covid 19 uncertainties. Over development that is inappropriate within the borough will diminish its attractiveness for people to want to live in the borough.</p> <p>4. Do you think that there are other approaches that should be considered? Lewisham should join with other inner London boroughs to resist targets that lead only to higher buildings and intensification of housing. the aim is have a borough that is open and liveable. that will not be achieved if tall blocks are crammed into all developments</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? Housing developments should be a mix for all ages</p>	4	<p>The London Plan sets a strategic housing requirement (i.e. housing target) for Lewisham, which the Local Plan must demonstrate how it will deliver. The Council recognises that the new London Plan housing targets are challenging. However the respondent's suggestion to resist housing targets cannot be taken forward, as this would not be consistent with national planning policy.</p> <p>The Council disagrees that meeting housing targets is the overriding aim of the Local Plan. Whilst there is an imperative to address the housing crisis and deliver more genuinely affordable homes in Lewisham, this is not the plan's sole focus. The Local Plan sets out objectives and policies across a wide range of policy topic areas. These include, for example, economy and culture, open spaces and green infrastructure, responding to the climate emergency and delivering new infrastructure to support growth including community and transport infrastructure.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing, Houses in Multiple Occupation</p> <p>3. Please provide your comments on the topic(s) selected above. Lewisham needs to recognise and respond to the housing situation for what it is: a crisis. Too much focus in the plan is on bought homes, when most people rent privately, and both national and local strategies focus less on renters. There needs to be a concerted effort to track down and hold to account unscrupulous landlords, build more social housing, introduce rent controls, and put a stop to expensive developments which are bought as rental properties. The issue will not be solved just by building more homes, we need to meet the desperate need of renters now by cracking down on slumlords and rising rents which make the area unaffordable</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p>	2	<p>The Local Plan recognises that the private rented sector is growing and that this is an unaffordable option for many residents. In light of this the plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels.</p> <p>The Council is also undertaking an ambitious home building programme to build new genuinely affordable homes on Council owned land.</p>	No change.

		5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? ACTION IS NEEDED!</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Optimising the use of small sites Genuinely affordable housing Housing design Self-build and custom-build</p> <p>3. Please provide your comments on the topic(s) selected above. All we hear about is - 'Genuinely affordable homes'. Lewisham median income is £30.000 (x5 - mortgage lending potential --> £150.000) If you're lucky enough to have 1 year gross salary in savings, which is impossible to save, because 70 - 80% of your salary goes on living costs (other people's mortgage); that takes your home buying budget to £180.000. ***Please let us know, where in Lewisham, we can buy a 1 bed place for £180.000*** You are also referring to to 'London living rent' & 'Social rent'. How do we find about about these rental properties? Where do they exist? Where are they listed? I have been staring at the 'Homes for Londoners' website for 2 years now, and yet to see anything in my area.. I email the council, no response for weeks/ months - eventually someone calls me; they are not even aware of the site, or the type of rents available there.. I ask again, months later - no response.. Where do we find out about any possible way out of this awful situation, where we live with zero disposable incomes, zero hope of improvement, medical needs, zero prospects for home ownership.. it is impossible to sustain living in privately rented properties, with deteriorating mental and physical health.. What can we do? Will we be able to see any properties available under the first homes scheme, approved by the government in 2020? The shared ownership is a complete CON! The help to buy mortgages for new builds require do little more than inflate house prices, and serve no purpose to low and middle income individuals. Please stop supporting this non-sense, trying to pass is as affordable. I am desperate to hear some concrete advise and answers</p> <p>4. Do you think that there are other approaches that should be considered?</p>	3	<p>The Local Plan recognises and seeks to respond to the housing crisis and particularly the issues of housing affordability.</p> <p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels.</p> <p>The Council is also undertaking an ambitious home building programme to build new genuinely affordable homes on Council owned land.</p> <p>The Council's housing team should be contacted for information on accessing affordable housing.</p> <p>The draft Local Plan includes a raft of new and refreshed policies on design, including for housing. These take forward the London Plan standards of internal and outdoor amenity space and children's play space. In addition, Part 2 of the Local Plan on Green infrastructure sets out proposals to address deficiencies in open space, including provision for new developments to contribute to provision of new publicly accessible open space.</p>	No change.

		<p>Do not allow poorly and cheaply designed blocks, we cannot afford, and wouldn't want to live in.</p> <p>Build quality housing, with green spaces as a compulsory part of the design.</p> <p>Talk to people.</p> <p>Give them answers.</p> <p>Commit to deadlines and concrete goals.</p> <p>Do not speak in code.</p> <p>Give people an opportunity to build compact but liveable 1 bed places in otherwise 'wasted spaces'.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? There are a lot of councils doing a lot better, it can't be impossible for us... surely!</p>			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Challenging Government targets where appropriate</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing Accommodation for older people Optimising the use of small sites</p> <p>3. Please provide your comments on the topic(s) selected above. This is inappropriate and will break up neighbourhoods with householders selling off gardens cramming potentially flats to maximise profit and degrading the environment. Inevitably involves mature tree removal because the Planning Committee doesn't state they should be retained.</p> <p>Genuinely affordable is a myth. Social housing is affordable for the present population. Affordability depends on mortgage lenders and the amount of deposit as much as the house price. All it will mean is increased choice for the lucky few in a market they can already buy into.</p> <p>Care homes closing, sheltered housing sites being allowed to develop into flats (non specified_ not like for like. Disgraceful... if it was your parents or yourself having to move from sheltered/ retirement homes at the age of 70s and 80s. eg Castlebar/ Mais House. Sydenham Hill</p> <p>4. Do you think that there are other approaches that should be considered? look to the ethics of the 70s as far as planning space./ respecting retention of mature trees/ shrubbery in any planning consent. After all if your forefathers hadn't respected these trees in past decisions they wouldn't be here now.</p> <p>Stop Right to BUY</p> <p>Allow ex tenants who have bought their properties to sell back/ exchange their property for a secure rent and children on rent book which would increase council stock</p> <p>Increase by 10 fold at least c tax on empty properties and other punitive measures</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan?</p>	2	<p>The Local Plan recognises and seeks to respond to the housing crisis and particularly the issues of housing affordability.</p> <p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels.</p> <p>The Council is also undertaking an ambitious home building programme to build new genuinely affordable homes on Council owned land.</p> <p>The Local Plan includes policies which seek to protect garden land, along with requirements for new development to protect open space, trees and deliver urban greening measures on site, including tree planting.</p> <p>Right to buy, Council purchase of properties and Council tax are outside the scope of the Local Plan.</p>	No change.

		Key workers deserve social housing. Stop Right to BUY in Lewisham. Fill the empty homes in Lewisham. Quicker turnaround on social housing/ build / buy back from residents in ex council properties in exchange			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? So much of the new housing is completely genuinely unaffordable for most lewisham Residents. In your plan you propose 50% of new housing should be genuinely affordable, in that case why have so many of the Hugh rise block being built in central lewisham way out of of the price range of most people, part from property investors, investors from abroad and people who work in the city. I do not trust that you when you say that future builds will be affordable.</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): None selected</p> <p>3. Please provide your comments on the topic(s) selected above. Most of the new high rise housing in central lewisham is completely unaffordable for most lewisham residents. In your plan you propose 50% of new housing should be genuinely affordable, in that case why have so many of the High rise block being built in the past 5 years in central lewisham been way out of of the price range of most people, apart from property investors, investors from abroad and people who work in the city. I do not trust you when you say that future builds will genuinely affordable. I want you to exactly define what prices and rents that would mean, and the target lewisham resident population who would be housed in these new homes, and then after the buildings have been sold or rented , give details of the prices they were sold at and what rents</p> <p>4. Do you think that there are other approaches that should be considered? Provision of well built, sustainable, excellently insulated, low cost housing available to those of low income and lewisham residents to rent or buy. Not poorly built, for maximum profit for house builders who are making multi millions, and land banking. I think the housing association structure is good not for profit structure that could be used support social housing, thought that sector is not without its own corruption, hopefully it is less mercenary than the private building sector.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? When I a standing by lewisham high street at ladywell, Lewisham does not feel green. It simply feels like a traffic intersection, you need to preserve all green spaces not just parks</p>	3	<p>The Local Plan recognises and seeks to respond to the housing crisis and particularly the issues of housing affordability.</p> <p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels. In line with national and regional planning policy, the amount of affordable housing delivered on a case-by-case basis will be subject to financial viability.</p> <p>The Council is also undertaking an ambitious home building programme to build new genuinely affordable homes on Council owned land. It will also work proactively with registered social housing providers.</p> <p>The Council exerts no planning control over the sale or rent of private or market properties, and the backgrounds of those who purchase new properties.</p> <p>The Local Plan contains a chapter dedicated to green infrastructure, which includes provisions for protection of open space, urban greening and tree protection/planting.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? The effect on the existing community long term</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Housing Design</p> <p>3. Please provide your comments on the topic(s) selected above. The plans for high density high rise blocks is worrying. Not only are they never of "high-quality design"one of your commitments, but long term they cause social damage as seen in all but a very few high rise developments across the UK since the 60's. The experienced learnt from these developments should be listened to.</p>	5	<p>The London Plan acknowledges that tall buildings will make a contribution to meeting the Capital's housing needs. It directs Boroughs to identify locations suitable for tall buildings and set parameters around height and design, which is reflected in the Local Plan.</p> <p>Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has</p>	Local Plan amended with more detailed requirements on buildings heights, informed by the Tall Buildings Study update.

		<p>4. Do you think that there are other approaches that should be considered? Yes I do. Low rise housing, family homes, safe green spaces for children to play, community centres on large developments, all the things that have proved over time to work.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>been undertaken, which has informed the Regulation 19 document.</p> <p>The Local Plan makes clear that higher density development does not necessarily imply tall buildings.</p> <p>The Local Plan includes a raft of new and updated policies on design, including housing design. These take forward the London Plan standards, including for indoor and outdoor amenity space and children's play space.</p> <p>The Local Plan is supported by an Integrated Impact Assessment. This includes an appraisal of the plan policies on different social, environmental and economic objectives. It also incorporates consideration for Equalities Impact Assessment. The IIA has informed the plan's preparation.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Emphasis on developing housing that is in harmony with the existing low-rise residential houses</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Housing Design</p> <p>3. Please provide your comments on the topic(s) selected above. There is a lack of emphasis on the impact that new development will have on the existing environment, culture and infrastructure within Lewisham. Many residents moved here seeking for "village" environment and new development activities should carefully consider whether the new buildings are in harmony with the existing surrounding.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	3	<p>The Local Plan sets out that development must be delivered through the design-led approach. Proposals must demonstrate how they will respond positively to local and historic character.</p> <p>The Local Plan must address identified needs for new housing, workspace, community facilities and other uses – to meet these needs it will be necessary to intensify land uses in some areas. The plan sets out the approach to ensure growth is carefully managed.</p> <p>With reference to development density, the plan states that the optimal capacity of a site must be considered having regard to the type and nature of uses, however it is recognised that this policy could be strengthened with reference to the delivery of the spatial strategy.</p>	Local Plan amended to make clear that the optimal capacity of a site is the most appropriate form of development that responds positively to the site's context and supports the delivery of the spatial strategy for the Borough.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p>	1	<p>The Council has prepared a Strategic Housing Market Assessment that considers Lewisham's housing list,</p>	Local Plan amended to include a target housing size mix for affordable housing.

		<p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing Meeting Lewisham's housing needs Gypsy and traveller accommodation Housing estate renewal and regeneration</p> <p>3. Please provide your comments on the topic(s) selected above. The housing start target should take into account the size of the housing list, defining the target in terms of units is a mistake, it should be in terms of bedrooms to allow families to be adequately housed. The council should do its utmost to ensure that housing in Lewisham is genuinely affordable, i.e. take into account income, for both the public sector and private sector. The council must at least meet the legal requirement for the provision of traveller accommodation.</p> <p>4. Do you think that there are other approaches that should be considered? The council should licence landlords and see what rent control powers it has and introduce rent controls where it can. The council should look to see if it needs more powers and acquire them under the Localism Act.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>local incomes, the affordability of different housing tenures and the need for affordable housing. The SHMA also considered the need for family housing and the results of the study have influenced the policies in the Local Plan.</p> <p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels. In line with national and regional planning policy, the amount of affordable housing delivered on a case-by-case basis will be subject to financial viability.</p> <p>Lewisham's Gypsy and Traveller Needs Assessment identified the need for 6 pitches up to 2031. The Local Plan provides that this need can be accommodated in full, by way of a site allocation policy (Land at Pool Court).</p> <p>Licencing is outside the scope of the Local Plan. However the Council is progressing with licencing schemes for certain types of residential uses, such as Houses in Multiple Occupation (HMOs).</p>	<p>Local Plan updated to include a policy with 10-year pitch target for gypsy and traveller accommodation, based on the Council's latest needs assessment, in line with the London Plan.</p>
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? High rise towers do not fit in with local surrounding environment or existing buildings. They are not wanted by residents. Smaller sites and designs that are sympathetic to the local surroundings and environment are required. The high rise towers in Lewisham should never have been allowed and we do not want these elsewhere in the borough.</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's housing needs Optimising the use of small sites Genuinely affordable housing Housing estate renewal and regeneration Housing design Accommodation for older people Supported accommodation Student accommodation Houses in Multiple Occupation</p>	3	<p>The London Plan acknowledges that tall buildings will make a contribution to meeting the Capital's housing needs. It directs Boroughs to identify locations suitable for tall buildings and set parameters around height and design, which is reflected in the Local Plan.</p> <p>Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p>	<p>Local Plan amended with more detailed requirements on buildings heights, informed by the Tall Buildings Study update.</p>

		<p>Self-build and custom-build Gypsy and traveller accommodation</p> <p>3. Please provide your comments on the topic(s) selected above. High rise towers do not fit in with local surrounding environment or existing buildings. They are not wanted by residents. Smaller sites and designs that are sympathetic to the local surroundings and environment are required. The high rise towers in Lewisham should never have been allowed and we do not want these elsewhere in the borough.</p> <p>4. Do you think that there are other approaches that should be considered? Same as above</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? Same as above</p>			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Keeping the nice areas nice and dumping the rest around the c</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Houses in Multiple Occupation</p> <p>3. Please provide your comments on the topic(s) selected above. Too many slum landlords dumping everything in the street when tenants turn over. Turn flats back to family homes. No more high rise! As for affordable housing there is no such thing in a central location. Need to build more houses outside of London and make better transport.</p> <p>4. Do you think that there are other approaches that should be considered? Yes</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? See above</p>	3	<p>Flytipping is outside the scope of the Local Plan, and is dealt with separately by the Council's waste service and where necessary, enforcement team. However, the Local Plan includes policies to ensure that all new developments make suitable for provision for waste management and recycling facilities.</p> <p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels. In line with national and regional planning policy, the amount of affordable housing delivered on a case-by-case basis will be subject to financial viability.</p> <p>The Local Plan can only make provision for development within Lewisham. It is acknowledged that there is a significant need for housing elsewhere in London and England, and this is dealt with by the London Plan and local plans of other local authorities.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Stop building!</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): None selected</p>	2	<p>The Council is required by national planning policy to prepare a local plan which sets a positive framework for managing growth and development within the borough, including to meet identified needs for housing, business</p>	No change.

		<p>3. Please provide your comments on the topic(s) selected above. When will people realise that when you further condense the housing stock you encourage overcrowding - we are already at saturation point and many parts of the borough have turned into ghettos. The infrastructure cannot cope with more people; the roads are congested and the trains are overcrowded. There's not enough space to add cycle lanes and in any case my 89 year old mum can't ride a bike! We pay our taxes to maintain communities - not to destroy them</p> <p>4. Do you think that there are other approaches that should be considered? Demolish tower blocks and outlaw houses of multiple occupation</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>space, and community facilities along with supporting infrastructure.</p> <p>The Council has prepared an Infrastructure Delivery Plan (IDP) alongside the Local Plan. This sets out the different types of infrastructure, including community facilities, required to support the levels of growth planned. The IDP has informed the preparation of the Local Plan, and some site allocation policies include requirements for the provision of specific types of infrastructure.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Housing design</p> <p>3. Please provide your comments on the topic(s) selected above. High rise development seems to be the predominant model of delivering new housing. This is a road to poor quality communities that are not integrated. I would like to see more use of low rise high density housing. I also think the planning system should set higher standards on environmental measures in new build development. Lewisham has an opportunity to be a leader in building green.</p> <p>4. Do you think that there are other approaches that should be considered? Environmental measures should come to the fore such as high insulation levels, solar, green roofs etc. Large developments should have cycling and walking prioritised over vehicles.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? The pandemic has shown that housing should prioritise outside space. Those in high rise blocks without gardens have suffered more than those with garden space</p>	4	<p>Addressing the climate emergency is a key strategic objective of the Local Plan. There are policies included throughout the plan to address this, including the chapter on sustainable design and infrastructure that seeks to minimise greenhouse gas emissions and promote sustainable design.</p> <p>The draft Local Plan includes policies on housing design. It specifies that new housing development must meet, and where possible exceed, the standards for indoor and outdoor amenity space in the London Plan. Furthermore the Local Plan set out policies covering the protection and enhancement open spaces, with a chapter dedicated to green infrastructure.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? The ownership of the scheme is not discussed. People want council housing not housing association or private. We want cheap and publicly owned</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's housing needs</p> <p>3. Please provide your comments on the topic(s) selected above. This will not solve the housing crisis because there are too many profiteers involved. Only solution to lower land price is to build cheap public housing (council)</p> <p>4. Do you think that there are other approaches that should be considered? Council housing and long tenancies not these newer short terms ones. And we dont need more private flats</p>	2	<p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels. In line with national and regional planning policy, the amount of affordable housing delivered on a case-by-case basis will be subject to financial viability.</p> <p>The Council is also undertaking an ambitious home building programme</p>	No change.

		<p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>to build new genuinely affordable homes on Council owned land. Policies on estate regeneration and renewal and seeking provision of affordable housing on private sites are also set out in the Local Plan.</p> <p>The draft Local Plan policy on affordable housing seeks that tenancies are secured as long-term tenancies, with lifetime tenancies where possible.</p> <p>The council does not exert control over the length of tenancies for market housing, or the market value of land.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Housing Design</p> <p>3. Please provide your comments on the topic(s) selected above. I would like to see a height limit of 5 floors for any proposed new blocks at Bell Green</p> <p>4. Do you think that there are other approaches that should be considered? No</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? No</p>	1	<p>The London Plan acknowledges that tall buildings will make a contribution to meeting the Capital's housing needs. It directs Boroughs to identify locations suitable for tall buildings and set parameters around height and design, which is reflected in the Local Plan. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p>	Local Plan amended with more detailed requirements on buildings heights, informed by the Tall Buildings Study update.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Gypsy and traveller accommodation</p> <p>3. Please provide your comments on the topic(s) selected above. We do not need gypsy and traveller accommodation anywhere in this area as it causes problems for everyone who is a resident due to noise and unwanted violence</p> <p>4. Do you think that there are other approaches that should be considered [REDACTED] <i>(Lewisham Planning Officer note: comment removed as it includes discriminatory language and not considered acceptable)</i></p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? Need more appropriate shops for family's and elderly residents</p>	1	<p>The National Planning Policy Framework and London Plan require the Local Plan to address Lewisham's identified needs for gypsy and traveller accommodation.</p> <p>The Lewisham's Gypsy and Traveller Needs Assessment (2016 update) identified the need for 6 pitches up to 2031. The Local Plan provides that this need can accommodated in full, by way of a site allocation policy (Land at Pool Court).</p> <p>The Local Plan includes a standalone policy on older person's accommodation.</p> <p>Noted. The Council has prepared a Strategic Housing Market Assessment</p>	Local Plan amended to include target dwelling size mix for affordable housing.

				(SHMA) that has considered the need for housing in the borough, including dwelling size mix. The draft Local Plan seeks to ensure that development proposals deliver a mix of housing tenures and types. It also includes policies to protect the stock of existing family homes, with policies that restrict conversions unless family sized (3+ bed) units are retained or re-provided. However it is acknowledged that further details on the need for family sized units could be provided.	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's housing needs Genuinely affordable housing Housing estate renewal and regeneration</p> <p>3. Please provide your comments on the topic(s) selected above. Lewisham's approach to 'genuinely affordable housing', conflating social rents with GLA London affordable rents, is unacceptable. There is huge need for genuine SOCIAL rented housing, and all developments should reflect this. In regeneration, no net loss of social rented homes should be acceptable, and replacement of social rented housing that has already taken place should be undertaken to address the loss that has already taken place. I applaud the active resistance shown by the residents of Achilles Street, to the unnecessary redevelopment of their estate, when refurbishment should have been the preferred option</p> <p>4. Do you think that there are other approaches that should be considered? Yes. Explicit encouragement for new developments to include co-operative ownership, or - in the case of social rented housing - development as tenant management organisations from first letting.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	1	<p>Disagree. The Local Plan takes forward recommendations from the Strategic Housing Market Assessment. It includes a local definition of genuinely affordable housing, with affordability linked to local income levels. This provides that genuinely affordable housing is social rent or London Affordable rent. The council considers this is acceptable, based on local evidence.</p> <p>The Local Plan contains a policy on housing estate regeneration which seeks to ensure no net loss of affordable housing, with an uplift in genuinely affordable housing to be delivered wherever possible.</p> <p>The local plan includes policies on self-build and custom build housing, which are the models most commonly associated with cooperative ownership.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Private rent levels</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Genuinely affordable housing</p> <p>3. Please provide your comments on the topic(s) selected above. Private rents need to be monitored as they are often astronomically high and above the amount for a mortgage. Landlords use rents to pay their own mortgage and the tenants are left with no disposable income and therefore cannot save for a deposit enabling them to buy their own home. The local authority has to pay housing benefit to many tenants including</p>	1	<p>Whilst the concerns are noted, the Council exerts no control over the setting of rents on private or market properties, and this is a matter that cannot be dealt with in the Local Plan.</p>	No change.

		<p>those in high paid job. Essentially the council are helping to pay private landlords mortgages for them.</p> <p>4. Do you think that there are other approaches that should be considered? Set a fair rent across all private tenancies</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>			
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Self-build and custom-build</p> <p>3. Please provide your comments on the topic(s) selected above. keep ensuring opportunities for this to happen</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	0	<p>The Local Plan has a standalone policy on self-build or custom-build housing. It promotes this type of development and provides in principle support for such development proposals that help to meet identified needs and secure delivery of the spatial strategy.</p> <p>The Council maintains a self-build and custom-build homes register and has a dedicated webpage where people can register their interest. The Council has and will continue to support local communities with self-build projects within resources available to it.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Ensuring intensification of residential areas doesn't adversely impact on existing residents</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Optimising the use of small sites</p> <p>3. Please provide your comments on the topic(s) selected above. I am very concerned about the proposal to allow developments on small sites in residential areas. Many people move to Lewisham to live in a less urban and polluted environment, yet these proposals seem to point to making Lewisham significantly more urban and, as a result, polluted. Last year a girl died from air pollution in London. The council should be protecting and encouraging small areas of wild greenery in residential areas to support the health and wellbeing of residents and tackle the climate crisis rather than earmarking such sites for development. In addition, there is no mention in the council's proposals of the need for developers of small sites to consider existing residents' homes and the impact any development will have on their light and enjoyment of their home and garden, with a plan to mitigate any negative impacts. This seems to me a crucial oversight. There are many ways developers can design homes and the landscaping around them to retain a feeling of greenery and open space for existing residents, and to avoid residents being overlooked, but they won't if the council doesn't specifically require them. Please address this as a matter of urgency. Housing development in Lewisham should not be done in such a way that it negatively impacts on existing residents' enjoyment of their homes.</p> <p>4. Do you think that there are other approaches that should be considered? Yes, housing should be located in areas where there is space and an opportunity to build local infrastructure and communities rather than 'intensifying' suburban areas. This intensification</p>	8	<p>The London Plan introduces a small sites housing target for all London boroughs, and its policy H2 compels boroughs to boost the delivery of housing on small sites, particularly to meet London's housing needs.</p> <p>Taking the direction of the London Plan, the Local Plan includes policies to support the development of small sites. It includes detailed requirements to ensure that such development responds positively to its local context, including local and historic character as well as amenity of occupiers and surrounding properties.</p> <p>The Council has adopted a Small Sites SPD with guidance to support this approach and ensure new development is sensitive to its local context.</p> <p>Addressing the climate emergency is a key strategic objective of the Local Plan. There are policies included</p>	Local Plan amended to make clear that the optimal capacity of a site is the most appropriate form of development that responds positively to the site's context and supports the delivery of the spatial strategy for the Borough.

		<p>is in direct opposition to what is required to reduce climate change and will have negative impact on existing residents' wellbeing.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>		<p>throughout the plan to address this, including the chapter on sustainable design and infrastructure, with a specific policy on improving air quality.</p>	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Meeting Lewisham's housing needs</p> <p>3. Please provide your comments on the topic(s) selected above. This is very difficult. The proposals are not wrong but that does not make them right. Housing is a "now" issue and seems to be used as a reason for overlooking other aspects of planning. It is like "saving the NHS" in the Covid crises. The unforeseen consequence will be the demise of the Care Sector. There are too many short term issues here, it is too fragmented, there needs to be a simpler, clearer strategy.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	0	<p>The Local Plan sets out a clear spatial strategy. Whilst housing is an important element of the plan, it is only one element and is balanced by a variety of strategic objectives that will help to deliver Good Growth within the borough.</p> <p>The Local Plan is supported by an Infrastructure Delivery Plan. This sets out the different types of infrastructure required to support the levels of growth planned over the long-term, and includes consideration of health and social care.</p>	No change.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? Amenity Space (both in absolute terms and how it is communally used in blocks with a mixture of private and affordable), Build To Rent, Compulsory Purchase Orders & how you plan to tackle the very difficult issue of vacant houses, lifetime homes standards</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Optimising the use of small sites Meeting Lewisham's housing needs Accommodation for older people</p> <p>3. Please provide your comments on the topic(s) selected above. Broadly the principles are right.</p> <p>Older persons housing - more differentiation within the category of older person housing (extra-care, sheltered) & a greater focus on supporting lifetime flexible homes standards throughout all development to allow more resilient and purposeful stock throughout the borough (added benefits of reducing demand for your adult social care services).</p> <p>Small Sites - Really pro this & Lewisham has done a good job, not least with the work RCKa. In line with the GLAs approach small sites, including those on estate infill, will need to be maximised.</p> <p>Estate Regen - Looks bang on the money! Well linked to Mayors guidance and no-net loss is the right move. Perhaps a linkage to LB Lewisham's decanting strategy (possibly in allocations policy) in addition to link to mayors guidance as this can be the make or break for communities.</p>	0	<p>The draft Local Plan promotes residential accommodation that is designed in a way that allows for easy adaptation to the different needs of users over their lifetime, and takes forward the optional standards for wheelchair accessible and adaptable homes in the London Plan.</p> <p>The draft Local Plan refers to the London Plan for the differentiation between types of specialist accommodation.</p> <p>Vertical extensions are dealt with in the draft Local Plan, both in the High Quality Design section, and Economy and Culture section (air space above commercial units).</p> <p>Part 5 of the Local Plan addresses compulsory purchase.</p> <p>Policy HO1 sets out that the Council will seek to use powers available to it</p>	Local Plan amended to include new policy on Build to Rent.

		<p>4. Do you think that there are other approaches that should be considered? Expanding Build-to-Rent and proactive collaboration with the Housing Association sector could be mentioned. Top-hatting and vertical extension could be a focus.</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? No, looks broadly good.</p>		to bring empty homes and properties back into use.	
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? No</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): None selected</p> <p>3. Please provide your comments on the topic(s) selected above. Definitely OPPOSING high rise tower blocks in the area</p> <p>4. Do you think that there are other approaches that should be considered? No</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? No</p>	4	The London Plan acknowledges that tall buildings will make a contribution to meeting the Capital's housing needs. It directs Boroughs to identify locations suitable for tall buildings and set parameters around height and design, which is reflected in the Local Plan. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.	Local Plan amended with more detailed requirements on buildings heights, informed by the Tall Buildings Study update.
	Housing	<p>1. Are there other issues around housing that the Local Plan should address? There are too many people and too many cars already</p> <p>2. Do you have any comments on the proposed approaches to housing? Select the topic(s): Optimising the use of small sites Converting flats to houses</p> <p>3. Please provide your comments on the topic(s) selected above. I do NOT support the continued development of high-rise blocks in the centre of Catford - they are ugly, and fuel over-crowding (as does the conversion of more and more houses to flats).</p> <p>4. Do you think that there are other approaches that should be considered? How about renovating some of the derelict, empty buildings e.g. The Grove, 520 Lordship Lane - total eyesore, hug building, empty for years - why??</p> <p>5. Do you have any additional comments on the 'Housing' section of the Local Plan? N/A</p>	2	<p>Noted. The London Plan acknowledges that tall buildings will make a contribution to meeting the Capital's housing needs. It directs Boroughs to identify locations suitable for tall buildings and set parameters around height and design, which is reflected in the Local Plan. Since the consultation on the Regulation 18 Local Plan, additional work on a Tall Buildings study has been undertaken, which has informed the Regulation 19 document.</p> <p>The plan also includes policies which protect against the loss of family sized housing units and recognises that one of the routes to boosting housing supply is to bringing back vacant properties back into use.</p>	Local Plan amended with more detailed requirements on buildings heights, informed by the Tall Buildings Study update.
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below Local centres</p>		<p>Noted. Part 3 of the Local Plan has been amended to incorporate the role Hither Green, west of the railway.</p>	<p>Local Plan amended to provide further details for Hither Green, including area west of the railway.</p> <p>Local Plan amended to designate Hither Green Lane as a Local Centre.</p>

		<p>3. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>Staplehurst Road has had so much of our Council Tax invested in it but nothing has been invested on the other side of the railway in Hither Green. Staplehurst Road should not get any more money, it should be spent in other areas of Hither Green that have not been touched for over 20 years. On Springbank Road the pavements outside the shops are a disgrace. Where has all the Section 106 money been spent from the three housing developments (Court Mews, behind the community garden, and near Maythorne Cottages) as well as the shops you mistakenly allowed to be made into flat on on Springbank?</p> <p>4. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>A thriving and inclusive local economy</p> <p>5. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>Invest in areas other than Staplehurst Road. Residents in other areas are just as important.</p> <p>6. Do you think that there are other approaches that should be considered?</p> <p>Invest in areas other than Staplehurst Road. Residents in other areas are just as important west of the railway.</p> <p>7. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>Rewrite them for all of the community, not just gentrification east of the railway</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>N/A</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>Local Centres</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>Staplehurst Road has had so much of our Council Tax invested in it but nothing has been invested on the other side of the railway in Hither Green. Staplehurst Road should not get any more money, it should be spent in other areas of Hither Green that have not been touched for over 20 years. On Springbank Road the pavements outside the shops are a disgrace. Where has all the Section 106 money been spent from the three housing developments (Court Mews, behind the community garden, and near Maythorne Cottages) as well as the shops you mistakenly allowed to be made into flat on on Springbank?</p>	2	<p>Noted. Part 3 of the Local Plan has been amended to incorporate the role Hither Green, west of the railway.</p>	<p>Local Plan amended to provide further details for Hither Green, including area west of the railway.</p> <p>Local Plan amended to designate Hither Green Lane as a Local Centre.</p>

		<p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below A Thriving and inclusive local economy</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture). Invest in areas other than Staplehurst Road. Residents in other areas are just as important.</p> <p>8. Do you think that there are other approaches that should be considered? Invest in areas other than Staplehurst Road. Residents in other areas are just as important west of the railway.</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan? Rewrite them for all of the community, not just gentrification east of the railway</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address? Hither Green West of the tracks is not included at all in your plan. Why is that? Why is Hither Green east of the tracks but not west?</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below N/A</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land). None selected</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below N/A</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres). Town centres at the heart of our communities</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below Invest in the various retail and f&b environments. There are many opportunities on Hither Green Lane and Springbank Road that have not been considered at all.</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture). A thriving and inclusive local economy</p> <p>8. Do you think that there are other approaches that should be considered? Hither Green west if the tracks- needs investment. Its far larger than Staplehurst Road with a much more diverse community, why is it and its residents being ignored?</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p>		<p>Noted. Part 3 of the Local Plan has been amended to incorporate the role Hither Green, west of the railway.</p>	<p>Local Plan amended to provide further details for Hither Green, including area west of the railway.</p> <p>Local Plan amended to designate Hither Green Lane as a Local Centre.</p>

		See above			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>Local centres</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>As a resident of Hither Green for 40 years with experience of working in local economic development and specifically in developing town centres , while the overall draft plan has some excellent work, the proposed local centres contain an error that needs correcting. It seems to date back to a misunderstanding of the way the Hither Green has worked for the last 50 years and the future possibilities for the area. Specifically it is clear that Hither Green Lane is the Local Centre for Hither Green in a similar way to Burnt Ash being the local centre for Lee. The very small but perfectly formed Staplehurst road area with its cafes and bars and only 6 actual retail units out of 24 with 12.5% of units closed long term (not 4% as I have read in a council document) is a welcome addition to people in Lee and hither Green but ids not a patch on the Local Centres of Hither Green Lane and Burnt ash, both of which have far more facilities and potentiall . There is no room to expand the offer in Staplehurst road .</p> <p>Hither Green Lane has 57 shops in total with a core area of 28 and two wings of 14 each with 2 other significant units (a supermarket and a gym) on the walking route between the southerly 14 and the core 28. In total Hither Green Lane has 3 small supermarkets , one medium sized supermarket and planning permission for another to open which may have been delayed by the pandemic. In addition it has an environmentally friendly food store which sells unpackaged foodstuffs to local residents who bring their own kitchen containers to the shop. Staplehurst Road on the other hand has 2 small supermarkets , one of which is very small. Even just looking comparing H G Lane's core 28 to Staplehurst Road's 24 sites H G Lane has 4 barbers/ hairdressers vs 2 in Staplehurst, 2 dry cleaners vs 1, 3 Estate agents vs 1 , both have 1 micropub, H G Lane has 9 pure retailers vs 6 and Staplehurst has 10 cafes or restaurants or takeaways vs H G Lanes 7 - but as stated above H G Lane has approx 57 premises in total. If one lives in say Radford Road one thinks of H G Lane as having 44 easily walkable to shops and if one lives in say Woodland street again one thinks of H G Lane as having 44 easily walkable to shops, just a different 44 with the same core of 30 (including the 28, Tesco and the gym). Thus to most people in Hither Green , Hither Green Lane has far more to offer than Staplehurst Road.</p> <p>Turning to the 6 criteria used for selecting a local centre -</p>	82	<p>Noted. The indicators in the Local Centres Topic Paper (2020) have been set to provide a standardised approach for reviewing the centres. In response to this and other comments, the technical paper has been reviewed and updated to acknowledge that Hither Green warrants a Local Centre status.</p> <p>It is recognised however that new permitted Development rights limit the scope for the Council to prevent against the change or use or loss of certain types of commercial premises.</p> <p>Part 3 of the local plan has been amended to incorporate the role Hither Green, west of the railway.</p>	<p>Local Plan amended to provide further details for Hither Green, including area west of the railway.</p> <p>Local Plan amended to designate Hither Green Lane as a Local Centre.</p>

		<p>1. Anchor present - Staplehurst Road possibly has the edge here although the criteria are a little arbitrary as it has the Station Hotel whereas Hither Green Lane has the very popular Good Hope Cafe, it also has the popular Anytime Fitness Gym</p> <p>2. Publicly accessible Garden or Park - Hither Green Lane has the large popular Mountsfield Park very close nearby which has been used for Peoples Day for over 20 years and is closer to the centre and bigger than the small Manor park. I can see no real connection between Manor House gardens and Staplehurst Road , it is more connected to Lee High Road. Lewisham Park is not far from one end of Hither Green lane but is similarly slightly tenuously connected.</p> <p>3. Sizable Community, health, educational and social infrastructure within 250m - here Hither Green Lane has huge advantages as it has a range - a doctors surgery and health centre actually in the centre, 2 pharmacies, a primary school within a few metres 2 churches both with church halls regularly used for a variety of activity including the ward assemblies at both and a very popular and well used gym. Hither Green Lane also has a studios complex with many artists and filmmakers etc based inside providing vibrancy and workers to support the shops.</p> <p>4. Train Station present. While Staplehurst Road benefits from the station on its doorstep in fact one of Hither green Lane's supermarkets is approx 220m from the side entrance to the station on Springbank road - this is used by thousands of people every day and used to be the main entrance to the station when it was built until the 1970s. Thus Hither Green Lane is very close to the station and i strongly suspect more people enter the station from the west side. Also Hither Green Lane shops have 2 bus routes passing through with 8 bus stops whereas Staplehurst Road only has one route with 2 stops.</p> <p>5. Small supermarket present. As mentioned above Hither Green lane has 4 supermarkets , one, the Co-op, is big enough for people to use trolleys and do a weekly shop, plus another was due to open on the corner of George Lane and there is another food store. Staplehurst road has 2 small supermarkets .</p> <p>6. Housing Growth Planned. This seems a particularly arbitrary and not very logical measure. Places that have seen a large increase in recent years would seem to be more likely to sustain a centre than places where a small increase in housing might be built in future years. Having said that - the justification for Staplehurst Road is that it is near Maythorne Cottages which is not likely to be developed in the near term and is anyway small, and is furthermore not far from Hither Green Lane. The second mentioned is the Driving Test centre, described as on Nightingale Grove but actually on Ennersdale Road where it is nearer to Hither Green Lane than the Staplehurst Shops! . I am also aware of a proposed new development just off Hither Green Lane but this is confidential at the moment. Looking at development that has taken place over the last 20 years Hither Green Lane has many hundreds of flats and houses on the old Hospital site, and a number of other developments actually on Hither Green Lane itself such as the old Spotted Cow and many small developments in the backs of shops and 6 new residences being built currently on Hither Green Lane at the corner of George Lane. Staplehurst Road has the Biscuit Factory development and a small number of new family houses off Leahurst Road. These developments provide far more sustainability for Hither Green Lane from when it was built than for Staplehurst Road.</p> <p>This rather long comment has ended up comparing Hither Green Lane to Staplehurst Road. It is not my intention to denigrate Staplehurst Road. As a resident of Hither Green on the other side of the railway line I value its presence and use it , and it is a great space for the Christmas fair. However it seems to be providing more of an evening economy base with a few well placed retailers to benefit from footfall to the station. Springbank Road also has some</p>			
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		<p>retailers benefitting in a similar way with a couple of small supermmarkets, a gift shop similar to the 2 in Staplehurst Road and some cafes and takeaways though Springbank Road needs council intervention and support far more than Staplehurst Road which with a Youngs pub and a Sainsburys has some Corporate support. Hither Green Lane on the other hand is thought of by local residents as the local centre and as I think I have demonstrated far more of a local centre. Hither green Lane is surrounded by less affluent housing than in Lee and despite being an undesignated road suffers as a cut through for traffic from the A21 to the south Circular . Lewisham Council has proposed investment in Hither green lane to improve its appearance and environment many times in the last 20 years but for one reason and another this has not come to fruition. Thanks to some local independent entrepreneurs and the continued presence of the Co-op supermarket, a newish Tesco and a franchised gym it remains a good local centre but the people of Hither green deserve a better environment and it could be more pleasant and its economy thrive more (cycle facilities are woeful compared to for example Manor Lane). A first step to a better Hither Green Lane should be to declare it for what it is , a local centre , in this new Local Plan.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>N/A</p> <p>8. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>N/A</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>Protecting employment sites/ new workspace Location and design of new workspace</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>Retaining and providing local employment is really important. Otherwise everyone will be a commuter in or out of the borough. Many local businesses have already relocated out towards the M25.</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>None chosen</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>N/A</p>	1	<p>The draft Local Plan recognises that Lewisham has a characteristically inward looking and small local economy when compared to many other London boroughs. It therefore sets a framework to help grow the local economy and ensure all residents have access to good quality education, training and job opportunities. The plan seeks to deliver new and modern workspace, with a clear strategy to achieve net gains in overall employment floorspace provision. The local plan also introduces new approaches to support the long-term vitality and viability of town centres.</p>	No change.

		<p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>N/A</p> <p>8. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>N/A</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>Protecting employment sites/new workspace Strategic Industrial Locations</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>The plan is missing inclusion of the opportunity for the hugely important need for 'green jobs' and 'green apprenticeships'.</p> <p>There needs to be a target for green industry opportunities. This should be a borough-wide ambition.</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>Town centres at the heart of our communities Town centre network and hierarchy Optimising use of land and floorspace Concentration of uses Local centres Major and district centres</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>The plan is missing inclusion of the opportunity for the hugely important need for 'green jobs' and 'green apprenticeships'.</p> <p>There needs to be a target for green industry opportunities. This should be a borough-wide ambition.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>Workplace training and job opportunities</p>	1	<p>Noted. The Local Plan seeks ensure appropriate provision for education and training, and requires new major development to provide local training and apprenticeship opportunities. The local plan is supported by an Infrastructure Delivery Plan, which sets out infrastructure required to support growth planned for, including education.</p> <p>It is acknowledged that the plan should provide more emphasis on green industries as a strategic priority, and will be amended accordingly. However setting a target for green industry opportunities is presents challenges, as the Council has limited control over the types of businesses that take up space within employment locations, provided the activities are in accordance with the Use Classes set out in the Local Plan.</p>	Local Plan strategic objectives and Policy EC1 amended to provide support for green industries to enable transition to low carbon, circular economy.

		<p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>The plan is missing inclusion of the opportunity for the hugely important need for 'green jobs' and 'green apprenticeships'.</p> <p>There needs to be a target for green industry opportunities. This should be a borough-wide ambition.</p> <p>8. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>The Economy and Culture needs to be focussed on the Green Economy and (local) Culture needed to meet the challenge of the Climate Emergency.</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>Town centres at the heart of our communities Town centre network and hierarchy Optimising use of land and floorspace Concentration of uses Local centres Major and district centres Shopping parades and corner shops Location of new town centre development</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>Policies EC14 and EC15 are too inflexible i.e.one size fits" for all designated centres. In relation to Lewisham town centre, the primary shopping area (PSA) has been drawn to widely, and does not reflect the likely post Covid World/reducing demand for brick and mortar retailing. The following areas should be excluded from the PSA: Lewis Grove (east and west side); Lewisham High Street (east side) from Santander to Barclays Bank; Lewisham High Street - west side north of Boots and south of Primark; and Lewisham High Street east side south of St Saviours Church. There is no need or reason to retain 50% retail uses in these areas, even if it was enforceable with the new UCO. Retail use should be retained in a tighter core focused within and around Lewisham Shopping Centre and market where all retail uses should be retained (not just 50%), given the increased flexibility elsewhere. Food/beverage, leisure and entertainment hubs should be actively promoted to address the existing deficiency in the town centre, particularly areas for outdoor dining. Two hubs should be encouraged i.e. at the south end of Lewisham High Street (south of Primark and St Saviours Church), including the redevelopment of Lewisham Model Market and numbers 192 to 212 Lewisham High Street). The units between Santander and Barclays east side of the High Street are suitable for food/beverage uses and outdoor dinning. This balanced mix of uses will make the town centre more attractive to visit during the day-time and evenings and secure its long term vitality and viability. The current approach proposed in the plan is effectively status quo, which is unsound in a rapidly changing social and economic environment for all town centres. The site</p>	0	<p>Noted. The Local Plan has been amended to remove the threshold approach to retaining A1 and reflect changes to the Use Class Order, including the new Class E.</p> <p>However, it is still considered appropriate to set a threshold target for Lewisham major centre as it is the principal centre in the borough. Flexibility is provided within the policy to ensure that requirements are not overly prescriptive.</p> <p>The extent of the Primary Shopping Areas are considered appropriated. These were reviewed in line with the Schedule of Changes to the Policies Map.</p>	Local Plan amended to remove the threshold approach to retaining A1 and reflect changes to the Use Class Order, including the new Class E.

		<p>specific allocations in Lewisham town centre should also be changed to reflect the approach outlined above (see further comments submitted).. .</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below None chosen</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres). N/A</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture). N/A</p> <p>8. Do you think that there are other approaches that should be considered? N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan? N/A</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land). N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below None chosen</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres). Policies EC14 to EC18 are out of date and do not reflect the longer term implications of Covid-19 and recent changes to the NPPF and Use Classes Order. Prioritising retail (Class A1 - which no longer exists as a use class) is no longer appropriate or achievable e.g. retaining 50% in the primary shopping area is not appropriate or enforceable. The retail capacity study projections are out of date and need to be updated to reflect the post Covid World. The need for new comparison retail floorspace is likely to be negative. This study does not adequately assess the potential for non-retail uses. Policy must allow town centres to diversify in particular the evening economy in Lewisham town centre needs to be improved. Restricting takeaways</p>	0	<p>Noted. The local plan has been amended to remove the threshold approach to retaining A1 and reflect changes to the Use Class Order, including the new Class E.</p> <p>However, it is still considered appropriate to set a threshold target for Lewisham major centre as it is the principal centre in the borough. Flexibility is provided within the policy to ensure that requirements are not overly prescriptive.</p> <p>Following regulation 18 consultation, a Retail Impact Assessment and Town Centre Trends has been undertaken which updates the comparison floorspace requirement of the Lewisham Retail Capacity Study Update 2019 in line with changing consumer habits such as increased online shopping.</p> <p>The London Plan (2021) - which the local plan has to be in conformity with</p>	<p>Amend local plan to remove threshold approach to retaining A1 and reflect changes to the Use Class Order, including the new Class E.</p> <p>Amend local plan with updated floorspace requirements set out in Town Centre Trends Study (2021).</p> <p>Amend local plan policy on concentration of uses to reflect changes to the Use Class Order.</p>

		<p>within 400 metres of all schools is effectively an embargo as it will cover all designated centres and most of the borough. This restriction should only apply to secondary schools not primary as well.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>N/A</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>None chosen</p> <p>8. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>N/A</p>		<p>– establishes that development proposals containing hot food takeaway uses should not be permitted where these are within 400 metres walking distance from the entrances and exits of an existing or proposed primary or secondary school.</p>	
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>None chosen</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>N/A</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>Markets</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>Lewisham high street market is the best asset to the town centre.it provides a great shop local economy. Providing for the community across different cultures.</p> <p>8. Do you think that there are other approaches that should be considered?</p> <p>Providing more help for the market traders.</p>	1	<p>The Local Plan takes a positive approach to markets. The Plan seeks to enhance and protect existing markets and encourage new markets where they complement and support Lewisham's town centre hierarchy. The site allocation policies provide protection for Lewisham market.</p>	No change.

		<p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>No</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>Town centre network and hierarchy Location of new town centre development</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>Policy EC11</p> <p>This policy does not accord with national guidance in the NPPF (2019). Criterion D. of the policy states that new out-of-centre uses will be resisted including retail parks unless provision has been made within the Local Plan.</p> <p>The NPPF is clear that where proposals comply with the sequential and impact tests in accordance with paragraphs 86-87 and 89, there is no basis for restricting in principle retail or other main town centre uses, provided there is compliance with other development plan policies and the NPPF read as a whole.</p> <p>Criterion D. should therefore be amended to refer to the NPPF and the relevant policy tests relating to out-of-centre retail development, consistent with the approach set out in Policy EC12.</p> <p>Policy EC12</p> <p>Criterion Da. Of the policy is not consistent with the NPPF. There is no requirement for a need for a main town centre use, to be demonstrated either in quantitative and qualitative terms. In view of what is said elsewhere in the draft plan (e.g. page 287) particularly the Retail Capacity Study Update (2019), criterion Da. would preclude development which otherwise complies with the sequential and impact tests.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>N/A</p>	0	<p>Noted. The Local Plan has been amended to ensure policies regarding retail proposals outside town centres are in line with the NPPF (2021).</p>	<p>Local Plan amended to refer to and align with national planning policies around the location of out-of-centre uses, in accordance with the sequential test.</p>

		<p>8. Do you think that there are other approaches that should be considered? N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan? N/A</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land). N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below Shopping parades and corner shops Concentration of uses</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres). Lewisham provides poor retail experiences for its residents. There is a high concentration of takeaway shops which contribute to poor diet and health issues. Most retail areas in Lewisham are not destinations you want to spend time in. Lee Shopping precinct is an appalling blot at a gateway location and centres in Catford and Lewisham itself are tired and in need of investment. I would like to see buses touted behind Lewisham shopping centre to make the Main Street more pedestrian friendly</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture). N/A</p> <p>8. Do you think that there are other approaches that should be considered? N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan? N/A</p>	1	<p>Noted. The Local Plan includes policies which seek to prevent the harmful overconcentration of hot food takeaways.</p> <p>The Local Plan sets a positive framework in place to support the long term vitality and viability of town and local centres. It includes policies and site allocations to enable the revitalisation and regeneration of selected centres. Further area-specific policies are set out in Part 3 of the Local Plan.</p>	No change.
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address? Supporting cultural organisations rather than just buildings and spaces</p>	2	<p>Noted. The Local Plan deals with the development and use of land. Financial support and grant funding for artists, theatre makers, musicians</p>	Local Plan amended to require that development proposals must address cultural venues through the design-led approach.

		<p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>None chosen</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>N/A</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>N/A</p> <p>8. Do you think that there are other approaches that should be considered? Is there a way to financially support the artists, theatre makers, musicians and cultural organisations in Lewisham rather than focus on where they can work and make things.</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>N/A</p>		and cultural organisations is outside the scope of the local plan.	
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>Local centres Town centre network and hierarchy Town centres at the heart of our communities</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p>	3	<p>The local plan acknowledges the challenges facing town centres and high streets, such as changing consumer behaviours and the rise of online shopping. The Plan seeks to ensure that town centres can adapt and evolve to respond to these challenges and direct future growth and investment within them. Furthermore, the Plan encourages new markets where they complement Lewisham's town centre network and hierarchy.</p> <p>Following the Regulation 18 consultation, the Council has undertaken work on additional evidence for town centres, taking into account the impact of Covid-19. This</p>	No change.

		<p>One of the things Covid 19 has brought to our attention is the nature of shopping and the place of the high street. It is clear that town centres will take on a very different aspect in the coming years. Rather than wait for decline and decay, it is important to be proactive in restructuring the high street. For a rejuvenation and revitalising of this part of our community, we need to recognise that shopping centres will re-emerge much more like markets with less commercial outlets dependent on large landlords, and more pop-up facilities where local entrepreneurs can expand their businesses. The markets will best be organised around more open spaces that provide the flexibility and cultural opportunities that are so restricted in big shopping malls. They should also provide greater access to the sites of manufacture and creation.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>None chosen</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture).</p> <p>N/A</p> <p>8. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan?</p> <p>N/A</p>		has informed the Regulation 19 Local Plan.	
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land).</p> <p>N/A</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below</p> <p>Local centres Shopping parades and corner shop</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres).</p> <p>The shops west of the tracks in Hither Green have not been considered at all.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below</p> <p>None chosen</p>	3	<p>Noted. The indicators in the Local Centres Topic Paper (2020) have been set to provide a standardised approach for reviewing the centres. In response to this and other comments, the technical paper has been reviewed and updated to acknowledge that Hither Green warrants a Local Centre status.</p> <p>Part 3 of the local plan has been amended to incorporate the role Hither Green, west of the railway.</p>	<p>Local Plan amended to provide further details for Hither Green, including area west of the railway.</p> <p>Local Plan amended to designate Hither Green Lane as a Local Centre.</p>

		<p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture). Include Hither Green west if the tracks. The forgotten ward.</p> <p>8. Do you think that there are other approaches that should be considered? Hither Green west of the tracks.</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan? No</p>			
	Economy and Culture	<p>1. Are there other issues around economy and culture that the Local Plan should address? Make things organic, let local people progress economic development and it then becomes sustainable.</p> <p>2. Do you have any comments on the proposed approaches to employment land? Select topic(s) and comment below Working from home</p> <p>3. Please provide your comments on the topic(s) selected above (concerning employment land). This is not going to go away and will become a larger way of working; better broadband internet connectivity is needed.</p> <p>4. Do you have any comments on the proposed approaches to town centres? Select topic(s) and comment below Optimising use of land and floorspace</p> <p>5. Please provide your comments on the topic(s) selected above (concerning town centres). Repurpose redundant space where possible rather than demolish. And if it is a new development put flexibility of use at the heart of proposals so that we do not waste resources.</p> <p>6. Do you have any comments on the other proposed approaches to economy and culture? Select topic(s) and comment below Markets</p> <p>7. Please provide your comments on the topic(s) selected above (concerning economy and culture). Markets are great social spaces as well as commercial and this needs to be recognised.</p> <p>8. Do you think that there are other approaches that should be considered? N/A</p> <p>9. Do you have any additional comments on the 'Economy and Culture' section in the Local Plan? N/A</p>	2	<p>With regard to enabling home working, the Local Plan is supported by an Infrastructure Delivery Plan, which sets out infrastructure required to support growth planned for, including digital and broadband infrastructure. The Local Plan also includes policies to ensure this is secured as new development comes forward.</p> <p>The Local Plan takes a positive approach to markets. The Plan seeks to enhance and protect existing markets and encourage new markets where they complement and support Lewisham's town centre hierarchy.</p> <p>The Local Plan includes policies to ensure that new developments deliver commercial space that is designed to enable flexibility and adaptation for a wide range of uses and users over its lifetime.</p> <p>It also includes policies dealing with meanwhile uses, to take up temporary space.</p>	No change.
Com muni		<p>1. Are there other issues around community infrastructure that the Local Plan should address?</p>	0	The Council has prepared an Infrastructure Delivery Plan (IDP)	No change.

ty Infra struc ture		<p>Poor playspace maintenance, insufficient playspace, loss of leisure facilities, commitment to community involvement and consultation prior to changes being made</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below</p> <p>Safeguarding and securing infrastructure New and enhanced community infrastructure Play and informal recreation</p> <p>3. Please provide your comments on the policy topic(s) selected above.</p> <p>The closure of the Bridge Leisure centre is at odds with the aspirations in the plan. The south end of the borough desperately needs leisure facilities. Children need to learn to swim and families need access to a local pool. Communication has been poor, with residents left to set up a facebook group to share scant information. A firm commitment not to sell the playing fields / pitches would be welcome. The idea that families must pay to travel to other facilities is unrealistic, adding additional cost together with poor transport connections.</p> <p>Wording about consolidation and making better use of land suggests the intention to continue to sell off community assets for housing. There is a contradiction here as dense populations will need nearby community facilities more than ever. Families in compact accommodation need safe and enriching play space.</p> <p>Genuine community consultation should be at the heart of the policy, as it is these people that will play a major role in running the centres. The plan is disappointing in this respect and does not reference research on best practice.</p> <p>Policy points allowing the loss of playspace based on subjective assessment of 'a shortfall of provision in the locality, having regard to existing and projected future need' are very concerning. This does not put children at the heart of planning, at a time when the borough is seeing population growth.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Maintenance of play spaces is poor and needs better commitments. The Horniman Play Park is shown in the plan, however it has 3 out of 4 swings missing. There are also broken climbing nets and a sand play area in desperate need of replacement and repair. The borough needs to do much better for children. Other parks are severely neglected and even a small investment and some community involvement would get them looking a lot better (eg Kirkdale Green).</p> <p>Some parks (eg Horniman) are also used by a large number of visitors to the borough, as well as local residents. Has this been included in the usage assessments?</p> <p>An investment programme for existing leisure facilities to keep them up to date and in good repair?</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan?</p> <p>It looks like this section has been written as an afterthought and it is disappointing. Several existing infrastructure issues have not been documented. It seems that consultation is being avoided or is done grudgingly to go through the motions. If done correctly, it has been shown to deliver better outcomes.</p>	<p>alongside the Local Plan. This sets out the different types of infrastructure, including social infrastructure and community facilities, required to support the levels of growth planned. The IDP has informed the preparation of the Local Plan, and some site allocation policies include requirements for the provision of specific types of infrastructure.</p> <p>Further, Policy CI3 (E) provides mechanism to protect existing community facilities against losses. The policy states that development proposals that result in the net loss of existing play space will be strongly resisted unless specific conditions are met.</p> <p>The Lewisham Open Spaces Assessment (2019) and the review (2021) are robustly prepared. The methodology is aligned with good practice including PPG17 and Sports England methodology. The study carried out an audit of formal play provision in the Borough. This concluded that whilst there is satisfactory provision across the Borough there are deficiencies present in some areas, most notably to the south-east of Catford. To resolve this, the study suggest that all new development should seek to increase opportunities for play, including by enhancing existing provision, particularly in areas where there are deficiencies. This includes consideration for the types of provision required by different age groups.</p> <p>The Local Plan sets requirements to ensure that new development including play space is appropriately managed over the lifetime of the development. Otherwise the maintenance of play spaces is outside the scope of the Local Plan.</p>	
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				The Council's Parks and Open Spaces Strategy sets priorities for the managing parks and open spaces. This should be referred for further information.	
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below New and enhanced community infrastructure Play and informal recreation</p> <p>3. Please provide your comments on the policy topic(s) selected above. Greening and active play spaces for children need to be mandated for all developments that include family homes.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>	1	<p>The draft Local Plan Part 2 Policy CI1 requires development proposals for major and other development to plan positively to meet local area needs for community infrastructure. The Local Plan includes a policy on play and informal recreation.</p> <p>The Local Plan takes forward the London Plan housing standards, including the minimum standards for children's play space.</p>	No change.
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below Safeguarding and securing infrastructure New and enhanced community infrastructure Play and informal recreation Nurseries and childcare facilities</p> <p>3. Please provide your comments on the policy topic(s) selected above. Good that this gives details on the localisation of services, e.g. child-care and health. The proposals need to be more 'all encompassing', i.e. integrating leisure, business and retail, as well as recreational space - all within planned walking distances of communities (or supported with sustainable transport). The safety and development needs of children must take centre stage of this community based strategy.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>	0	<p>The Council has prepared an Infrastructure Delivery Plan (IDP) alongside the Local Plan. This sets out the different types of infrastructure, including social infrastructure facilities, required to support the levels of growth planned. The IDP has informed the preparation of the Local Plan, and some site allocation policies include requirements for the provision of specific types of infrastructure.</p> <p>Further, Policy CI3 provides mechanism to protect existing community facilities against losses. The policy states that development proposals that result in the net loss of existing play space will be strongly resisted unless specific conditions are met.</p> <p>The spatial strategy for the borough sets out the approach to ensure different land-uses are integrated, and development located and designed in a way to support liveable neighbourhoods. It is acknowledged</p>	Spatial strategy amended to make clear this supports the '15-minute' neighbourhood concept.

				that a reference could be made to the 15-minute neighbourhood concept for clarity.	
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below N/A</p> <p>3. Please provide your comments on the policy topic(s) selected above. N/A</p> <p>4. Do you think that there are other approaches that should be considered? While the problem has been exacerbated by the lockdown and closure of hospitality businesses, there are insufficient public toilets especially near Deptford Market. I propose a Parisian style urinal near the south end of the High Street.</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>	0	The Part 2 Local Plan design policies on public realm seek to ensure that development proposals consider provision of public toilets. This will enable the Council to seek that facilities are integrated into developments, where appropriate, such as within town centres and other key visitor destinations.	No change.
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? When building plan for nature too eg swift boxes</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below New and enhanced community infrastructure</p> <p>3. Please provide your comments on the policy topic(s) selected above. Build with nature in mind. Trees on streets to absorb pollution.. green living walls and green roofs. Build swift boxes into new buildings to protect Lewisham's diminishing swift population. Improve park areas with community gardens so that people can grow their own veg.</p> <p>4. Do you think that there are other approaches that should be considered? Ensuring there is enough affordable housing and that the percentage of low rent homes is increased in private developments</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>	4	<p>Noted. The council local plan supports sustainable environment including nature and biodiversity conservation. However it is recognised that further details could be provided to align with provisions in the Environment Act 2021.</p> <p>The draft Local Plan seeks that new developments make provision for maximum amount of genuinely affordable housing, with a strategic target of 50% of all new homes delivered to be genuinely affordable, with affordability linked to local income levels. In line with national and regional planning policy, the amount of affordable housing delivered on a case-by-case basis will be subject to financial viability.</p>	Local Plan amended to include new policy on Biodiversity Net Gain.
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below Play and informal recreation</p>	1	The draft Local Plan Part 2 Policy CI1 requires development proposals for major and other development to plan positively to meet local area needs for community infrastructure. The Local Plan includes a policy on play and informal recreation, and seeks to	No change

		<p>3. Please provide your comments on the policy topic(s) selected above. We need more spaces for children to play - whether they be parks/parklets or dedicated playgrounds or both, there should be more public free provision for childhood recreation.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>		<p>address areas of deficiency in play space.</p> <p>The Local Plan takes forward the London Plan housing standards, including the minimum standards for children's play space.</p>	
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? Revival of our high street as the centre for the community will need to be considered. A revived high street can be a catalyst to bring community together support local businesses and employment.</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below Other: High Street Revival</p> <p>3. Please provide your comments on the policy topic(s) selected above. Please create a policy to address this issue</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>	1	<p>The Local Plan sets a positive framework in place to support the long term vitality and viability of town and local centres. It includes policies and site allocations to enable the revitalisation and regeneration of selected centres. Further area-specific policies are set out in Part 3 of the Local Plan.</p>	Local Plan amended to better reflect that community uses are appropriate uses within town centres.
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below New and enhanced community infrastructure</p> <p>3. Please provide your comments on the policy topic(s) selected above. I mentioned it before on another area in this (very overwhelming and confusing) consultation: Rules should be much stricter to make sure the ground floor of new buildings is actually utilised for communal infrastructure. For example for cycle storage, communal spaces (benches, communal resident-run libraries, play areas) and things like click-and-collect lockers for all the online shopping that everyone will be doing. Not just retail, which always takes ages to arrive, or never does, leaving the ground floor unoccupied and drab. These areas could be so useful and add value immediately, even if the building itself is still being finished or fitted out. Instead it's neglected and just takes up valuable space.</p> <p>4. Do you think that there are other approaches that should be considered? Where developers have secured land but have not yet started building or the site has been mothballed for some reason, this should be returned to the council and the public for use, even if it's just a few months. Just put a few benches and plants there, maybe some trees in</p>	2	<p>Noted. The Local Plan design policies include requirements and guidelines around community amenity space in buildings, including for cycle parking and storage.</p> <p>The Part 2 Transport section includes policies dealing with delivery, servicing and construction. These address the need for developments to design in space appropriate to the use, whether for housing or commercial uses.</p> <p>The Local Plan includes policies on meanwhile uses, which provide flexibility for different types of temporary uses within sites where buildings are vacant, awaiting occupation, or where redevelopment is proposed.</p>	No change.

		<p>containers so they can be moved to a different site later on. Turn it into a temporary park or maybe even allotments or shared veg patches. Anything (!) other than a hoarded mothballed building site, so residents can get some use out of it for some time (often years).</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? The Fifteen Minute Neighbourhood is a good ideal to aim for</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below New and enhanced community infrastructure</p> <p>3. Please provide your comments on the policy topic(s) selected above. A) Community gardens and/or allotments are popular and reduce food miles. B) the stallholders at Deptford Market tell me that the fees are crippling; to encourage a circular economy we need more stalls not stalls going bust.</p> <p>4. Do you think that there are other approaches that should be considered? Along the Thames footpath, there are long stretches where there are no cafes or Pubs. This seems like a missed opportunity since where they do exist they are generally well patronized.</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan?</p> <p>N/A</p>	4	<p>The spatial strategy for the borough sets out the approach to ensure different land-uses are integrated, and development located and designed in a way to support liveable neighbourhoods. It is acknowledged that a reference could be made to the 15-minute neighbourhood concept for clarity.</p> <p>Further, the local plan supports allotments and community gardens provision where is needed in our local communities. Part 2 Policy GR5 requires major development proposals for residential and community uses to incorporate provision for food growing.</p> <p>The Local Plan takes a positive approach to markets. The Plan seeks to enhance and protect existing markets and encourage new markets where they complement and support Lewisham's town centre hierarchy.</p> <p>The site allocations policies for Convoys Wharf make provision for improvements to the riverside area, including the Thames Path. They will enable appropriate commercial uses at the ground floor of buildings, to support the revitalisation of the riverside area.</p>	Spatial strategy amended to make clear this supports the '15-minute' neighbourhood concept.
Community Infrastructure		<p>1. Are there other issues around community infrastructure that the Local Plan should address? There is little or no mention of the role the commercial sector can/should play in the delivery of facilities</p> <p>2. Do you have any comments on the proposed approaches to community infrastructure? Select the topic(s) and comment below Play and informal recreation</p> <p>3. Please provide your comments on the policy topic(s) selected above.</p>	0	<p>Part2 Policy CI1 covers development proposals for major and other developments which includes commercial development.</p> <p>The draft Local Plan Part 2 Policy CI1 requires development proposals for major and other development to plan positively to meet local area needs for community infrastructure.</p>	No change.

		<p>The lack of childrens play space on equipment in some localities is very noticeable and would not cost much to address.</p> <p>4. Do you think that there are other approaches that should be considered? The role of the commercial (and to an extent the voluntary sector) has not been given sufficient consideration</p> <p>5. Do you have any additional comments on the 'Community Infrastructure' section of the Local Plan? N/A</p>		<p>The Local Plan includes a policy on play and informal recreation, and seeks to address areas of deficiency in play space.</p> <p>The Council's Parks and Open Spaces Strategy also sets priorities for investment in parks and open spaces.</p> <p>Part 5 of the Local Plan sets out arrangements for the delivery of the plan. This provides that a wide range of stakeholders will support its delivery.</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? Protecting mature trees</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above. The mature trees need more protection. I've noticed several removed after being heavily pollarded. This should be a last resort. If subsidence is the issue insurance companies should be exploring other options such as underpinning. Immediate locals need to be involved & informed why trees are removed. This will encourage engagement.</p> <p>4. Do you think that there are other approaches that should be considered? Downham ward feels very neglected. It's main shopping st Old Bromley Rd is the main traffic route between Lewisham & Bromley. It's large pavements could accommodate large trees which would absorb pollution not to mention give this street a much needed lift.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? Locals need to be involved in decisions on their street. This will encourage interest.</p>	0	<p>The Lewisham local plan provides policy to protect important trees in the Borough. Part 2 Policy GR4 requires development proposals to retain existing trees and associated habitat and to maximise the opportunities for additional tree planting and green infrastructure within the urban settings.</p> <p>The Council's adopted Statement of Community Involvement sets out how the public will be involved in planning decisions. The Council has also established governance arrangements for Community Infrastructure Levy, where communities can set priorities for the spending of infrastructure funding locally.</p>	No change.
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? I may have missed it but there are small things the Council can do when building or agreeing planning proposals which will make a big difference- like making swift boxes and hedgehog highways mandatory on buildings. Other things could be to plant wildflowers on grass verges and ensure that there are wild areas left in parks and common ground. Trees are very important and there should be more publicity given to the need to maintain and plant more trees.</p>	0	<p>Part 2 Policy GR4 requires development proposals to retain existing trees and associated habitat and to maximise the opportunities for additional tree planting and green infrastructure within the urban settings.</p> <p>Noted. The Local plan includes policies on nature conservation and</p>	Local Plan amended with addition policy on Biodiversity Net Gain.

		<p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature Urban greening and trees Open space and Lewisham's green grid</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Lewisham is very green - I like the Ravensbourne river walk but the Council must make sure - even with economic constraints that areas like this are kept free of rubbish and the river is kept pollution free and areas that become congested with rubbish and littered are regularly cleaned.</p> <p>Beckenham Place park is a great example of what can be done when the Council invests and implements green plans - more wildflower areas could be planted and nest and bat boxes put up for birds and bats.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		<p>biodiversity. However it is recognised that further details could be provided to align with provisions in the Environment Act 2021.</p> <p>The Local Plan includes policies for waste management. However, sanitation and rubbish maintenance is outside the scope of this plan.</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Food security and horticulture - food growing spaces can provide fresh produce for all, reduce food miles and air pollution through reduced transportation and can also bring communities together.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Food growing</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>There isn't much mention of extending food growing within the borough despite the huge problem of food insecurity which is about to get worse. Good quality fresh food isn't really available to all and Lewisham should be doing more in this area. The borough could promote some of the excellent practice already happening in the area - social supermarkets, the allotment based Grow to Give schemes as well as thinking about sites purely for urban horticulture - which could provide jobs, training and incomes for local youth and others.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Yes - there should be a food growing space in all areas - and parks. A place where those without the means to buy fresh organic foods can help and pick their own. There are great examples of forest gardens, orchards and urban farms that should be promoted more widely (as a member of the recently formed Grow Lewisham this is what we are hoping to provide cross borough)</p> <p>Alternative ways of sequestering carbon and enhancing / cleaning soils, reducing pests with natural methods instead of insecticides and herbicide could be researched. It would make a huge difference to communities and less well off members of the community who tend not to use the 'pretty' parks so much.</p>	2	<p>The Lewisham Local Plan Part 2 Policy GR5 encourages spaces for community gardening and food growing. Further, it ensures that allotments and community gardens are protected in order to support sustainable food growing and promote the opportunities for leisure, social interaction and education.</p>	<p>No change.</p>

		<p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>***We've removed personal information such as name, phone, email to protect user identity***</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention the Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park crossroads and environment. Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park. Fig 3.3 purportedly shows green infrastructure, but only seems to include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include ALL green infrastructure, including Metropolitan Open Land, SINCs, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid Biodiversity and access to nature Urban greening and trees Food growing Geodiversity</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>There should be far greater protection to prevent any development plans along the Green corridor from the South Circular to St Augustine's Church at Grove Park. Priority should be changed from the provision of housing to the preservation of wildlife and Green sites. Dark sky site at Grove Park Community Group must be given top priority as this is the only Dark Sky Site in South London. Greater protection must be given to the wild variety of wildlife along the "Green corridor" running at the side of the Railway. Protection must be given to all of these sites against developers in particular speculators such as the one currently owning the wildlife space to the rear of Stratfield house!</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Total protection for Metropolitan Open Land against any form of Development</p> <p>Identify and build in protection for wildlife</p> <p>Total protection for Dark Sky site</p> <p>Total preservation for all allotment sites</p> <p>Forward planning of Street Trees so that younger ones are planted long before mature ones need to be removed. Ensure speculators are informed there is no possibility of any development of the land.</p> <p>Prioritise Green Space.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	1	<p>Part 2 Policy GR should be read alongside other policies in the local plan. There are specific policies in the local plan that relates to the protection of Nature Conservation sites. For example, Part 2 Policy GR3 sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habits and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>Further, Metropolitan Open Land (MOL) SINCs and local green space designation are being progressed through the Council's current open space and MOL review. This will inform policy development concerning open space designations.</p> <p>The local plan has been prepared having regards to the Grove Park Neighbourhood Plan, and through consultation with the Grove Park Neighbourhood Forum.</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.

Green Infra struc ture		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>There should be far greater protection to prevent any development plans along the Green corridor from the South Circular to St Augustine's Church at Grove Park. Priority should be changed from the provision of housing to the preservation of wildlife and Green sites. Dark sky site at Grove Park Community Group must be given top priority as this is the only Dark Sky Site in South London. Greater protection must be given to the wild variety of wildlife along the "Green corridor" running at the side of the Railway. Protection must be given to all of these sites against developers in particular speculators such as the one currently owning the wildlife space to the rear of Stratfield House. This person has already destroyed trees and gone against the opinion of ecologists who have seen the site. As a multimillionaire, petty fines are no protection for the environment against such individuals. Allotments must be preserved and protection given to holders who may go through periods of ill health or are carers. Wildlife.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid Biodiversity and access to nature Urban greening and trees Food growing Geodiversity</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention to the existing Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park crossroads and environment.</p> <p>Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park.</p> <p>Fig 3.3 purportedly shows green infrastructure, but only seems to include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include ALL green infrastructure, including Metropolitan Open Land, SINC's, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p> <p>Identify and build in protection and management for green spaces & wildlife.</p> <p>Total protection for Dark Sky site.</p> <p>Total preservation for all allotment sites.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Consulting more residents on how they use green spaces post-COVID19. Previous conversations are now void as people have altered the way they use the spaces.</p> <p>Ensure speculators are informed there is no possibility of any development of the land.</p>	0	<p>The Council has commissioned an Open Space Review that has informed land-use designations to provide the appropriate protection for green and open spaces, including green corridors.</p> <p>The Dark Sky Site falls within boundary of designated MOL and is therefore afforded the same status and level of protection as Green Belt in line with the London Plan.</p> <p>The Local Plan contains policies to protect allotments however the allocation process of allotments to residents is beyond the scope of the Plan.</p> <p>Part 2 Policy GR should be read alongside other policies in the local plan. There are specific policies in the local plan that relates to the protection of Nature Conservation Sites. Part 2 Policy GR3 sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habits and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>Figure 3.3 refers to only Lewisham's network of green infrastructure. On open space typologies refer to figure 10.2.</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.
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		<p>Any building application should be refused by planning department, not as happened with site behind Ringway.</p> <p>Prioritise Green Space for residents who are currently living in the area and work around this.</p> <p>Preserve Family Homes.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>There should be far greater protection to prevent any development plans along the Green corridor from the South Circular to St Augustine's Church at Grove Park. Priority should be changed from the provision of housing to the preservation of wildlife and Green sites. Dark sky site at Grove Park Community Group must be given top priority as this is the only Dark Sky Site in South London. Greater protection must be given to the wild variety of wildlife along the "Green corridor" running at the side of the Railway. Protection must be given to all of these sites against developers in particular speculators such as the one currently owning the wildlife space to the rear of Stratfield House. This person has already destroyed trees and gone against the opinion of ecologists who have seen the site. As a multimillionaire, petty fines are no protection for the environment against such individuals. Allotments must be preserved and protection given to holders who may go through periods of ill health or are carers. Wildlife species need to be identified, recognised and given greater protection than they currently have.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Biodiversity and access to nature Urban greening and trees Food growing</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention to the existing Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park crossroads and environment.</p> <p>Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park.</p> <p>Fig 3.3 purportedly shows green infrastructure, but only seems to include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include ALL green infrastructure, including Metropolitan Open Land, SINC's, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p>	0	<p>The Council has commissioned an Open Space Review that has informed land-use designations to provide the appropriate protection for green and open spaces, including green corridors.</p> <p>The Dark Sky Site falls within boundary of designated MOL and is therefore afforded the same status and level of protection as Green Belt in line with the London Plan.</p> <p>The Local Plan contains policies to protect allotments however the allocation process of allotments to residents is beyond the scope of the Plan.</p> <p>Part 2 Policy GR should be read alongside other policies in the local plan. There are specific policies in the local plan that relates to the protection of Nature Conservation sites. For example, Part 2 Policy GR3 sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habits and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>The local plan has been prepared having regards to the Grove Park Neighbourhood Plan, and through consultation with the Grove Park Neighbourhood Forum.</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.

		<p>Identify and build in protection and management for green spaces & wildlife.</p> <p>Total protection for Dark Sky site.</p> <p>Total preservation for all allotment sites.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Consulting more residents on how they use green spaces post-COVID19. Previous conversations are now void as people have altered the way they use the spaces.</p> <p>Ensure speculators are informed there is no possibility of any development of the land.</p> <p>Any building application on the SINC sites should be refused by planning department, not as happened with site behind Grove Park Community Group/Stratfield House.</p> <p>Prioritise Green Space for residents who are currently living in the area and work around this.</p> <p>Preserve Family Homes.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		<p>Figure 3.3 refers to only Lewisham's network of green infrastructure. On open space typologies refer to figure 10.2.</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Feel there should be far greater protection to prevent any development plans along the Green corridor from the South Circular to St Augustine's Church at Grove Park. Priority should be changed from the provision of housing to the preservation of wildlife and Green sites. Dark sky site at Grove Park Community Group must be given top priority as this is the only Dark Sky Site in South London. Greater protection must be given to the wild variety of wildlife along the "Green corridor" running at the side of the Railway. Protection must be given to all of these sites against developers in particular speculators such as the one currently owning the wildlife space to the rear of the Ringway. This person has already removed trees in breach of the protection order. As a multimillionaire petty fines are no protection for the environment against such individuals. Allotments must be preserved and protection given to holders who may go through periods of ill health or are carers. Wildlife species need to be identified, recognised and given greater protection than they currently have.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Biodiversity and access to nature Food growing Urban greening and trees Restore lost equestrian and golf provisions Geodiversity Open space and Lewisham's green grid</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Total protection for Metropolitan Open Land against any form of Development</p> <p>Identify and build in protection for wildlife</p>	0	<p>Polices contained in the Lewisham's local plan offers greater protection to green infrastructure network including Green Corridor from South Circular to St. Augustine's Church at Grove Park.</p> <p>The Council has commissioned an Open Space Review that has informed land-use designations to provide the appropriate protection for green and open spaces, including green corridors.</p> <p>The Dark Sky Site falls within boundary of designated MOL and is therefore afforded the same status and level of protection as Green Belt in line with the London Plan.</p> <p>Part 2 Policy GR1 ensures that green infrastructure are protected and enhanced across the Borough including creating new links between green infrastructure assets.</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.

		<p>Total protection for Dark Sky site</p> <p>Total preservation for all allotment sites</p> <p>Forward planning of Street Trees so that younger ones are planted long before mature ones need to be removed. Far greater soil are around base of tree not silly little area that is currently given.</p> <p>Closer links with Wildlife groups e.g R.S.P.B. Bee Groups, Butterfly groups, Hedgehog Groups etc</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Ensure speculators are informed there is no possibility of any development on green or wildlife land</p> <p>Any building application should be refused by planning department, not as happened with site behind Ringway.</p> <p>Prioritise Green Space over Housing.</p> <p>Preserve Family Homes</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>Made clear that Preservation and Conservation does Not equal Regeneration. More of the Former. The mistakes made at The Green Man site and Beckenham Place park illustrate this. There is now no public Golf course for the younger generation, and the loss of free on site parking has resulted in problems for surrounding residents and organisations, Churches etc.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Lack of commitment to positive action to improve green infrastructure is disappointing</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure</p> <p>Open space and Lewisham's green grid</p> <p>Urban greening and trees</p> <p>Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The borough is lacking in green space and there is little enthusiasm for protecting mature trees, leaving residents to spend time and money trying to be heard.</p> <p>Playspace needs to be more highly valued and protected. The planting in parks is often lacking biodiversity and not well cared for. Engaging community groups would engage volunteers in improving spaces for everyone.</p> <p>During lockdown, much better bin provision is required. The increases in park users is now predictable and more bins would reduce the litter problems.</p> <p>The decision on what is quality design seems to be subjective and should be referred to independent experts.</p> <p>Areas of special character are being ignored.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	0	<p>Disagree. The Local Plan contains a wide range of measures that support the creation, protection and enhancement of green infrastructure network. Part 2 policies require development proposals to maximise opportunities for enhancing existing green infrastructure and creating new provision.</p> <p>Further, Lewisham's local plan offers adequate protection to highly valued open spaces and green infrastructure network. Part 2 Policy GR2 offers protection to open spaces and green infrastructure network from inappropriate development.</p> <p>The public consultation has been carried out in accordance with the Council's adopted Statement of Community Involvement.</p>	Local Plan amended to require that ecological surveys are carried out by a chartered ecologist.

		<p>Better scrutiny of biodiversity statements and tree planting & maintenance plans is needed, with engagement from independent environmental and community groups. The planning department have admitted they do not have the capacity to critically review all of these documents. Developers are allowed to submit unrealistic statements about tree planting, specifics such as the intended width and breadth of planned trees would quickly highlight where tree planting plans are unrealistic. Details of hours of direct daylight are also vital but missing.</p> <p>If Lewisham want to pursue densification, they must commit to do better on this. Otherwise it makes a mockery of the climate emergency declaration. There should be positive and productive conversations with residents - the outcome being an improved green environment for everyone. This could be achieved at relatively little cost, positive conversations are possible - why doesn't Lewisham advocate for this? There are many people doing good work on the ground who are not consulted, meaning that knowledge is not shared.</p> <p>Protection is needed for nature reserve and pockets of land that provide a nature corridor. Green spaces are so highly valued in lockdown and are really important for people's mental health.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>The approach to community consultation is restrictive and unimaginative. Expertise in the community is underestimated and ignored.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Stop replacing paving slabs with impermeable surfacing such as tarmac. Southwark use Porous surfaces around trees. Lewisham should adopt the same practice.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature Green infrastructure Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Plant more shrubs instead of having excessively wide pavements. Southwark have done a great job of this along the new Kent road. Allow more space around street trees to allow residents to under plant. This is done in Lambeth and looks great. Slope pavements towards trees/ flower beds to help alleviate flooding</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	0	<p>The draft Local Plan includes provisions around tree planting and increasing permeable surfaces cover, including through Sustainable Drainage Systems.</p> <p>Part 2 Policy GR4 requires development proposals to maximise the opportunities for tree planting and green infrastructure.</p> <p>There are Permitted Development Rights for which the Council exercises no planning control (such as paving over of front gardens).</p>	No change.
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p>	2	<p>Part 2 Policy GR should be read alongside other policies in the local plan. There are specific policies in the local plan that relates to the protection of Nature Conservation sites. For example, Part 2 Policy GR3</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.

		<p>Green infrastructure</p> <p>3. Please provide your comments on the topic(s) selected above. I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention the Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park crossroads and environment.</p> <p>4. Do you think that there are other approaches that should be considered? Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park.</p> <p>Fig 3.3 purportedly shows green infrastructure, but only seems to include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include ALL green infrastructure, including Metropolitan Open Land, SINC's, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? The wild corridor that runs along the train sidings from the south circular to grove park is under serious threat from property developers. The green land where Willow Tree Riding School once stood and the area of wooded land next to Railway Children walk are both under threat from separate developers who have used dubious approaches to gain the land. These green spaces need to be saved for the community and future generations. Once they are lost they are gone forever. The areas in question include various habitats including a incredibly rare wet wood, grass and swamp lands that accommodate all sorts of wildlife including crested newts, bats, butterflies, toads, etc. They also contribute to the air quality.</p>		<p>sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habitats and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>Further, Metropolitan Open Land (MOL) SINC's and local green space designation are being progressed through the Council's current open space and MOL review. This will inform policy development concerning how open space designations are structured and subsequently assigned, particularly for open spaces outside of Metropolitan Open Land (MOL).</p> <p>The local plan has been prepared having regard to the Grove Park Neighbourhood Plan, and through consultation with the Grove Park Neighbourhood Forum.</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below Green infrastructure</p> <p>3. Please provide your comments on the topic(s) selected above. I think this statement in the introduction "Creating new large open spaces will be challenging as land is needed for homes and jobs." should be reformulated as "Creating new homes and jobs will be challenging as land is needed for large open spaces and recreational areas." ...</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? N/A</p>	0	<p>The National Planning Policy Framework sets out that the Council must plan positively to meet identified needs for housing, business space and supporting infrastructure. The Local Plan seeks to balance these growth requirements whilst recognising the need to ensure appropriate provision for open spaces and green infrastructure. The plan sets out the approach to protect open and green spaces, and to create new provision where opportunities arise, and particularly in areas where there are identified deficiencies.</p>	No change.

Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention the Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park crossroads and environment. Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park. Fig 3.3 purportedly shows green infrastructure, but only seems to include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include ALL green infrastructure, including Metropolitan Open Land, SINC's, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? N/A</p>	1	<p>Polices contained in the Lewisham's local plan offers greater protection to green infrastructure network.</p> <p>Part 2 Policy GR1 sets out the policy framework to protect and enhance the green infrastructure network across the Borough including enhancing or creating new links between green infrastructure assets.</p> <p>Part 2 Policy GR3 sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habitats and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>Further, Metropolitan Open Land (MOL) designation are being progressed through the Council's current open space and MOL review. This will inform policy development concerning open space designations.</p> <p>Figure 3.3 refers to only Lewisham's network of green infrastructure. On open space typologies refer to figure 10.2.</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. crossroads and environment. Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park. Fig 3.3 purportedly shows green infrastructure, but only seems to I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention the Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include</p>	1	<p>Figure 3.3 refers to only Lewisham's network of green infrastructure. On open space typologies refer to figure 10.2.</p> <p>Part 2 Policy GR3 sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habitats and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>Further, Metropolitan Open Land (MOL) designation are being progressed through the Council's current open space and MOL reviews. This will inform policy development</p>	Local Plan policies on green infrastructure revised to reflect the outcomes of new Open Space and Metropolitan Open Land Reviews.

		<p>ALL green infrastructure, including Metropolitan Open Land, SINC's, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? N/A</p>		<p>concerning how open space designations are structured and subsequently assigned, particularly for open spaces outside of Metropolitan Open Land (MOL).</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? I think that there should be a community run stables at Willow tree. Children used to work there to pay for riding lessons. I believe this experience was invaluable to young people, building community. There is such a lack of community at the moment.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. I think all that is being done is great but I believe that we should keep a stables. Stop closing everything but build on it. Create community and help for young people. It's so needed these days.</p> <p>4. Do you think that there are other approaches that should be considered? Yes, please see above</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? N/A</p>	0	<p>Noted. The site in question is now privately owned and therefore the Council cannot reinstate the community run stables.</p>	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below Green infrastructure Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above. I am concerned that the Sites of Interest for Nature Conservation are not offered strong enough protection. Policies on Grove Park Ward should pay closer attention the Neighbourhood Plan. Emphasis should be placed on the delivery of the district park and the renewal of Grove Park crossroads and environment.</p> <p>4. Do you think that there are other approaches that should be considered? Metropolitan Open Land needs greater protection for its biodiversity and geodiversity. The community infrastructure levy should be used to pay for the new district park.</p>	0	<p>Part 2 Policy GR should be read alongside other policies in the local plan. There are specific policies in the Lewisham local plan that relates to the protection of Nature Conservation sites. Part 2 Policy GR3 sets out measures to protect Nature Conservation Sites in order to preserve or enhance priority habitats and species, as well as to help ensure the public benefits from easy access to green spaces with wildlife value.</p> <p>Figure 3.3 refers to only Lewisham's network of green infrastructure. On open space typologies refer to figure 10.2.</p>	No change

		<p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>Fig 3.3 purportedly shows green infrastructure, but only seems to include the formal parks. If it is just the parks, then it should be relabelled, otherwise it should include ALL green infrastructure, including Metropolitan Open Land, SINCs, nature reserves, green corridors, etc. Some green space maps miss a significant part of the MOL land in Grove Park.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>As a cyclist and GP I am very much in favour of retaining and enhancing green spaces, both for my own mental health and that of the wider community.</p> <p>From our corner of Perry Vale I would like to put in some words for protection of little park in Westbourne Drive. We are so lacking in parks in Perry Vale that they had to draw the ward boundaries in a weird way to make Mayow Park part of Perry Vale... but everyone knows that it isn't. This makes the park in Westbourne drive all the more valuable. I do not want it to be subject to "infill"!</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan? N/A</p>	1	The Lewisham local plan contained adequate policies on open spaces including parks that protect it from losses to development.	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>The importance of enhancing biodiversity in the built environment has not been fully explored, eg, swifts and other building-dependent birds.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	5	<p>Local Plan Part 2 Policy GR3 seeks to deliver net gains in Biodiversity.</p> <p>Specific local biodiversity requirements has been captured in the Council's Biodiversity Action Plan. The Lewisham local plan requires developers to refer to the local Biodiversity Action Plan which sets out vision and opportunities on biodiversity for the Borough including information on detailed priority</p>	No change

		<p>GR3 Biodiversity and access to nature:</p> <p>A requirement should be included for all new developments to incorporate suitably located 'integrated swift bricks'. This biodiversity feature is a universal artificial bird nesting chamber which provides nesting habitat for swifts and other birds. Smaller building projects should similarly incorporate swift bricks, external swift boxes or swift soffit boxes. Existing swift nest sites should be identified, registered and pro-actively protected throughout the year from destruction, and not just protected in principle during the nesting season only.</p> <p>See:</p> <p>Swift Conservation: https://swift-conservation.org/</p> <p>Action for Swifts: https://actionforswifts.blogspot.com</p> <p>Justification:</p> <p>The UK's swift population declined by 53% between 1995 and 2016; consequently, swifts now qualify for 'endangered' status on the BTO's species list of conservation concern, indicating 'a need for urgent conservation action'. A major factor for the decline is believed by experts to be the loss of swifts' habitual natural nest sites in older buildings, through demolition and renovation works. Modern building practices lack the small spaces required by swifts for nesting.</p> <p>Increasing nesting and roosting habitat is highly effective in supporting bird species, especially building-dependent birds, thereby promoting biodiversity. Integrated swift bricks provide permanent nesting and roosting habitat for a range of bird species. They are maintenance-free, aesthetically inoffensive and provide a thermally stable nesting environment.</p> <p>Existing populations of bird species need to be protected, particularly building-dependent birds. Currently birds' nests are only protected by law during the breeding season. Swifts in particular are highly vulnerable to nest destruction, as they are nest-faithful and do not adapt readily to new nest sites. The benefits of artificially increasing nesting habitat is currently disregarded by DEFRA in their assessment of 'biodiversity net gain',</p> <p>Inclusion of swift bricks in construction work will comply with current policy:</p> <p>National Planning Policy Guidance:</p> <p>https://www.gov.uk/guidance/natural-environment:</p> <p>Paragraph: 023 Reference ID: 8-023-20190721:</p> <p>'Planning conditions or obligations can be used..... to achieve biodiversity net gain..... The work involved may.....involve creating new habitats, enhancing existing habitats,Relatively small features can often achieve important benefits for wildlife, such as incorporating 'swift bricks' and bat boxes in developments.....'</p> <p>The Government's Building Better Building Beautiful Commission report 'Living With Beauty' (30/01/20)</p> <p>Policy Proposition 33, page 110) recommends:</p> <p>'Bricks for bees and birds in new build homes'.</p> <p>https://www.gov.uk/government/publications/living-with-beauty-report-of-the-building-better-building-beautiful-commission</p>	species and habitats threatened which needed protection.	
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Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature Urban greening and trees Food growing Veganism</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Under GR3, teaching residents about the value of nature and animals intrinsic right to exist are net gains for biodiversity. Helping people to appreciate the value they see before them will help realise they can make changes in other areas of their life to help the wider environment. Lewisham Council should add a third provision here to help by “encouraging the education of the wider public about the benefits they gain from preserving the nature that they see.</p> <p>Under GR5, providing as much food growing provision as possible will help residents to understand just how much effort goes into nurturing the food that they buy so easily from the shops or restaurants and takeaways. It will also help develop an interest in growing and eating a wider range of vegetables and fruits, especially so if it was their hard work that got it for them to begin with. As such, Lewisham Council should ensure provision 10.29 and 10.30 are kept central to the design stage and tie this into the vegan cookery lessons under SD1</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Veganism is an almost certainty for the future of human existence. The sooner we get there, the less work there will need to be done in the future. It benefits the Council to speed this transition as the savings made in health provision and the costs of supplying foods will drop considerably. It will also help Lewisham reach its GHG Net-Zero targets faster than other boroughs who don't follow suit.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p>	0	Noted	No change

		That Green Infrastructure even appears in this plan indicates just how important the environment and the services it provides are for human survival. Doing our bit at every level ensure we have done all we could to stave off the worst of what is potentially to come.			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>By developing the area i. e. building 30 housing units between the Telecom site in Horniman Drive and Havelock House there will be a detrimental effect on the mature oak trees and other trees in the area. These trees are highly significant as a wildlife corridor and important for absorbing carbon dioxide.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>N/A</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	1	Noted	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Greater discussion of the potential for street trees on heavily polluted roads specially those creating avenues and with broad canopies. The plan seems too reliant on new planning applications rather than proactively seeking to intervene on space and streetscape</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Developers</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I'm concerned that you offer too many get out clauses for developers and hope that you will publish by developer name the numbers of applications for exceptions you receive and what your decisions are, as a check and balance against the weakening of the ambitions in this plan.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	9	<p>Officers consider that the Lewisham's local plan has been robustly prepared. The plan is aligned with the NPPF and the London Plan.</p> <p>Further, Part 2 Policy GR4 ensures that development proposals retains existing trees and habitats. It also maximise opportunities for additional tree planting and green infrastructure, particularly trees in urban settings such as streets.</p>	No change

		<p>I would like to see a preference in Lewisham for developments that recycle or re-use old buildings rather than building new: https://www.nytimes.com/2021/03/16/arts/design/pritzker-prize-anne-lacaton-jean-philippe-vassal.html</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>I would like to see discussion about re-prioritising our residential streets away from cars and in favour of pedestrians and cycling using one way streets and strategically removing on pavement parking. Also allowing for planters in between street trees for planting that can help clean the air too.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Wildlife corridors have to be mapped across the borough and protected and strengthened so that urban wildlife can thrive in the built environment.</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>N/A</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	9	Noted	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>The use of current and new buildings to provide habitats for urban dwelling wildlife and building dependent bird species.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	5	<p>Noted. The Lewisham local plan Part 2 Policy GR3 supports net gains of biodiversity across the borough.</p> <p>Local biodiversity requirements has been addressed in the Council's Biodiversity Action Plan.</p> <p>Developers are required to refer to the local Biodiversity Action Plan, "A Natural Renaissance for Lewisham", which sets out the vision and opportunities to deliver biodiversity</p>	No change

		<p>To make more use of the current buildings, particularly when being renovated/extended etc to provide nesting and roosting opportunities for birds and bats.</p> <p>To ensure a minimum of 20% net gain in biodiversity for all new development.</p> <p>To provide nesting opportunities at a ratio of 1 per dwelling for building dependent bird species following the examples of:</p> <ul style="list-style-type: none"> - Exeter City Council Residential Design Guide SPD (2010). The RSPB South West Regional Office has been working with Exeter Planners over a period of 10 years on the implementation of the biodiversity requirements of this guide and there is acceptance that in many cases the most suitable box type for all cavity nesting birds is the swift brick. - The Duchy of Cornwall adopted the same principles in 2015, and a good example of the provision of a general type of integrated box for all cavity nesting birds is the Nansledan development by The Duchy of Cornwall in Newquay. (https://nansledan.com/nansledan-residents-asked-to-help-with-bird-box-survey/) - The Cornwall Council Biodiversity Guide (2018 gives prescriptive measures for the provision of bat and bird boxes, again at the rate of 1 nest place per new dwelling. This document also includes a case study on Nansledan mentioned above. - The Oxford City Council Technical Advice Note on Biodiversity gives an ‘expected provision’ of bird nest sites for building dependent birds (i.e. swifts) at a rate of 1 per house and 1 per 2 flats, with separate provision for bats at a rate of 1 per 5 houses. Provision of such nest boxes in schools, student accommodation and hotels is addressed by a ratio of 1 per 250 m2 floor space. - Brighton & Hove City Council have conditioned a minimum of three swift nest bricks or two per dwelling in all new developments that are five metres high or above and commercial developments will be required to have a minimum of three boxes, or one per 50sqm of floor spaces. <p>A similar standard was adopted by the Town and Country Planning Association and the Wildlife Trusts in 2012 Planning for a Healthy Environment - Good Practice for Green Infrastructure and Biodiversity and The Royal Institute of British Architects (RIBA) in 2013.</p> <p>There is photographic evidence that integrated swift bricks are used by a variety of small birds (the amber listed swift, the red listed house sparrow, house martins, blue tits, great tits and the red listed starling (dependent on the size of the entrance hole). Integrated bricks are discrete, maintenance free, less prone to predation and temperature variation than external boxes. Central government has recognised their importance in the following documents:</p> <ul style="list-style-type: none"> • NPPF, Natural Environment Guidance, paragraph 023, Reference ID: 8-023-20190721 How can biodiversity net gain be achieved? Provides further guidance stating “...relatively small features can often achieve important benefits for wildlife, such as incorporating ‘swift bricks’ and bat boxes in developments and providing safe routes for hedgehogs between different areas of habitat.” • Government press release (21/07/19) James Brokenshire, the Communities Secretary at the time of the NPPG Natural Environment publication stated: “For the first time the government has set out its expectations on how developers can protect specific species, including using ‘hedgehog highways’ and hollow swift bricks – which are installed into the walls of new build homes, allowing the birds to nest safely. This follows public interest for protecting these 		including priority species and habitats threatened which needs protection.	
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		<p>much-loved animals, with one petition receiving support from over half a million people.” Thus, the Government’s support for such measures was stated explicitly.</p> <ul style="list-style-type: none"> • Natural Environment and Rural Communities (NERC) Act 2006 Section 40 states: “Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.” • "Living With Beauty" (30/01/20) the Government's Building Better Building Beautiful Commission report recommends: "Bricks for bees and birds in new build homes" (Policy Proposition 33, page 110). <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Improve tree-planting/street trees in the Borough. Include requirement for Swift bricks/bat-boxes in new build/council buildings.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I see no mention of basic, low cost integrated measures for biodiversity such as swift bricks and integrated bat boxes - these are not included the DEFRA net gain for biodiversity calculation which does not protect existing populations of endangered urban birds such as swifts and sparrows for example, and also gives no value to the provision of nest spaces for them.</p> <p>Swift numbers have declined by over 50 percent over the last 25 years. A significant reason is the decimation of their habitats in old buildings and conversions. Swift bricks are very easily incorporated in new-builds.</p> <p>It is vital that the Local Plan includes policies for integrating these measures early, compelling their inclusion at the planning stage.</p> <p>This would also follow London Plan policy (G6B Biodiversity) and national policy (NPPG 2019 Natural Environment).</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p>	8	<p>Part2 Policy GR3 requires development proposals to identify and retain existing habitats and features of biodiversity value. They are also required to seek positive gains for biodiversity wherever possible, particularly in areas that are deficient in public access to nature conservation.</p> <p>Similarly, the council is working closely with key stakeholders including Lewisham Biodiversity Partnership to ensure that integrated and comprehensive approach is adopted to protect and enhance biodiversity across the borough.</p> <p>Specific local biodiversity requirements has been captured in the Council’s Biodiversity Action Plan.</p>	No change

		<p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Engagement with school children in the borough so they see the plan as theirs</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I have noticed swift boxes in other places. It would be great if Lewisham could routinely adopt this idea for all new builds. And look at older buildings where this idea could be adopted. Perhaps the council could adopt the udea of swift and bat boxes on all their public buildings.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>As above</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>Help school children be part of the plan</p>	4	<p>As part of the local plan process, the council engaged all stakeholders including young children. This is aligned with the council's adopted Statement of Community Involvement which sets out how the public, organisations and other interested parties will be involved and engaged in the preparation of the local plan.</p>	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Cater for urban wildlife please</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Swift boxes are an easy, low maintenance thing to do and they will help a wonderful bird species which is struggling in modernising cities across Europe.</p> <p>Bat boxes could also be a good idea.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	11	<p>The Council is committed to ensuring that valued biodiversity are protected or/and enhanced. The Lewisham's local plan sets out policy framework to protect, enhance and provide new biodiversity including wildlife where they are much needed. Part 2 Policy GR3 seek to deliver net gains in biodiversity.</p> <p>On provision of new green spaces within new buildings, the council's open space assessment report (2019) and the London Plan(2021) set out standards to ensure that open spaces are delivered at the right quantity, quality and accessibility.</p>	No change

		<p>Dedicated, completely wild spaces with limited public access are important. We should be able to enjoy nature however I also feel that sometimes some refuge from people is all a lot of animals need.</p> <p>Planting wild flower verges and meadows is a low maintenance, cost effective way to maintain areas of open land and encourage biodiversity</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>Green space should represent a high proportion of any new building plans, including green roofs and walls.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Deliver the reinstatement of the demolished bridge link from Doggett Road over the Hayes railway line to recently built 'Catford Green' SE6</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The current 'Catford Framework Plan' cannot be rolled out without the reinstatement of the demolished 'green link' bridge that joined over the Hayes railway line from Doggett Road over to the former Catford Greyhound Stadium site [now called 'Catford Green'].</p> <p>The original bridge has stairwell access to all and the Catford Green development clearly and reasonably identified a better site by Dempsey Court for an improved location to suit this 1st phase of Catford's Regeneration - even better, it is designed to be an entirely new 'public highway' bridge for use by all pedestrians/cyclists/those with a disability, etc.</p> <p>In addition, the 'green bridge' would also ensure a reasonable proposal to link Catford Centre to the current Green Chain Walk to join by Honor Oak Park [Green Chain Walk No. 11] via a straight line link as follows - Duncombe Triangle, Blythe Hill Fields, Ravensbourne Park Gardens, Ladywell Fields - over the new 'green link' bridge to Holbeach Primary School/by Catford Centre and then on to Mountsfield Park, etc</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>With regret, the only reasonable alternative to the bridge reinstatement from Dempsey Court, Adenmore Rd, Catford Green to Doggett Rd SE6 is either to continue with pedestrian/cycle access to Catford Centre made from the West of Catford Centre by the South Circular Road by Catford Bridge railway station or to have a 'bolt on' cyclist/pedestrian carriageway installed right next to the South Circular Road on the current Halfords/Wickes site and on the opposite side to Catford Centre to render this option entirely useless.</p> <p>This option would also require the crossing of the Hayes railway line.</p>	3	This is not within the scope of the Local Plan consultation and is also addressed through the Council endorsed Catford Framework.	No change

		<p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>The ongoing and fatal flaw in Catford will continue to be the resolution to the 'green' crossing of the Hayes railway line. It is the inescapable fact and reality.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Yes</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I think you should make sure you include swift and sparrow nesting boxes on buildings and areas for raptors on roofs, as so many new buildings have no areas for birds to nest and their populations are declining. Creating space for animals eg foxes v hedgehogs is necessary too</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	3	<p>Specific biodiversity requirement will be addressed at the planning application stage. This will be aligned with the Lewisham's Biodiversity Action Plan.</p> <p>Further, the council's local plan Part 2 Policy GR3 seeks to deliver net gains in biodiversity.</p> <p>Specific local biodiversity requirements are captured in the Lewisham's Biodiversity Action Plan.</p>	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Integrated measures for biodiversity.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The policies to enhance green infrastructure are welcome but it's important to also provide integrated measures for biodiversity such as swift bricks, integrated bat boxes, and hedgehog highways - these fall outside the DEFRA net gain for biodiversity calculation which does not protect existing populations of endangered urban birds such as swifts and sparrows for example, and also gives no value to the provision of nest spaces for them which they cannot find in modern buildings.</p>	7	<p>Part2 Policies GR1/GR2/GR3 promotes an integrated approach for green infrastructure network and biodiversity. The local plan required developers to identify and retain existing habitats and features of biodiversity value and seek positive gains for biodiversity.</p> <p>Similarly, the council is working closely with key stakeholders including Lewisham Biodiversity Partnership to ensure that integrated and comprehensive approach is adopted to protect and enhance biodiversity across the borough.</p> <p>Specific local biodiversity requirements has been captured in the Council's Biodiversity Action Plan.</p>	No change

		<p>Standard bird boxes, bat boxes and insect hotels have a short lifetime in comparison and have maintenance requirements that are often neglected.</p> <p>Therefore it is crucial that the Local Plan includes policies for such integrated measures.</p> <p>This would also follow London Plan policy (G6B Biodiversity) and national policy (NPPG 2019 Natural Environment).</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Specifying independently appointed (and qualifications specified) to carry out ecological assessments</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Food growing</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Requirements on developers need to be framed in much more robust language in the requirements, i.e. "MUST" / "SHALL" - not "should" or "we expect that". Permitting "wiggle room" needs to be avoided where the aim is clear.</p> <p>All development proposals MUST be in alignment with the Climate Action Plan - and the Climate Crisis MUST be taken seriously.</p> <p>To encourage food growing, there would ideally be an incentive of some kind, possibly a reduction in Council Tax (where this can be proved... This may also be an incentive that could be considered in other areas benefiting from behavioural changes.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	5	<p>Part 2 Policy GR3 requires that Ecological Assessment be carried out by certified Ecological assessor on all major development and other development proposals on sites with special biodiversity interest.</p> <p>The draft policy on green infrastructure is robust and aligned with the provision sets out in the National Planning Policy Framework (2021) and the London Plan.</p>	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p>	3	The Council's local plan ensures that open space and green infrastructure network are integral part of	No change

structure		<p>Insufficient attention to detail on servicing of open space, e.g. litter collection, separation of pedestrian and cycle routes, careful management of vegetation and planting, and adequate management of nature reserves. All these factors require detailed input.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Open space and Lewisham's green grid</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Re GR2D: there is currently massive over-development of skyscrapers in town centre with no integral green space apart from the tiny Confluence Park. If further development is planned on Loampit Vale (e.g. area between Jerrard Street and Thurston Road), it must be for green space only otherwise the air quality will be dangerously toxic.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		<p>development proposals when required.</p> <p>Part2 Policy GR1 requires developers to maximise the opportunities to enhance existing green infrastructure and create new provision.</p> <p>Similarly, Part2 Policy GR2 supports ancillary uses on open space (such as outdoor leisure facilities, outdoor play and fitness equipment, refreshment facilities, event space and public toilets) to improve the quality of the open space.</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Include Noise enforcement in the conversation about pollution.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Noise pollution</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Air pollution is not just gas and particles, it is also sound and vibration.</p> <p>Far too little attention is given to noise pollution, especially in Lewisham where the service provided is exceptionally poor - even compared to other London Boroughs which are equally short of money.</p> <p>Green Issues are ultimately about quality of life for humans as well as the rest of nature.</p> <p>Noise issues are not addressed anywhere in the local plan.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Enforcement of existing law would help. How many cars and motor cycles are ever prosecuted for deficient mufflers? Probably zero.</p>	5	<p>The council's local plan has adequate provision to manage noise pollution.</p> <p>Part2 Policy QD8 ensure that noise is managed to acceptable levels. Development proposals are required to submit a Noise and/or Vibration Assessment where sites are located in high-noise areas or where a new development is likely to generate significant noise.</p> <p>The London Plan is part of the council's development plan. It sets out strategic direction for the Lewisham's local plan. Policy T8 of the London plan provides adequate policy framework on air transport and aviation issues.</p> <p>On enforcement of cars and motor cycles behaviours is outside the scope of this local plan.</p>	No change

		<p>Why has Lewisham been so derelict in opposing flight paths over the residential areas of the Borough?</p> <p>Why is there no agency responsible for excessive railway noise? The Borough should be advocation speed limits through built up areas.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>There is no large park in the Deptford Area. Assembling one would be hard but it would be good if a public park of size was assembled and made available. The council needs to re-establish the riverside access to the Thames pathway. All planning consents should mandate this. The council should do what it can to establish view points or resting points or mini parks on its limited riverside estate.</p> <p>The nearest large parks are Hilly Fields and Southwark Park which are both distant and potentially difficult to reach by foot from parts of the borough north of the A2.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	1	<p>The Lewisham local plan allows for provision or/and enhancement of open space and green infrastructure network. Part2 Policy GR1/GR2 supports the creation and enhancement of open spaces and green infrastructure network.</p> <p>The Council has commissioned a consultant to carry out Open Space and Metropolitan Open Land (MOL) Review to informed land-use designations for the local plan. The outcome of this study will help to inform policy including designation of new open spaces.</p>	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Open space and Lewisham's green space Biodiversity and access to nature Urban greening and trees</p>	2	<p>Noted. The main of the local plan is to promote sustainable and balanced growth across the borough. This ensures that employment, housing and the environment is managed sustainably.</p> <p>The Council has commissioned a consultant to carry out Open Space and Metropolitan Open Land (MOL) Review to informed land-use</p>	No change

		<p>3. Please provide your comments on the topic(s) selected above.</p> <p>I like what you say, but the north of the Boro needs a bigger park, the nearest large park is Hilly Fields which is a bit of a journey from Deptford as is Southwark park by foot.. Views as to distance has been concentrated by the lockdown. An alternative would be better access to the Thames, much of Lewisham's Thames banks are enclosed by private developments, planning constraints should be put on all developments on the Thames to restore the pathway and provide park space. Mandate trees in planning consents. It's obvious that there is competition for land use between housing and green infrastructure, this needs to be resolved in a balanced way.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>The Ravensbourne is not a public space. Can this be reclaimed?</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		<p>designations for the local plan. The outcome of these studies will help to inform policy development including designation of new open spaces.</p>	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Street Tree planting, Existing green space maintenance and Gardens with greater horticultural input.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Urban greening trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>many of the new buildings currently being built don't have roof terraces for the residents. These roof terraces with gardens/planting/allotments could have been easy wins. This could be a lesson for future planning applications in the boroughs</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Green space and public realm cannot be token gestures by the developers. They need to be led with incisive leadership and guidance by the Lewisham Council. Documents similar to City of London's public realm manual need to be issued. Strict overview during the planning process with input from the Lewisham Open Spaces team should be mandatory.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	7	<p>There is adequate provision in the local plan on tree planting particularly along streets. Part2 Policy GR4 of the Lewisham's local plan supports this. With regards to maintenance of existing green space and community gardens is outside the scope of this plan. However, at planning application stage, the developer will be required to address maintenance issues.</p> <p>Similarly, Policy GR4 promotes the use of living roofs and walls.</p> <p>Open space and green infrastructure issues are sufficiently addressed in the local plan. Refer to Part 2 Policy GR1 and GR2 of the Lewisham local plan.</p>	No change

Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>There should be more opportunities for local people to become involved with increasing and improving green infrastructure. Tree planting in streets and parks should be better supported by the Council. The proposals seem to emphasise role of developers in sustaining green infrastructure but not people that live in the Borough.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid Biodiversity and access to nature Urban greening and trees Food growing</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>There should be more opportunities for local people to become involved with increasing and improving green infrastructure. Tree planting in streets and parks should be better supported by the Council. The proposals seem to emphasise role of developers in sustaining green infrastructure but not people that live in the Borough to improve green infrastructure, which is a missed opportunity. The Council's process for planting street trees in the Borough is very expensive for people that would like to plant street trees and is out of reach for most people due to the cost.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Support for projects to improve green infrastructure that people experience in parks, open spaces and on streets.</p> <p>Better protection for existing trees in parks open spaces and streets and an imaginative programme of tree planting to replace the hundreds if not thousands of small and large canopy trees that we have been felled in the Borough during recent decades.</p> <p>More space should be allocated for biodiversity.</p> <p>Turn grey streets into green spaces.</p> <p>Green infrastructure should be more joined up and connected.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	7	<p>Noted. The local plan policy on green infrastructure provides policy framework that supports the participation of all stakeholders including local people in the delivery of green infrastructure. Policy GR1/GR2 supports development proposals to enhance existing infrastructure and create new provision.</p> <p>Part 2 Policy GR3 seek to deliver net gains in biodiversity. Also, Policy GR4 requires development proposals to seek the retention of existing trees and associated habitat and maximise opportunities for additional tree planting and green infrastructure.</p>	Noted.
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p>	1	Noted.	No change

structure		<p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The commercial arcade running along Queens Road in Peckham to New Cross and beyond could be vastly improved by the planting of more trees. It is a thoroughfare with loads of potential and trees are part of realising that potential</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>Improving cycling routes is also green infrastructure! Trading car parking spaces for spaces for trees and bikes will help Lewisham become a greener borough.</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Turn Lawrence House car park into a green space.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>The plan is contradictory. On the one hand we are talking about protecting green spaces but on the other talking about building on green spaces.... cannot take the plan seriously due to this.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	1	<p>Officers believe that the local plan is robustly prepared. This is aligned with national and local policies and guidance including the National Planning Policy Framework (NPPF) (2021) and the London Plan.</p> <p>The main aim of the local plan is to promote sustainable and balanced growth across the borough. This ensures that employment, housing and the environment is managed sustainably.</p>	No change
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p>	6	The local plan policies does not only support parks but also provide policy framework for the provision or/and	No change

structure		<p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>It's not just about parks - we need more street trees, micro forests, even orchards.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		enhancement of open space and green infrastructure network. Part 2 Policy GR4 promotes urban greening including tree planting, green roofs and walls, hedges, climbers, landscaping and rain gardens.	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>The allocation of sites for housing should not include sites with significant biodiversity value and mature trees</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature Urban greening and trees Green infrastructure</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The council states that it is imperative that wildlife habitats are protected it has allocated a site, Havelock House, in the West Area for housing development which is a green site with significant biodiversity value containing mature trees and other vegetation forming part of an important wildlife corridor. Any development on this small site would cause significant harm to biodiversity interests. This is directly counter to the principles set out in the Plan in the Green Infrastructure section.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>The Site could instead be considered for ADDITIONAL Tree planting ADD to the Borough's urban forest and to support the objectives to increase biodiversity and to support the London Plan to be 50% green by 2050</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p>	5	<p>Site allocations in the local plan went through vigorous site assessment process including the use of Sustainability Appraisal. This ensures that Social, environmental and economic aspects are all taken into consideration in the process and policy development.</p> <p>Part2 Policy GR3 expects development proposals to identify and existing habitats features of biodiversity value. In addition, developers are required to seek positive gains in biodiversity wherever possible especially in areas that are deficient in supply.</p> <p>Part 2 Policy GR1 require development proposals to maximise the opportunities for enhancing existing green infrastructure and creating new provision.</p>	No change.

		The Green Infrastructure section of the plan should be a priority in the Site Allocation for Development in all the Borough's Areas			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid Biodiversity and access to nature Urban greening and trees Food growing</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Lewisham's green spaces are one of the best things about the borough. They need to be protected and maintained so it's great to see a real focus on this in the plan. As you have outlined, some residents do not have good access to green spaces, especially in new developments where the proportion of flats vs communal green space is absolutely shocking. Please address this urgently! A tiny little park with two benches, for a development of hundreds of flats really is a joke.</p> <p>ALL new developments should be required to have public/green spaces, not just "larger ones" (whatever that means). You say "Creating new large open spaces will be challenging as land is needed for homes and jobs." which sounds like a cop out. Spaces don't need to be "large", if you create many of them. Focusing on homes and jobs to the detriment of the environment is exactly what got us to the climate crisis, so it can not be a strategy for the future. We won't have a healthy sustainable planet to live and work on if we think this way.</p> <p>Improving walking and cycle paths should be number one priority to help reduce carbon emissions and make it possible for people to be car free. Cycle storage and parking needs to be made possible for residents who live in flats.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Lewisham should consider creating urban mini forests (as other councils around the country are doing, e.g. Bristol) on suitable plots where even just 5 trees would make a difference. Areas in existing parks could also be set aside for tree planting, this could even be an activity that young people in the borough participate in. A mix of open space and areas with more tree cover in parks would do a lot for biodiversity and make a difference towards carbon reduction targets.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	7	<p>The Lewisham's local plan has policy provision that ensures that the right type of open spaces are provided at the right places within the right accessible distance.</p> <p>Part 2 Policy GR1/GR2 supports the delivery of new open spaces and the protection of existing one when needed in the local area. It also provides policy framework to ensure the delivery of green infrastructure network including walking and cycle paths.</p> <p>Similarly, the main aim of the local plan is to promote sustainable and balanced growth across the borough. This ensures that the right amount of employment, housing and open spaces, and green infrastructure are delivered sustainably.</p>	No change

Green Infra struc ture		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Open space and Lewisham's green grid Biodiversity and access to nature Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>There are real opportunities to green communities through micro gardens, pollution eating planting and more trees. Many green spaces are in poor condition. Prioritising walking and cycling on back streets that connect communities would carry a health and well-being premium and improve community cohesion</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	7	<p>Part 2 Policy GR1/GR2 supports the delivery of new open spaces and the protection of existing one when needed in the local area. It also provides policy framework to ensure the delivery of green infrastructure network including walking and cycle paths which supports connected communities and health and wellbeing of residents.</p> <p>The local plan ensures that green infrastructure assets including parks, residential gardens, and street trees are delivered in areas of deficiency.</p>	No change
Green Infra struc ture		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Not sure that I could see any reference to the Convoys Wharf site - which forms a major part of Lewisham's Thames access. Perhaps consideration for this area would be useful in terms of full pedestrian access along the River Thames at the Convoys Wharf site with better integration with Thames long-distance path.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p>	3	<p>The Thames Pathway is referenced in a number of places in the Local Plan and is a key requirement in the Convoys wharf Site allocation</p>	No Change.

		N/A			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>The overall statements are strong but the detail is very weak and important biodiversity assets are omitted i.e..Buckthorne Cutting</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity and access to nature Green infrastructure Geodiversity Urban greening and trees</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Maps are unclear and don't include important infrastructure and green links such as Great North Wood sites and Green Peaks Walk.</p> <p>Buckthorne Cutting not included - has been inputting in to Lewisham Biodiversity data for 4 years, is proposed by GeoPartnership London as a Geological Site of borough wide importance and is part of Great North Wood.</p> <p>How can trees be protected with only one tree officer?</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Need to look at Woodland Trust tree guidance and planning needs to start on basis that biodiversity assets are priority sites and that any development on these sites will be refused. The knowledge and commitment to biodiversity in the planning dept at Lewisham seems very weak.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>More collaboration with nature reserves needed as well as your own biodiversity green team - Jessica Kyle. Were they consulted on the maps for example?</p>	6	<p>Officers believe that the local plan policies on Green Infrastructure is consistent with the National Planning Policy Framework (NPPF) 2021 and the London Plan.</p> <p>In addition, the Council has commissioned an Open Space and Metropolitan Open Land Review which will support the open space policies and designations.</p>	The green infrastructure policies has been reviewed to reflect open space MOL reviews.
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Tree Planting</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	3	<p>Part 2 Policy GR4 seeks to promote tree planting. The policy requires development proposals to maximise the opportunities for additional tree planting and green infrastructure especially trees in urban settings such as streets.</p>	No change

		<p>Trees should be planted along the streets.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Tree planting</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>Tree planting</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>look at more street tree planting particularly busy high streets and roads e.g. Brockley Road, South Circular</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>encourage more local street tree planting</p> <p>create more local nature reserves and recognise existing sites of importance for nature conservation site e.g, Buckthorne Road cutting (Fourth Reserve).</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	7	<p>The Lewisham local plan Part 2 Policy GR4 seeks to promote tree planting. The policy requires development proposals to maximise the opportunities for additional tree planting and green infrastructure especially trees in urban settings such as streets.</p> <p>The council is carrying out additional open space study and the Metropolitan Open Land review. This will be assessing additional sites for allocation and those that should be afforded protection. These studies will then be used to inform revisions to the green and open space policies and designations.</p>	In accordance with the Open Space Review and MOL Review Update, designations.
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Urban greening and trees Biodiversity and access to nature</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	8	<p>The council's local plan policy on green infrastructure promotes urban greening approach. This encourages wide range of measures to incorporate into buildings and spaces green cover including biodiverse landscaping, tree planting along streets, green roofs, local parks and other natural features.</p>	No change

		<p>Surface level car parks broadly within residential areas such as Clarendon Rise and Slaithwaite Road should be transformed into parks. This has many benefits including providing significant areas of green space to residents of the borough, especially those living within the nature deficient Lewisham town centre, as well as discouraging car use both generally and through the residential streets surrounding these car parks. This would help to achieve the boroughs goals for providing green space as well as encouraging a modal shift to more sustainable forms of transport.</p> <p>While urban tree planting along streets should be encouraged it can often constrain the pavement width and make walking side by side more difficult and less pleasant, in many ways defeating the object. On quiet residential streets consideration should be given to tree planting on build outs into the roadway as opposed to the pavement where this is likely to be a problem. Done correctly this can have the added benefit of slowing vehicle traffic and making a more pleasant environment for active travel.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Doorstep green spaces</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Green infrastructure needs to include the doorstep green spaces too. Lewisham homes are not just private sector homes, but contain a large number of public and third sector housing. All homes can and do contain green spaces. Gardens around housing blocks, empty gaps at the end of streets, roof areas on public / Council properties, etc. all need to be considered for their impact as part of the Borough's green infrastructure and mission to make Lewisham Greener. In particular, where Lewisham owns or manages property, it should take the responsibility and initiative to make the most of its green spaces: for example, supporting tenants to build and maintain gardens; developing new green spaces among the bricks & mortar for its local community; and removing barren & unkempt spaces around the Borough.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Local communities would be willing to help and continue to maintain green spaces, if they were actively encouraged to do so by the Council.</p>	6	<p>The Lewisham local plan policies on open space and green infrastructure promotes the provision of amenity green space around residential areas.</p> <p>In addition, the council's local plan policy on green infrastructure promotes urban greening approach. This encourages wide range of measures to be incorporated into buildings and spaces green cover including biodiverse landscaping, tree planting along streets, green roofs, local parks and other natural feature.</p>	No change

		<p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Protection order on all green spaces including open grass spaces on estates as these could so easily be sold for housing at the expense of the children on the estate.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>N/A</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		<p>Part 2 Policy GR1/GR2 supports the delivery of new open spaces and the protection of existing one when needed in the local area.</p>	<p>No change</p>
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>This is an area where everyone in the Borough can make a difference but there does not seem to be much of a drive for community activity.</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>N/A</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Greater engagement with the community would lead to better outcomes with little effort. The Council needs to lead the way but this is an area where all can play a part.</p>	3	<p>The preparation of the local plan requires the council to engage proactively with wider stakeholders including local residents and community groups, businesses, infrastructure providers, land owners and infrastructure providers and neighbouring authorities to ensure that the local plan reflects the aspirations of the local communities in the borough.</p>	<p>No change</p>

		<p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>			
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Green infrastructure Open space and Lewisham's green grid Biodiversity and access to nature Urban greening and trees Food growing</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Lewisham has 20% green spaces. It would be great to find sites for additional green spaces and work with local people to make them accessible and user-friendly.</p> <p>Planting more trees: Tree-planting by and for the community seems to be popular but people need basic training in after-care of those trees so the trees can survive the first five years; training can be provided by volunteers. Encourage food-growing in community green spaces, things like salad leaves, herbs, fruit bushes - though a bit of basic training is important. Have areas that can be managed for wildlife within any new green space.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>More green spaces with food/ wildlife in school grounds and less of the astro-turf that does nothing for nature.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	8	<p>The council local plan has policy provision that promotes the creation or/and enhancement of green infrastructure network.</p> <p>Part 2 Policy GR4 seeks to promote tree planting. The policy requires development proposals to maximise the opportunities for additional tree planting and green infrastructure especially trees in urban settings such as streets. With regards to providing training on tree management is outside the scope of this plan.</p> <p>Further, allotments and community gardens are key part of the Borough's network of green infrastructure. This supports local food production and biodiversity creation. This provides opportunity for social interaction.</p> <p>Part 2 Policy GR5 supports allotments and community gardens in the borough.</p>	No change. .
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>Hither Green west of the tracks has been missed. Why is there no provision to Green links to Mountfield Park?</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p>	2	<p>The council is carrying out additional open space study and the Metropolitan Open Land review. This will be assessing additional sites for allocation and those that should be afforded protection. These studies will then be used to inform revisions to the green and open space</p>	No change

		<p>Open space and Lewisham's green grid Urban greening and trees Green infrastructure</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>. Green links to be introduced in Hither Green west of the tracks. There is no provision in the document at all for any improvements. Why has this area been overlooked again?</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Invest in the less affluent areas of Lewisham not just the middle class areas. Hither Green West of the tracks loses out again in your plan. Not even the community garden is identified.</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>		policies and designations	
Green Infrastructure		<p>1. Are there other issues around green infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to green infrastructure? Select the topic(s) and comment below</p> <p>Driveways</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Too many people pave over their driveways and / or gardens, allowing nowhere for water to drain - why not insist on something more environmentally friendly like gravel??</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Green Infrastructure' section of the Local Plan?</p> <p>N/A</p>	12	<p>There are Permitted Development Rights over which the Council exercises no planning control, including the paving over of front gardens and driveways.</p> <p>Where planning permission is required, the draft Local Plan includes policies on Sustainable Drainage and urban greening.</p>	No change.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address?</p> <p>Integrated measures for biodiversity</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below</p> <p>Biodiversity</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Biodiversity should be an integral part of sustainable design, as measures such as green roofs & green walls, water features, swift bricks & bat boxes need to be designed in from the earliest possible design stage if their effectiveness for biodiversity is going to be maximised</p>	0	Noted.	Local Plan amended with new policy on Biodiversity Net Gain, in line with provisions of Environment Act 2021.

		<p>4. Do you think that there are other approaches that should be considered? Clear mandatory targets such as the RIBA (2013) standard for 1:1 nestbox per dwelling on average would give clarity and increase likelihood of such measures being designed in from an early stage.</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>			
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Sustainable design</p> <p>3. Please provide your comments on the topic(s) selected above. Insist on passive house design: The required technologies are now widely available, e.g. low u-value fabric, heat pumps, solar gain architecture, etc. Firm up the sustainability requirements for new housing: Do not allow exceptions! Have the low-carbon designs evaluated by an independent consultant not paid for by the developer! Do not include parking for new builds except for disability parking.</p> <p>4. Do you think that there are other approaches that should be considered? Remove parking spaces in the borough and replace the space with cycle lanes or wider sidewalks, add more trees in residential areas.</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	0	<p>The draft Local Plan policies on sustainable design and construction, including zero carbon development, are considered to be in general conformity with the London Plan. The introduction of higher standards could have an impact on development viability and in turn limit the council's ability to secure other requirements, such as affordable housing. A balance must therefore be struck.</p> <p>However it is recognised that the plan could be amended to address 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>Parking provision will need to be carefully managed, particularly the use of existing spaces. The Council's Transport service is responsible for parking management. The draft Local Plan will be amended to reflect the new London Plan parking standards.</p>	<p>Local Plan amended to make clear that building sustainability assessments must be carried out by suitably qualified and independent assessor.</p> <p>Local plan amended to with new policies on 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>Local Plan amended to fully align with London Plan parking standards, including standards for car-free and car-lite development.</p>
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? Recycling</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Reducing and managing waste</p> <p>3. Please provide your comments on the topic(s) selected above. There are zero recycling ♻️ facilities in Hither Green west of the railway: Fluorescent Lamps (they contain Mercury!!) - no facilities Textiles - no facilities</p>	0	<p>The council recently adopted the Lewisham Waste Strategy 2021-2031. This sets out objectives and priorities for provision of recycling facilities.</p> <p>Where additional strategic provision is required over the plan period, for example recycling centres, this is set out in the Infrastructure Delivery Plan.</p> <p>The draft Local Plan includes policies to ensure that new developments make adequate arrangements for the provision of on-site facilities for waste disposal and recycling.</p>	<p>Local Plan monitoring framework amended to include targets for waste management and recycling.</p> <p>Local Plan amended to refer and clarify approach to delivering net waste self-sufficiency in line with the waste hierarchy.</p> <p>Local Plan amended to refer the council's latest waste strategy.</p>

		<p>Lewisham Council website suggests go to the Landmann Way site. We don't have a car. If Lewisham Council say 'Climate change emergency' and you are promoting '15 minute neighbourhoods. Why are there no services to support this?</p> <p>4. Do you think that there are other approaches that should be considered? Put in recycling services</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? Put in recycling services</p>			
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Improving air quality</p> <p>3. Please provide your comments on the topic(s) selected above. Air quality will not improve unless steps are taken to reduce car use in the borough. We have a number of main roads (south circular, Lee High rd, Lewisham high St, Bromley Rd to name a few), which remain main thoroughfares, but the cutting of though traffic in residential areas has a measurable improvement in air quality for people living both in and around these areas.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? No</p>	0	<p>The draft Local Plan includes a range of measures to address poor air quality in Lewisham and London, including through encouraging and enabling modal shift away from car use. In additional, the plan promotes the application of the Healthy Streets Approach, particularly on major roads, to address poor air quality, where some roads are Air Quality Management Areas.</p> <p>However it is acknowledged that the plan should be amended to bring the air quality standards on new developments in line with the London Plan.</p>	Local Plan amended to require all developments to be a minimum air quality neutral.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Minimising greenhouse gas emissions</p> <p>3. Please provide your comments on the topic(s) selected above. All new buildings should be designed to be energy efficient: the Passivhaus standard/Future Homes Standard for 2025 should apply today fo all new buildings. It is much easier to install low energy solutions by design than to retrofit. Carbon offsetting should not be an option for any new build.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	0	<p>The draft Local Plan policies on sustainable design and construction, including zero carbon development, are considered to be in general conformity with the London Plan. The introduction of higher standards could have an impact on development viability and in turn limit the council's ability to secure other requirements, such as affordable housing. A balance must therefore be struck.</p> <p>However it is recognised that the plan could be amended to address 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p>	Local plan amended to with new policies on 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address?</p>	0	The Local Plan deals with the use and management of land. As a dietary and	No change.

		<p>Add another action point to SD1.B “To help ensure that the Borough develops in a way that is environmentally sustainable the Council will ensure that all Council run properties, event and functions will provide a substantial vegan option at every opportunity</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below</p> <p>Responding to the climate emergency Minimising greenhouse gas emissions Veganism</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Veganism is the quickest way an individual can minimise their GHG emissions as their personal response to the climate emergency. Lewisham Council should help enable and promote this action as part of their striving to address global climate change</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Moving all of Council's food provision over to a plant-based, vegan one is the best way to ensure the Council does all it can to mitigate and reduce its impact on climate change. Anything short of that is a failure to make the maximum changes possible.</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan?</p> <p>Providing vegan cookery lessons at The Lewisham Training Kitchen is something easy to do and could engage multiple communities and stakeholders</p>		<p>lifestyle matter, veganism is outside the scope of the Local Plan.</p> <p>However, it is noted the economy and culture policies provide flexibility for restaurants and other businesses supporting vegan options to locate within town centres.</p> <p>The Council’s Climate Emergency Action Plan includes actions to raise awareness of and support veganism.</p>	
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address?</p> <p>The plan is unambitious compared to other local authorities on some aspects.</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below</p> <p>Responding to the climate emergency Design to support the circular economy Managing the risk Improving air quality Minimising greenhouse gas emissions Reducing and managing waste Reducing flood risk Sustainable drainage Water management</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The plan has big aspirations but is light on detail on how this will realistically be monitored and achieved.</p> <p>Many aspects such as energy efficient housing are already part of planning regulations. Additional commitments and policy changes are needed to make a substantial difference and back up the declaration of a climate emergency in the borough.</p> <p>Declaring a climate emergency is not an achievement in itself. Making substantial changes and setting higher environmental standards will result in genuine improvements.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	1	<p>Disagree that the plan is unambitious. The Local Plan provides for a significant step change in the local policy framework for climate change adaptation and mitigation, as well as urban greening and the management of green infrastructure.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. The Council will continue to work with and lobby TfL for improved bus services throughout the Borough, including services to and between key transport nodes.</p> <p>Low Traffic Neighbourhoods are outside the scope of the Local Plan.</p>	<p>Local Plan parking policies amended to fully align with London Plan standards, including car-free and car-lite development.</p> <p>Local plan amended to with new policies on ‘non-regulated carbon emissions’ and sustainable retrofitting of the existing building stock.</p> <p>Local Plan amended to refer and clarify approach to delivering net waste self-sufficiency in line with the waste hierarchy.</p> <p>Local Plan amended to refer the council’s latest Waste Strategy.</p>

		<p>The cycling infrastructure is poor in many parts of the borough and Lewisham lags behind other London boroughs in this respect. There is not a big enough commitment to create continuous quiet routes for cyclists to traverse the borough. Many junctions and road sections are particularly hazardous.</p> <p>Many policies in the plan will be at odds - for instance options to retrofit existing buildings will be competing with the drive for densification. New buildings have a very high carbon footprint, requiring extremely large amounts of concrete etc. Retrofit options should be considered more favourably.</p> <p>Transport policy is not always carefully thought out and more collaboration with TfL is needed. Parking is being reduced at a time when trains stations are seeing a reduction in train routes (eg Southern services). Some train stations in the borough lack any bus link.</p> <p>Wood burning stoves, garden burners etc should be strongly discouraged - emissions from even 'clean' wood sources are toxic and unnecessary. Campaigns to educate residents would be useful - eg switching from coal to gas BBQs. Businesses should not be allowed to use diesel generators on an ongoing basis.</p> <p>The plan is very ambitious regarding assessment of new developments, at a time when resources in the council are stretched. Whether heat management in new buildings is realistically going to be scrutinised is unclear, particularly with the drive for densification - a single aspect, south facing flat, will be difficult to cool or ventilate in the height of summer.</p> <p>Mature trees are highly effective in heat management and they are typically undervalued. Statements about new trees being planted are akin to greenwashing, they are often not large species and a significant proportion will not thrive with poor aftercare etc. Existing trees are graded for quality as A/B/C but there is no quality standard or critical assessment of tree planting proposals or aftercare plans.</p> <p>The impact of LTNs on busier roads need to be honestly assessed. They often result in less affluent areas bearing the brunt of traffic pollution. Traffic solutions need to reduce the traffic for everyone, not the lucky few.</p> <p>Fly tipping is on the rise in the borough, waste management facilities are not accessible enough. Additional local recycling facilities are needed in other locations. The few points for items such as electrical goods are usually overflowing.</p> <p>The underground springs in hilly areas such as Wells Park and Crystal Palace are not being properly considered when assessing new developments - particularly where pile driving, underground car parks etc are planned. The consequences are that spring water is diverted elsewhere. The increased water flow at the Hillcrest Estate is evidence of this, but it is not taken seriously and is omitted from the plan. The long-term risks of subsidence can leave homes uninsurable.</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan?</p> <p>N/A</p>	<p>The draft Local Plan policies on sustainable design and construction, including zero carbon development, are considered to be in general conformity with the London Plan. The introduction of higher standards could have an impact on development viability and in turn limit the council's ability to secure other requirements, such as affordable housing. A balance must therefore be struck.</p> <p>However it is recognised that the plan could be amended to address 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>The Local Plan Part 2 section on Green infrastructure includes provision on tree protection and management, and tree planting. It clearly sets out that "Development proposals will be expected to retain and protect existing trees, ensuring they can be sustained over the long-term. This includes trees of quality which are Category A and B trees as defined by British Standard BS5837:2012 and also Category C & U trees within biodiverse habitat areas".</p> <p>The council recently adopted the Lewisham Waste Strategy 2021-2031. This sets out objectives and priorities for provision of recycling facilities.</p> <p>Where additional strategic provision is required over the plan period, for example recycling centres, this is set out in the Infrastructure Delivery Plan.</p> <p>The draft Local Plan includes policies to ensure that new developments make adequate arrangements for the provision of on-site facilities for waste disposal and recycling.</p> <p>The draft Local Plan policies on water management include provisions around flood risk management that</p>	
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				must be taken into account for new development proposals.	
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Improving air quality Responding to the climate emergency Minimising greenhouse gas emissions</p> <p>3. Please provide your comments on the topic(s) selected above. Mitigating air quality is not good enough, it has to be improved. The climate emergency means immediate action is needed on sustainable design codes. The planet can't wait.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	0	The draft Local Plan includes a range of measures to address poor air quality in Lewisham and London. However it is acknowledged that the plan should be amended to bring the air quality standards on new developments in line with the London Plan.	Local Plan amended to require all developments to be a minimum air quality neutral, and seek to improve air quality.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Non chosen</p> <p>3. Please provide your comments on the topic(s) selected above. N/A</p> <p>4. Do you think that there are other approaches that should be considered? Wood burning fires should be banned as an unacceptable source of PM2.5 pollution and airway irritants.</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	1	Wood burning fires, such as for outdoor stoves, barbeques and fire pits, are outside the scope of the Local Plan.	No change.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Responding to the climate emergency Improving air quality Minimising greenhouse gas emissions Reducing and managing waste</p>	1	The draft Local Plan policies on sustainable design and construction, including zero carbon development, are considered to be in general conformity with the London Plan. The introduction of higher standards could have an impact on development viability and in turn limit the council's ability to secure other requirements,	<p>Local plan amended to with new policies on 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>Local Plan amended to make clear that carbon offsets should be a last resort.</p> <p>Local Plan parking policies amended to fully align with London Plan parking standards,</p>

		<p>Sustainable drainage Water management Energy infrastructure</p> <p>3. Please provide your comments on the topic(s) selected above. Much much more needs to be done, much faster, to meet the ambitious 2030 carbon-neutrality targets. As far as I'm concerned, carbon offsetting is a bit of a cheat tactic - the emissions still take place!</p> <p>New developments need to be given much stricter rules to build in sustainable materials and reduce emissions and waste. Grey water systems should be mandatory in all new blocks of flats of a certain size (say > 10 units). Other green technologies (air and ground source heat pumps, solar panels, insulation and high performance glazing, also need to be encouraged and made non-optional. Developers will wince as it will eat into their profits but the council and national government need to be firm otherwise those targets are just lip service.</p> <p>The charging infrastructure for electric cars in an absolute joke. Many people on my street are considering replacing their car with an electric one but there are no charging points and houses don't have garages or drives, which means cables would need to be run across the pavement which is unsafe and not accessible. Almost ironically, a few parking meters were just uninstalled but instead of replacing them with charging points (presumably the power supply is already there!) the holes were just covered over. Who makes these decisions? Does no one have any foresight? We need a network of electric charging points in public spaces (car parks, supermarkets) and roads for residents to use - and fast, like this year in 2021!</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>		<p>such as affordable housing. A balance must therefore be struck.</p> <p>However it is recognised that the plan could be amended to address 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>The London Plan provides scope for the use of carbon offset payments. The Local Plan seeks to employ these in limited circumstances, recognising there could be feasibility issues which prevent or limit the requirements from being satisfied. However the plan will be amended to make clear offsets should be used as a last resort.</p> <p>The Local Plan will be amended to reflect the London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p>	including for electric or Ultra-Low Emission vehicles.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? none</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Design to support the circular economy</p> <p>3. Please provide your comments on the topic(s) selected above. Farmers' markets are very popular, but please, when designing spaces for these markets leave an element of the "Higgledy-Piggledy" as in Borough Market, at London Bridge. Too much evidence of Architecture or of Planning is a killer, paradoxically.</p> <p>4. Do you think that there are other approaches that should be considered? Yes, see above</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan?</p>	0	<p>Noted. Markets or market space will vary depending on location and the nature of use, for example, whether within a town centre or in a car park in an out of centre location, and if farmers' market or other type of market. Design aspects will be considered through the development management process and/or through licencing.</p>	No change.

		N/A			
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below</p> <p>Sustainable design</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>need to build in long term materials that can last for decades. rather than demolishing buildings only after a few decades.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan?</p> <p>N/A</p>	1	Noted. This matter is addressed through the Local Plan policy on the circular economy.	No change.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address?</p> <p>1) encourage energy efficiency of older hard to heat homes by using carbon offset fund and reduce planning permission restrictions for measures such as solid wall insulation and solar pv with battery storage. 2) encourage greater use of cycling by introducing more well designed designated cycle lanes 3) encourage greater take up of electric cars by introducing smart charging points for residential streets .</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below</p> <p>Responding to the climate emergency Improving air quality Sustainable design</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>1) encourage and promote energy efficiency improvements of older hard to heat homes through use of carbon offset funds for low income residents for measures such as solid wall insulation, solar pv (with battery storage) and heat pumps and reduce planning permission restrictions to allow greater uptake amongst able to pay residents.</p> <p>2) encourage residents to reduce use of cars by introducing more designated cycle lanes that are designed properly to that they work alongside other vehicular traffic and allow for safe cycle crossings at busy junctions.</p> <p>3) where residents cannot cycle encourage greater take up of electric cars by introducing smart electric car charging points e.g. subsidised charging points on lamp posts for residents living on streets where not able to park car in drive or outside their house</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan?</p> <p>N/A</p>	2	<p>The draft Local Plan policies on sustainable design and construction, including zero carbon development, are considered to be in general conformity with the London Plan. However it is recognised that the plan could be amended to address 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Local Plan will be amended to reflect the London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through</p>	<p>Local plan amended to with new policies on 'non-regulated carbon emissions' and sustainable retrofitting of the existing building stock.</p> <p>Local Plan parking policies amended to fully align with London Plan parking standards, including for electric or Ultra-Low Emission vehicles.</p>

				<p>tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? Again greater community inclusion would pay dividends, more needs to be included about what people can do locally.</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Design to support the circular economy</p> <p>3. Please provide your comments on the topic(s) selected above. The Council need to provide a lead by not demolishing so much but re-purposing</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	0	<p>The Council's Statement of Community Involvement sets out how local communities will be involved in planning decisions, both in terms of plan-making and planning applications.</p> <p>Should the council bring forward development in the future, the Local Plan policies will apply including those on the circular economy.</p>	No change.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Responding to the climate emergency Sustainable design</p> <p>3. Please provide your comments on the topic(s) selected above. New housing to be energy efficient, use renewable energy (e.g. air source heat pumps)</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	1	The draft Local Plan policies on sustainable design and construction, including zero carbon development, are considered to be in general conformity with the London Plan. Development proposals will need to apply the London Plan Energy Hierarchy to ensure they are energy efficient and reduce carbon emissions.	No change.
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? Maintain the pavements.</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below Improving air quality Energy infrastructure</p>	1	<p>The Local Plan includes policies dealing with public realm and sets out requirements to secure maintenance arrangements where new development comes forward. Elsewhere, maintenance of the public realm will be dealt with by relevant</p>	<p>Part 3 of the Local Plan amended to include new spatial objectives and policies for the area west of Hither Green station.</p> <p>Local Plan amended to designate Hither Green Lane as a new Local Centre.</p>

		<p>Reducing and managing waste</p> <p>3. Please provide your comments on the topic(s) selected above. Hither Green west of the tracks has only 3 car charging points. Lewisham Council decreased the quality of the air in this area by the Lee Green LTN. This cannot happen again. More charging points in this area so our air quality improves.</p> <p>There has been no investment of any sort in Hither Green west of the tracks for years. This needs to change.</p> <p>4. Do you think that there are other approaches that should be considered? Deal with the problems already existing.</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>		<p>Council service areas within resources available.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p> <p>Electric vehicles - The Local Plan will be amended to reflect the London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	<p>Local Plan parking policies amended to fully align with London Plan parking standards, including for electric or Ultra-Low Emission vehicles.</p>
	Sustainable design	<p>1. Are there other issues around sustainable design and infrastructure that the Local Plan should address? South circular</p> <p>2. Do you have any comments on the proposed approaches to sustainable design and infrastructure? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. Thanks to Saddiq Kahn all crappy old vehicle with filthy emissions will be using the south circular from now on, so the center of London will be lovely and clean, with less traffic, and Lewisham will be congested and filthy - what is your plan to combat that??</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Sustainable Design and Infrastructure' section of the Local Plan? N/A</p>	0	<p>The Council has and will continue to lobby the Mayor of London / Transport for London to extend the Ultra-Low Emission Zone (ULEZ) past the South Circular and to cover the Borough.</p>	<p>No change.</p>
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p>	5	<p>Noted. The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	<p>No change.</p>

		<p>Healthy streets/healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. Love what is happening to the neighbourhood with the LTN, I've been cycling much more with my little boy in the back of my bike and feeling much safer doing so, thank you! No car needed in this family !</p> <p>4. Do you think that there are other approaches that should be considered? Keep it going, the reversal of measures wasn't needed</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Thank you</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? There are inadequate south/north bus routes between Lee Green and Greenwich peninsula and Greenwich village</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. Lee Forum carried out a consultation on the adequacy of local bus route, details of which can be found in the Lee Neighbourhood Plan transport section. Overwhelmingly respondents said there is no easy way to get to Greenwich (east and west). People either have to Blackheath or Lewisham then change. Greenwich is so close to Lee Green it really shouldn't be necessary to change buses, with the delays that that this brings, to get there. As a result many people drive when really it should be a quick bus ride.</p> <p>Two new bus routes would increase active travel. This is particularly important for Lee Green given the amount of housing that is planned for Lee Green and that most of that housing will not be given parking spaces</p> <p>4. Do you think that there are other approaches that should be considered? Please plan for bus routes from Lee Green Greenwich Village and Greenwich peninsula</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p>	4	Noted. The Council has and will continue to lobby the Mayor of London / Transport for London for public transport investments locally, including improved bus services within the Borough.	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Parking Healthy streets/ healthy neighbourhoods Taxis and private hire vehicles</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	8	The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.	No change.

		<p>Bike parking needs to be designed in to transport hubs, shops, and developments so that it is perceived as safe and secure and also open to non-standard bikes (eg trailers, cargo bikes, specially adapted bikes). Everything that can be done to discourage residents from paving over front gardens for car parking - front garden parking effectively blocks their section of road to other people who might want to park; allows residents to avoid parking charges that their neighbours have to pay; has negative environmental consequences for surface runoff and loss of vegetation; and most importantly, causes a danger to pedestrians- who ought to feel safe walking along a pavement</p> <p>4. Do you think that there are other approaches that should be considered? Cargo bike / bike trailer hire services, work with taxi firms to encourage people to give up personal vehicles.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Bike routes need to be carefully planned so that (eg) the strategic route from Lee to Lewisham doesn't go over an unnecessary hill!</p>		<p>The Local Plan has been informed by the Lewisham Cycle Strategy, including the Lewisham Links policies.</p> <p>There are Permitted Development Rights over which the Council exercises no planning control, including the paving over of front gardens.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Public transport is worsening and other infrastructure needs attention</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets/healthy neighbourhoods Parking Deliveries, servicing and construction Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above. The state of the pavements in many areas is very poor, this is hazardous. How are the council monitoring and addressing this? The cycle and transport provision is not thought through and planned at the same time when planning permission is being considered. This means there isn't a coordinated approach and people end up stranded. New developments are being built with hundreds of bicycle parking spaces, but most people will not feel safe or confident enough to cycle on the road.</p> <p>4. Do you think that there are other approaches that should be considered? LTNs are diverting traffic, the evidence that they will significantly reduce overall car ownership is tenuous. Those living near busy roads are now breathing even worse air, so that the lucky few can enjoy quiet roads. This is not an equitable solution. Dangerous driving seems to be a common theme in resident's concerns, yet the council seem powerless to do anything. Rogue drivers speed without impunity, statistics on accidents are poor quality and don't seem to be monitored or analysed by anyone. This would inform where the most dangerous roads are. The lack of joined up approach better the council, TfL and the policy is uninspiring. How has a Labour council not managed to team up with a Labour mayor and do something better than think up a few LTNs? Surely a missed opportunity. Fining those who leave the motor running or park outside schools? PCNs / traffic wardens outside schools?</p>	2	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Council has prepared an Infrastructure Delivery Plan (IDP) alongside the Local Plan. This sets out the different types of infrastructure, including transport infrastructure, required to support the levels of growth planned. The IDP has informed the preparation of the Local Plan, and some site allocation policies include requirements for the provision of specific types of infrastructure.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	No change.

		<p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>low traffic neighbourhoods</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets/ healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Creating low-traffic neighbourhoods that are protected from motorised through-traffic (as proposed by London Living Streets in response to the Council's consultation in November 2018).</p> <p>Increasing the use of non A & B roads for pedestrianised entertainment / retail areas / pocket parks. For example, the immediate vicinity of Brockley station has been temporarily pedestrianised to allow local cafes and restaurants to offer socially-distanced outdoor seating. This has been very successful and should be made permanent. Furthermore it should be considered as a role-model for other similar areas.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>We note that other London boroughs have made significant progress in these areas over the last 18 months, successfully rebalancing road use away from cars towards cycling, walking and public transport. Proven templates exist that can easily be applied throughout the Borough as well, in particular in Brockley and Ladywell wards, where the traditional residential road grids (in the conservation areas in particular) were designed to support local means of transport. These residential roads were never designed to support rat-running car traffic, which is always to the detriment of all residents along those routes.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	9	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. This includes the application of the Healthy Streets Approach throughout the borough.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Segregated cycle lanes for main roads</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I strongly agree with Make Lee Green's response. In particular, the vital importance of making 'main' roads such as the A20 and A2212 safe for cyclists and pedestrians. I support the rollout of LTNs across the borough, but cyclists and pedestrians should not have to take slower, less direct routes on side streets to be safe. Every main road should have segregated cycle lanes and be a safe, pleasant environment for pedestrians.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	9	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. This includes the application of the Healthy Streets Approach throughout the borough, particularly on main roads.</p> <p>It may not always be feasible to deliver segregated cycle lanes. Interventions to enable and promote</p>	No change.

		<p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>		<p>cycling will be considered on a case-by-case basis, having regard to the Council's Cycling Strategy and Local Implementation Plan.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>On-street car parking must be reduced. Currently, all residential streets are blocked with parked cars. Often they are parked halfway up on the sidewalk restricting pedestrians. They also block bus services significantly. They increase the danger to cyclists by careless drivers opening the car door or the cyclist being squeezed in between parked car and moving traffic.</p> <p>The plan should contain</p> <ul style="list-style-type: none"> - A ban on all on-street parking along bus routes - Restricted on-street parking in all residential areas, not just those with good public transport access. Most residential areas are within 10mins cycle distance from public transport access which, of course, requires plentiful bicycle parking spaces. - Disability parking must be provided in sufficient numbers everywhere and is exempt from above. - All remaining car traffic including vans must be electric or hydrogen driven with a sufficient provision of charging points throughout the borough. - Turn residential streets into one-way access to reduce rat-runs or with agreement of the residents, close some completely to traffic. <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	3	<p>The Local Plan will be amended to fully align with the London Plan parking standards, which provide more stringent requirements for car-free and car-light development to reduce car use and promote modal shift.</p> <p>The Local Plan will also be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	Local Plan parking policies amended to fully align with London Plan parking standards, including for electric or Ultra-Low Emission vehicles.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Lee Green LTN</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p>	1	<p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p> <p>The Council has and will continue to lobby the Mayor of London / Transport for London to extend the</p>	No change.

		<p>Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. Lee Green LTN caused abject misery and horrific traffic and pollution in Hither Green west of the railway. Do not bring it back. It does not reduce traffic it moves it.</p> <p>4. Do you think that there are other approaches that should be considered? ULEZ throughout Lewisham. If people want to live in LTN's then they should be made to give up their cars, car leases and car clubs.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		Ultra-Low Emission Zone (ULEZ) past the South Circular and to cover the Borough.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? More LTNs</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. The LTN has transformed the Lee Green area but more needs to be done and faster so that benefits are felt more widely. I would like to see the council address air pollution on main roads and also provide more cycling infrastructure ie segregated lanes. As a mum, I don't feel comfortable on busy roads especially with kids but that could change quickly if safety concerns were addressed. I would like to see bolder commitments from the council in addressing the climate crisis. I believe Lewisham is currently ranked the worst of all inner London boroughs on the Healthy Streets scorecard. I also feel council comms could be so much better when we talk about discouraging car use. No one is talking about the many health benefits for example. More ltns across lewisham, safer, quieter and cleaner roads needed.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	11	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. This includes the application of the Healthy Streets Approach throughout the borough, particularly on main roads.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	10	Support noted.	No change.

		<p>welcome the proposals to increase active travel. this should be done in conjunction with housing. it is not sustainable to use a 1970's model of design with the density of population from the new housing.</p> <p>Active travel benefits all communities and has additional positive outcomes for health, well-being and community cohesion, so should be a priority.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? No</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Electric Vehicle charging infrastructure is not explained, how can wider goals such as carbon net zero be implemented without a clear EV strategy.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. To make Healthy Neighbourhoods a reality, a defined walking network needs to be developed including a 15 minute neighbourhood to define key walking routes.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	12	<p>The Local Plan will also be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p> <p>The spatial strategy broadly supports the 15 minutes neighbourhood concept, however additional supporting text will be included for clarification.</p> <p>The Local Plan includes the Lewisham Links policy, which helps to define a strategic network of walking routes and cycleways. Additional public realm enhancements and investments will be considered on a case-by-case basis having regard to the Council's Cycling Strategy and Local Implementation Plan.</p>	<p>Local Plan parking policies amended to fully align with London Plan parking standards, including for electric or Ultra-Low Emission vehicles.</p> <p>Local Plan spatial strategy supporting text amended to make reference to 15 minute neighbourhood concept.</p>
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p>	16	Support noted.	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Very much support the Healthy Streets/ healthy neighbourhoods & sustainable transports initiatives; though probably all needs to happen at a much faster rate! Some people do need to use cars (disabled, public sector roles starting early in the morning before public transport does etc.) but the vast majority of journeys could happen by foot, cycling or public transport (more heavily subsidised for those that it needs it needs to be).</p> <p>We urgently need to reduce pollution, reduce congestion, increase the number of safe cycle lanes, widen pedestrian routes (e.g. by no longer allowing vehicles to park on some pavements), & make our streets more pleasant & safer.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>If the housing needs are to be met, the increase in population cannot mean a corresponding increase in the number of vehicles. Increasing the number of LTNs to encourage sustainable active transport options will support local businesses, increase local economic activity, improve health and well-being of residents. The studies into the introductions of LTNs both in other boroughs of London and internationally show that the benefits of LTNS accrue to people living outside the area as well.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	13	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Parking. The whole of Lee needs a CPZ</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods</p>	15	<p>The making of Controlled Parking Zones is outside the scope of the Local Plan. The Part 2 policies deal with approaches to parking management. The Local Plan will be amended to fully align with the London Plan parking standards, which provide more stringent requirements for car-free and car-light development to</p>	Local Plan parking policies amended to fully align with London Plan parking standards, including for car-free and car-lite development.

		<p>3. Please provide your comments on the topic(s) selected above. The LTN has revitalized the area. Please keep that focus to help encourage healthy walking and cycling.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>reduce car use and promote modal shift.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. This includes the application of the Healthy Streets Approach throughout the borough, particularly on main roads.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods Sustainable transport and movement Parking</p> <p>3. Please provide your comments on the topic(s) selected above. Make Lee Green is a residents' group that supports measures to improve the health and quality of life of people in the Lee Green area and across Lewisham. We appreciate the opportunity to provide comments on the Lewisham Plan. The Plan identifies the right priorities for the borough. We fully support its aims of achieving safer, healthier, more inclusive and more sustainable communities. However we find there is a mismatch between the aims of the plan and the detail of the proposals and it lacks specific actions or targets that will enable the goals to be realised</p> <p>4. Do you think that there are other approaches that should be considered? Make Lee Green's proposal to improve the plan are available here (and have also been submitted by email): https://drive.google.com/file/d/1hZtCl3zgurAwznSfo_5qV7xukZzRg9m4/view</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	13	<p>Noted. The Council has received Make Lee Green's full representations by email. Responses to these comments are set out in the Written Representations Table that sits as an Appendix to this Regulation 18 Consultation Statement.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p>	15	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of</p>	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. We need a borough-wide approach to healthy streets and low traffic neighbourhoods, more provision for safe cycling and better connectivity for cycling, walking and public transport</p> <p>4. Do you think that there are other approaches that should be considered? I support the proposal set out in the Make Lee Green submission https://makeleegreen.wordpress.com/2021/04/09/our-response-to-the-lewisham-local-plan-consultation/amp/#click=https://t.co/Dx8cTNCjoj</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. This includes the Healthy Streets Approach.</p> <p>The Approach will be applied borough-wide to all streets, however the Local Plan signposts key major roads and corridors where the approach is particularly important to support the delivery of the spatial strategy.</p> <p>The Council has received Make Lee Green's full representations by email. Support for this is noted. Responses to these comments are set out in the Written Representations Table that sits as an Appendix to this Regulation 18 Consultation Statement.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Providing clear design requirements for developers to contribute CIL towards the construction of a high quality Strategic Protected Cycle Network throughout the borough.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport and movement Bakerloo line extension Healthy streets / Healthy neighbourhoods Deliveries, servicing and construction</p> <p>3. Please provide your comments on the topic(s) selected above. Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 2500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.</p> <p>General comments on the plan: Lewisham Cyclists welcome the opportunity to comment on the Lewisham Local plan. The focus of our response is around the Transport and Connectivity section of the plan, along with some specific comments regarding certain sites throughout the borough. We would also highlight our current campaigning objectives which align with a number of the proposals in the plan and would urge the council to integrate these into the local plan.</p>	53	<p>CIL is a levy on all development over certain parameters and its rate is set out on the Council's website.</p> <p>As part of the Local Plan preparation an Infrastructure Delivery Plan (IDP) is published. The IDP sets out the necessary infrastructure (schools, health care facilities, road and public transport improvements etc) that is required to accommodate the level of growth anticipated through the Local Plan</p> <p>We note your support to the various policies.</p>	No change.

		<p>Our comments about the overall plan can be found below, along with specific detailed comments on a number of individual sites in the Appendix provided. We do have a number of comments and concerns as detailed below:</p> <p>Specific points about the overall plan</p> <p>We believe some of the wording in the plan should be revised to bring it in line with existing policies from City Hall, where walking and cycling should be “enabled” as opposed to “encouraged”. Lewisham council has been encouraging and promoting cycling for more than a decade, yet still has one of the lowest mode shares for cycling amongst all inner london boroughs, and the worst Healthy Streets Score of any Inner London borough. The key missing element to date has been dedicated infrastructure, creating a fully integrated cycle network which meets London Cycle Design Standards and enables all residents in the borough to choose cycling as a viable mode of transport.</p> <p>We fully support the Council’s visionary aims of becoming carbon neutral by 2030, and for 80% of all trips to be made by walking, cycling or public transport by 2041 (London Plan Policy T1). However, it should be noted that the Healthy Streets low scores attributed to the lack of safe cycle tracks, the amount of road space not managed under CPZ, and the low participation figures of cycling, the damage to health due to pollution hotspots, reveal that time to effect lasting and sustainable change is very limited.</p> <p>We also note the outline strategic cycle network (figure 12.4) doesn’t use current nomenclature for cycleways, instead mentioning the now defunct quietways and cycle superhighways. This figure also shows incorrect routing for the A21 Lewisham Spine which should follow the A21 and A20 as far as Jerrard Street before heading North up Brookmill road. This should be amended along with the terminology used to comply with the Transport for London Cycling Action Plan. Whilst we support the aims of the strategic cycle network mentioned, we would expect this network to now be built to a standard which follows London Cycle Design Standards. It should be noted that Lewisham council has yet to build any protected cycle track of considerable length within the last 5 years. The protected cycle track on Edward street in Deptford is to our knowledge, the only protected space (on a road) in the entire Borough that meets current design standards and was provided as part of Quietway 1 funded through TfL 5 years ago. It is approximately 250m. We would urge the planning department in the council to work more closely with highways in addressing a number of issues throughout the borough which have severed communities for decades and created pinch points, all of which should be addressed in any strategic planning documents for development on a number of adjacent sites. We provide some examples of this further below, although not an exhaustive list. Lewisham Cyclists would urge the council to update the existing borough cycle strategy and transport strategy to meet updated guidance and design principles as detailed in Transport for London’s Cycling Action Plan.</p> <p>We also support Policy TR3 and the aim of providing Health Neighbourhoods (HN). Again, there is a significant gap between what has been provided so far (1) and the need which we estimate to be over 100. Similarly, very few modal traffic filters have been installed in the Borough. Pre-pandemic it was one (Prince Street, Deptford) which represents the total number of filters (bollards/planters) installed in the last quarter century. During the first phase of the pandemic other emergency filters were installed but half have since been removed or in abeyance. We believe the council needs to show more political will and coherent commitment in delivering on its own strategy.</p> <p>Although the plan states (page 457) that developers will be expected to submit details of how their proposals will facilitate walking and cycling to and from their site(s), with a Healthy Streets approach, we consider this too discretionary to have a significant impact. In our</p>			
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		<p>experience developers simply focus on cycle parking facilities, rather than investing in improved connectivity to and from the site to other destinations. Therefore the plan should stipulate that adopting the Healthy streets approach will be a condition of planning with all new developments required to demonstrate an improvement in the healthy streets score for adjacent streets to development sites. Our view is the Council should take the lead in stipulating strategic active travel corridors, which the site specific developer would be required to link up with. We are hopeful this will happen with the A21 Healthy Streets Corridor (Lewisham Spine) as envisioned. Unless a strategic cycle and active travel network is specifically pursued by the Council, as previously mentioned in the Council's own Transport Strategy, it is unlikely that developers will single handedly secure that crucial piece of sustainable travel infrastructure. In terms of investment, S106/CIL contributions should be ring fenced for enabling active travel to/from areas of development.</p> <p>On page 460 - last mile delivery we support this although we'd like to see the Council supporting e-cargo bike delivery companies as well as encouraging mutual storage and warehousing facilities at strategic points such as to provide delivery hubs for both Lewisham and Catford Town Centres. Sites such as Holbeach Road Car Park and Molesworth Street Car Park would provide ideal locations to facilitate this.</p> <p>Bakerloo Line Extension - we're supportive of the extension (as mentioned at consultation) but consider cycle hubs are needed at strategic interchanges, especially New Cross, Lewisham, and Catford. Secure cycle parking is essential to promote onward public transport access and avoid the current car park dominated areas outside stations. We believe this should be provided as part of S106 agreements for all development within 100 metres of a station entrance.</p> <p>Car parking, legal pavement parking should be banned for all new development, with controlled parking zones for existing residents implemented as conditions of any planning agreements.</p> <p>Lewisham's Cycling Strategy (2017) itself informs much of the Transport and Connectivity section, which is welcomed. However, it is important to note that the last known review of this (https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MIId=5566) reflected the significant challenge of targets already set , most of which were under-achieved at this review, and remain so eighteen months later. Ambitious targets of doubling the number of cycling journeys; increasing the proportion of people cycling to work to 10%; halving casualty rates of cyclists; and increasing the proportion of children cycling to school to 50% remain, and the gap towards closing in on those laudable metrics is as challenging as ever. Out of the 21 "quick win" cycle contra-flows identified, only 3 have been implemented in the period since the review.</p> <p>More positively Lewisham has made progress with school streets but there are many more significant and structural interventions required before Lewisham becomes an active travel exemplar. Securing these will require a more joined-up strategic approach where the Borough can apply an organisation wide culture of thinking beyond the car, amongst all its officers and members.</p> <p>Despite our obvious reservations on the scale of the challenge ahead, we remain committed to supporting Lewisham where there is commitment to real and lasting change. Anecdotally the number of people cycling, and crucially the number of people who would cycle if it was safe, have grown during the pandemic. Despite the hardships and tragedies of the past year, most of us have significantly changed our behaviour in our daily lives. We want a new normal which enables more people to walk and cycle in a safe and pleasant surrounding that is good</p>			
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		<p>for health, and people’s social and mental well being. It will also make them happier and benefit the local economy and cultural life of the Borough</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>Detailed in our full response to the local plan here. https://bit.ly/3t7ADP6</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Please don't ignore the A205 Stansted Road parade of shops (nos 294-341) which is a real trouble spot and totally NEGLECTED. There is high pollution due to bad traffic on A205. Traffic flow must be improved. Please don't ignore us just before we sit on the border between two wards, we are always forgotten!</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. Please don't ignore the A205 Stansted Road parade of shops (nos 294-341) which is a real trouble spot and totally NEGLECTED. There is high pollution due to bad traffic on A205. Traffic flow must be improved. Please don't ignore us just before we sit on the border between two wards, we are always forgotten!</p> <p>4. Do you think that there are other approaches that should be considered? Please don't ignore the A205 Stansted Road parade of shops (nos 294-341) which is a real trouble spot and totally NEGLECTED. There is high pollution due to bad traffic on A205. Traffic flow must be improved. Please don't ignore us just before we sit on the border between two wards, we are always forgotten</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Please don't ignore the A205 Stansted Road parade of shops (nos 294-341) which is a real trouble spot and totally NEGLECTED. There is high pollution due to bad traffic on A205. Traffic flow must be improved. Please don't ignore us just before we sit on the border between two wards, we are always forgotten!</p>	0	<p>Noted. The Local Plan includes policies which seek to deliver and support public realm enhancements and area improvements along the South Circular, using the Healthy Streets Approach.</p> <p>The plan also includes policies to manage uses within parades to help secure their long-term vitality and viability. Further details are set out in the Part 2 section on economy and culture.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport and movement</p>	12	The Local Plan will also be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions	Local Plan parking policies amended to fully align with London Plan parking standards, including for electric or Ultra-Low Emission vehicles.

		<p>3. Please provide your comments on the topic(s) selected above. I am keen that walking and cycling are given priority, but given that there will still be car use I would like to see proposals for a network of charging points to facilitate use of electric cars.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? CPZ</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Parking</p> <p>3. Please provide your comments on the topic(s) selected above. There are so many people that commute from outer/outside London that park in Lewisham's streets, especially around stations. They then finish their journey on public transport. This means that there is more traffic in Lewisham borough using residential streets,</p> <p>4. Do you think that there are other approaches that should be considered? There should be CPZ in the borough which is provided free to residents. Maybe charge non residents in some restricted areas to create revenue for the council</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	5	<p>The making of Controlled Parking Zones is outside the scope of the Local Plan. The Part 2 policies deal with approaches to parking management. The Local Plan will be amended to fully align with the London Plan parking standards, which provide more stringent requirements for car-free and car-light development to reduce car use and promote modal shift.</p>	Local Plan parking policies amended to fully align with London Plan parking standards.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport Healthy streets / healthy neighbourhoods Parking Bakerloo line extension</p> <p>3. Please provide your comments on the topic(s) selected above. Good to hear about plans for more healthy streets. Most people do not own cars, and air quality in the borough is poor. We need more public transport options (including tube connections), more pleasant walking and cycling routes (more trees, less traffic), and new development that isn't done in the same old 1960s-style car-centric way (why devote scarce land to more and more parking spaces?).</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p>	20	<p>Support noted.</p> <p>The Low Traffic Neighbourhoods Project is outside the scope of the Local Plan.</p>	No change.

		<p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>I'm in favour of the general aims - this is a good start that shouldn't be undone by the car lobby (as we saw with modest plans for low-traffic neighbourhoods)</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Focus and priority should be on cycling and walking not continuing with the status quo and promoting car use</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement Healthy streets / healthy neighbourhoods Parking</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>MORE FOCUS ON CYCLING! - make it MUCH easier and more accessible, not just for leisure but for commuters as a serious alternative to driving. At present alot of cycle routes are just tagged onto pavements or mixed use pathways with pedestrians and these routes are not particularly cycle friendly (cycle barriers, dismount signs, pedestrian crossings and islands, narrow paths). To reach 80% sustainable transport, we need wide dedicated cycle routes that are safe and well maintained (and designed and planned by actual cyclists!). No cycling detours or hilly routes - people need real direct and easy routes to get to shops and places of work</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Cycle only major roads and routes that are direct, uninterrupted and segregated from cars/vehicles.</p> <p>Ban/remove/reduce all vehicle parking (apart from loading/disabled parking) on all high streets and main roads and put in segregated cycle routes instead and more pedestrianized areas.</p> <p>More electric vehicle charging points - Ensure local delivery vehicles and business move to electric vehicles - particularly large supermarket chains and the council itself - too many diesel vans and trucks driving around the parks</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	16	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Lewisham Links policy provides the basis for a connected network of high quality walking and cycling routes. This will be supplemented with public realm enhancements throughout the borough as new developments come forward, in line with Policy QD3 on public realm and TR3 Healthy Streets as part of Healthy Neighbourhoods.</p> <p>It may not always be feasible to deliver segregated cycle lanes. Interventions to enable and promote cycling will be considered on a case-by-case basis, having regard to the Council's Cycling Strategy and Local Implementation Plan.</p> <p>The Local Plan will also be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and</p>	Local Plan parking policies amended to fully align with London Plan parking standards, including for commercial parking and Ultra Low Emissions vehicles.

				will support the implementation of the Local Plan.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Lewisham's commitment to encouraging pedestrian access and plan to "carefully manage the amount of car parking" is welcome. The most glaring and obvious issue in the borough is the designation of parking spaces on pavements/footpaths.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods Parking</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Healthy Neighbourhoods and LTNs are encouraging developments and the Lee Green LTN also gave a welcome respite to Ennersdale Road (which had previously been a dangerous rat-run). Unfortunately the part-reversal of the scheme has led to a return of speeding traffic. However, the new plans for school streets in the area are, again, very welcome. The current council have received a massive mandate for radical pledges on green transport and the climate crisis. The council needs to push ahead with plans for LTNs, expand them across the borough. Healthy streets are the future.</p> <p>Across the Borough cars are encouraged to park with two wheels on the pavement (e.g. Ennersdale Road, Leahurst Road) and even to park completely on the pavement (Bellingham Estate). If the Council is really committed to encouraging pedestrian access this abomination must end. I live on Ennersdale Road, where parking spaces take up 50% of the pavement leaving pedestrians with no other option but to walk in single file. On bin collections days, sections of the pavement are often completely impassible to pedestrians. This has been a real problem during the pandemic, when pedestrians trying to social distance were forced to walk on the road (as a busy rat-run this was very dangerous). This system is clearly a legacy of car-centred planning of the 1960s and must be remedied by the 2021 plan. If a street does not have the capacity for two-way traffic and parking on both sides then it must either a) become one-way to traffic or b) have double-yellow lines on one side. Pedestrians and the 55% of Lewisham households without a private vehicle should not pay the price for the decisions of private vehicle owners.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Abolish all parking spaces which partly or fully occupy pavement/footpath space.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>If Lewisham really wishes to transfer space from private vehicles to pedestrians, abolishing all pavement parking in the Borough is the place to begin.</p>	19	<p>Support noted.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Local Plan will be amended to fully align with the London Plan parking standards, which provide more stringent requirements for car-free and car-light development to reduce car use and promote modal shift.</p> <p>A carefully managed approach to car parking provision, including the use of existing parking spaces, will need to be taken. This is recognising that some areas do not benefit from good levels of access to public transport. Further details on the strategic approach to parking are set out in Part 2 policies on Parking.</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	Local Plan parking policies amended to fully align with London Plan parking standards, including car-free and car-lite development.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Not everyone can travel by by cycle or walk. Car Access to streets is essential for the vunrable ,delivery's, taxis , disabled, emergency services .</p>	0	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are</p>	Local Plan parking policies amended to fully align with London Plan parking standards.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. This makes streets and areas closed to through traffic a muggers paradise. Also causes more pollution because longer journeys are required to navigate around them. Plus the main roads for the diverted traffic will be full of idling cars creating more pollution</p> <p>4. Do you think that there are other approaches that should be considered? Yes why not encourage electric cars and vans .add more electric charging points. Maybe put width restrictions on side streets instead of closing them to traffic</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? The sad thing is all this money being spent on cycle lanes yet many still choose to ride on the pavement or through red lights. A danger to both road users and pedestrians</p>		<p>central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>A carefully managed approach to car parking provision, including the use of existing parking spaces, will need to be taken. This is recognising that some areas do not benefit from good levels of access to public transport. Further details on the strategic approach to parking are set out in Part 2 policies on Parking.</p> <p>The Local Plan will also be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. A holistic approach to connectivity is needed. most important though is to offer options that encourage people to undertake active travel.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	7	<p>The spatial strategy sets out the overall approach to integrated land-use planning within the borough. The plan seeks to direct growth and development to areas that are well connected by public transport and/or where new strategic transport infrastructure is planned to be delivered.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions</p>	No change.

				and policies and are set out clearly in Part 2 Transport policies.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? you are cutting off vital access to Lewisham Hospital with the road closures and road narrowing</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. How anyone thought it would be a good idea to funnel all traffic into a single lane on the approach to a main university hospital with a vital trauma and A&E unit is completely beyond me. All emergency vehicles are now caught in a long line of traffic which cannot move out of the way because of the bollards segregating the seldom used cycle lane. When will councils understand that making it difficult for cars to move around also affects emergency services? It doesn't remove the traffic from the roads it just causes standstill traffic jams which in turn cause a spike in pollution levels - the thing that you are apparently trying to reduce.</p> <p>4. Do you think that there are other approaches that should be considered? Stop ignoring the needs of the elderly and disabled. Forcing cycle use discriminates against all those for whom mobility is an issue. Cutting off access to roads also impacts these vulnerable groups because their carers, district nurses, paramedics etc all then have issues when doing visits etc</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Better public transport would go some way to helping the situation but if TFL are abandoning the tube extension, and the local bus routes continue to be so separated what alternative do people with mobility issues have other than to use vehicles to get to hospital appointments, go shopping etc etc</p>	1	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Council has and will continue to lobby the Mayor of London / Transport for London for improvements to public transport services.</p> <p>It is acknowledged that older people and those with mobility issues will have specific requirements. The Local Plan car parking standards ensure that an appropriate level of provision is made for disabled parking bays.</p> <p>Where highways or public realm works are proposed, the Council will consult with the relevant transport authorities, including Transport for London.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. To be honest, this is all quite small scale on a screen and really very difficult to understand what is going on.</p> <p>The idea of healthy neighbourhoods and streets sounds great, but if you have some parking and not enough for everyone, who gets the parking? Not sure you even share it as it is. All our streets with their ruined views now have to pay to park because of the knock on effect of the terrible towers.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	3	<p>Comments on legibility and presentation of consultation materials noted. We will consider feedback to inform approaches on future consultations.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p>	Local Plan amended to provide more support for cycle hire use.

		<p>What are you planning for electric bikes and possible scooters? They are silent, race through parks (scooters not bikes to be fair). Apparently illegal.</p> <p>They seem a good alternative transport to cars, so planning should consider these. You don't want busy cycle routes to have to share with electric bikes and scooters. We know this is problematic in the Netherlands.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>I go back to try to read the information and think about your key approaches and I am again overwhelmed by the amount of text. Can't you get someone to re write this consultation simply. Just say what it is, not all the filler.</p>		<p>Car parking provision will need to be carefully managed to meet the London Plan objectives for modal shift. Where car parking is required the priority is for disabled parking bays. The Council may use Controlled Parking Zones to manage parking pressure within neighbourhoods however the making of CPZs is outside the scope of the local plan.</p> <p>The use of electric scooters (e-scooters) is covered separately by legislation, which is outside the scope of the Local Plan. Transport for London has issued guidance on the use of el-scooters which should be referred for further information. In general, rental e-scooters are the only way to legally ride an e-scooter on public roads or in other public places within London - and even this is limited to specific boroughs. It is still illegal to use privately-owned e-scooters or other powered transporters on public roads.</p> <p>The use of electric or hybrid bicycles is broadly supported to encourage modal shift – this is provided that a bike meets the Electrically Assisted Pedal Cycles (EPAC) requirements, in which case it is classed as a normal pedal bike. This means you can ride it on cycle paths and anywhere else pedal bikes are allowed.</p> <p>However it is acknowledged that the Local Plan can provide more support for cycle hire.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement Healthy streets / healthy neighbourhoods Deliveries, servicing and construction</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	13	<p>Support noted.</p> <p>The spatial strategy sets out the overall approach to integrated land-use planning within the borough. The plan seeks to direct growth and development to areas that are well connected by public transport and/or where new strategic transport infrastructure is planned to be delivered.</p>	<p>Local plan amended to provide more authoritative language where appropriate (e.g. development proposals 'must' rather than 'will be expected to' or 'should').</p> <p>The Local Plan has been amended to acknowledge that issues around the use of Low Emission Vehicles (e.g. carbon in production, pollution from tyre wear, etc.) and that a carefully managed approach to their use is therefore required.</p>

		<p>Strongly support the target of 90% of all journeys to be by active travel or public transport by 2041. There needs to be more detail as to how residents will be supported in meeting this target.</p> <p>Needs to be more detail of the standards that developers MUST meet with regards to healthy streets assessments AND the consequences of these NOT being met.</p> <p>There needs to be stronger language and more concrete intentions in a holistic and strategic approach to borough-wide sustainable transport and reducing dependence on the car.</p> <p>A move to Electric Vehicles is only a very partial solution - and the health problems of PM2.5 particulates from ALL vehicles (whether EV or not) needs to be addressed (more monitoring sites of the extremely hazardous PM2.5 are required).</p> <p>Supporting "last mile" delivery hubs is a great idea.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Local Plan has been amended to acknowledge that issues around the use of Low Emission Vehicles, and that a carefully managed approach to their use is therefore required.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods Bakerloo line extension Sustainable transport and movement Safe pavements</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Forcing all/most traffic on to main roads literally costs lives both in terms of pollution and traffic accidents, why is the health of people living traffic heavy roads less valuable than those on residential streets? Pedestrian footfall is greater along main roads than residential streets and many schools are located alongside them. Creating more LTNs simply will create gridlock on main roads and expose both residents, school age children and other road users to ever higher levels of pollution.</p> <p>4. Do you think that there are other approaches that should be considered? Charging drivers (and I am a driver) for road usage, extension of the Bakerloo line along the Hayes line as originally proposed. Schemes to support use/uptake of electric vehicles, including enabling home owners to be able to park close to their charging points, electrification of buses in LBL area. Tackling cycling on pavements, registration scheme for cyclists to prevent traffic infringements i.e. failing to stop at red lights, posing harm to pedestrians, removing motorised scooters etc. FROM pavements</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	2	<p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p> <p>The setting of levies or charges for road use is outside the scope of the Local Plan.</p> <p>The Local Plan will also be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	<p>The Local Plan has been amended to acknowledge that issues around the use of Low Emission Vehicles (e.g. carbon in production, pollution from tyre wear, etc.) and that a carefully managed approach to their use is therefore required.</p>

	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Noise pollution from cars / motorbikes / ATVs</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. Living close to a relatively busy route from the South Circular towards Brockley / New Cross there is a large amount of traffic, while the ULEZ will seek to change the exhaust pollution nothing is being done to address the level of noise pollution. Significantly the engine volumes and behaviour of drivers moving off from pedestrian lights and others simply delighting in exceeding the speed limits and demonstrating the power of their engines with great noise. More needs to be done to consider residents and discourage drivers from behaving in such inconsiderate ways.</p> <p>4. Do you think that there are other approaches that should be considered? Noise pollution monitoring, fines for un-muffled engines, banning of ATVs on city roads, rumble strips to make it uncomfortable to travel at speed along key roads (not ramps as I believe they cause more stop / start acceleration than they prevent).</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	9	The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies. This includes adoption of the Healthy Streets Approach particularly along major roads including the South Circular, which covers matters of amenity such as noise.	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Black Taxis are public transport and should be considered as such and included when making plans for future transport needs. Stop excluding them</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. Black Taxis are public transport and should be considered as such and included when making plans for future transport needs. Stop excluding them</p> <p>4. Do you think that there are other approaches that should be considered? Black Taxis are public transport and should be considered as such and included when making plans for future transport needs. Stop excluding them</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Black Taxis are public transport and should be considered as such and included when making plans for future transport needs. Stop excluding them</p>	2	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The draft Local Plan policy TR6 recognises that taxis and private hire vehicles do play a role in meeting the transport needs of Londoners. It includes a policy on development proposals involving taxi hire businesses to ensure these uses are appropriately managed.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Noise and vibration impact of rail on environment and human habitat</p>	0	Noted. The timetabling and scheduling of trains is outside the scope of the Local Plan.	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The move from private cars to public transport is understandable, but there is apparently no concern about the adverse impact that rail itself can have. For example, since the refurbishment of London Bridge station there has been a huge increase in non-stopping fast trains through Brockley, Forest Hill, Sydenham etc. For housing near the railway, this has made a distressing change to quality of life, affecting sleep and general health. There needs to be consideration of sound baffling, also speed limits through built-up areas. Where the track is set apart in a cutting, the impact is not a problem, but where the track is at normal ground/street level near housing, the impact is serious and needs consideration. Currently no agency or government department is taking responsibility, although the Environmental Health Officer is supposed to have an overall duty of care.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>It is implementation rather than approach. The impact of rail needs attention.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>Many busy stations have not benefited from the weekend late-running of the London Overground. Trains should run the full route out to Crystal Palace and Croydon, not terminate at New Cross Gate.</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address</p> <p>No it is unfair to people that use taxis</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Taxis and private hire vehicles</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Licensed taxis should have access to all roads.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Licensed taxis should be able to travel in London anywhere without having to get special permission from any borough. They should be able to get their passengers anywhere they need to get to without fear of a fine</p> <p>Absolutely ridiculous to suggest they need special permission to travel on an individual borough</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>Leave it as it. Is our roads are there for everyone not just cyclists</p>	1	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The draft Local Plan policy TR6 recognises that taxis and private hire vehicles do play a role in meeting the transport needs of Londoners. It includes a policy on development proposals involving taxi hire businesses to ensure these uses are appropriately managed.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Better bus services; transport issues for essential car users; problems caused for some residents of existing barriers, continuing through traffic pushed onto major roads.</p>	1	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of</p>	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I strongly support reducing pollution and healthier neighbourhoods and communities. However, Lewisham's current policies and future proposals do not consider all of the borough's residents with equal fairness or thought, and are effectively biased in favour of a specific approach which works well for some residents in some areas but which is in practice damaging for other residents in other areas. So, the elderly (but not necessarily the disabled), people who have to use cars either for work or for a positive and healthy lifestyle, people who live or have businesses on the horribly congested and crowded through routes, and people whose movements are restricted by the ongoing changes are effectively ignored in that no real attempt is made to avoid the damage caused to their lives and livelihoods.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>1/ A proper consultation; that is, one that is not skewed towards support for or acceptance of the council's way of approaching this issue. This should be open and include a survey of existing residents about the effects of changes so far. It should also include the urgent publication of the complaints received so far. This could result in a referendum on key issues. It should definitely involve reviewing the existing and potential future impact on emergency service access</p> <p>2/ A realistic attempt to improve existing public transport provision before further restrictions to car travel are applied; this should initially be targetted at urgent improvement of the local bus services.</p> <p>3/ Revisiting and reconsidering less radical (and disruptive) measures such as one ways systems, traffic calming, better pavements and street lighting, improved cycle routes, more timed restrictions or heavy goods use restrictions etc..... In many instances these were not tried properly before road closures were imposed</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>		<p>sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>It is recognised that the delivery of modal shift may be more challenging in areas which currently do not benefit from good levels of public transport. The council has and will continue to lobby central Government and the Mayor of London / Transport for London for investment in public transport infrastructure and improvements, including bus services.</p> <p>The parking policies recognise and respond to the need for parking provision for disabled parking bays.</p> <p>The Local Plan is supported by an Integrated Impact Assessment, which includes an Equalities Impact Assessment. This has informed the preparation of the plan.</p> <p>The Local Plan consultation has been carried out in accordance with the Council's adopted Statement of Community Involvement.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Bakerloo line extension Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I am glad that the Bakerloo extension has been kicked into the long grass since the over inflated numbers of houses in a borough already very densely populated in parts to be built will have to be re evaluated .</p> <p>I think Lewisham should put pressure on TFL to increase the number of buses at peak hours are always full / would encourage the use of buses rather than cars.I refer to the 363 bus</p>	0	<p>The London Plan commits to the delivery of the Bakerloo line extension, however at this time the project has not yet been fully funded. The delivery of the Local Plan is not contingent on the BLE, however it does seek to secure its future delivery.</p> <p>The council has and will continue to lobby central Government and the Mayor of London / Transport for London for investment in public transport infrastructure and improvements, including bus services.</p>	No change.

		<p>route..the buses to and fro at peak times are always full of children..The service is infrequent not hitting the time table and should be increased. The 356 bus has 2 buses at peak hours ! yet covers a route with steep hills, unsuitable for the average person to consider cycling along especially with kids/ shopping.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? The policies outlined in the plan are generally designed to make transport and movement more efficient, agreeable and sustainable. This is certainly essential, but there is another approach - reducing the need and demand for transport - that I mention below.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. This is a core requirement. The overwhelming priority given to the movement of traffic and the parking of vehicles means that our streets can hardly fulfill other vital functions as admirably and clearly shown by the healthy street wheel. They should be places for exercise and meeting with plenty of greenery and habitat to boost human health and mitigate biodiversity loss and climate change, but instead are lined by parked vehicles and largely reserved for lethal and polluting traffic, with only narrow pavements for people and plants.</p> <p>4. Do you think that there are other approaches that should be considered? The idea is that everyone living in a city should have everything they need, services, shopping, employment, entertainment, education, in easy reach without the need to go by car. Copenhagen and Utrecht have introduced what they call hyper-proximity, Melbourne has 20-minute neighbourhoods and now Paris is aiming for a 15-minute city where you have access to all you need within a quarter hour's walk or bike ride. Of course this should be London-wide, but it is an idea that Lewisham could take up and begin to implement.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	19	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The implementation of these policies will be aided by Policy OL1, which is the spatial strategy. This seeks to promote growth and regeneration around well-connected locations, such as town centres, where there are a wide range of services, facilities and job opportunities; this supports the 15-minute neighbourhood concept, however it is acknowledged that this could be clarified in the supporting text.</p>	Policy OL1 spatial strategy supporting text amended to clarify support for 15-minute neighbourhood concept.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Pavement parking</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Parking</p> <p>3. Please provide your comments on the topic(s) selected above. If an aim is to 'Boost the number of journeys made by walking, cycling and public transport' then clearing parked vehicles from footways might be a start. There is hardly any attention given to this in Lewisham and certainly not in the West sub-area. Everyday I see parked cars</p>	14	<p>The draft Local Plan sets out the strategic approaches to car parking and managing parking stress. It is acknowledged that the policies will need to be amended to ensure conformity with the London Plan.</p> <p>Some areas of parking management are outside the scope of the Local Plan, for example illegal parking which would need to be dealt with through</p>	No change.

		<p>which would prevent someone with shopping or a buggy from passing, and require walking in the road. Of course walking in the road is also required to achieve social distancing under current conditions.</p> <p>4. Do you think that there are other approaches that should be considered? Given there is no 'approach' to this, then any actual action would be a start. It might not even be that expensive to manage although clearly outsourcing hasn't worked. The 'deaf-ear' approach really does need to be changed in respect of this problem. Enforcement of the law might be good: 1974 Greater London Council (General Powers) Act.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		enforcement action, rather than planning policy.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? The BIG problem is private vehicles. Associations of convenience, protection, necessity, freedom and social status are promoted massively in car advertising. This needs countering with the anti-social nature of private vehicles in large cities.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets/ healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. It is clear that the use of private vehicles has become too intense in large cities (including other cities than London) both in terms of space - ie where to put all the cars - and in terms of carbon emissions. There is a further aspect which is the way in which motor vehicles are used: * speed and impatience of some drivers, * the 'look-at-me' strategies of very noisy motorbikes and loud sound systems in cars with the passenger window wound down The effect of this along rat-runs is to deter walking and cycling</p> <p>4. Do you think that there are other approaches that should be considered? The road signs pleading with motorists to stick to 20mph are pitiful. Perhaps an across London approach is needed for civilised motoring, which will include more enforcement (at a cost, but fines might be allocated to meeting those costs?) Second, a campaign which addresses the problem solving needed to 'give up your car'. Clearly saving a considerable amount of money is one point, but solving the problem of alternatives to the no-thought use of cars is another. A starter might be (a) how to get the kids to school (b) how to get your shopping (c) how to visit your friends. LTNs could be used to limit rat-runs</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	12	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Healthy Streets approach is advocated by the Local Plan. This includes measures to reduce vehicular dominance through development design. The setting and enforcement of speed limits is however outside the scope of the Local Plan.</p> <p>These suggestions will be forwarded to colleagues in the Council's transport service.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Pollution levels n main roads, poor implementation of Lee LTN and the continuing money being spent to fix mistakes you made while the rest is f the borough is crumbling.</p>	2	The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. The LTN have pushed traffic onto surrounding roads, how can you continue the injustice of allowing some residents to be more polluted in order for some to have no pollution</p> <p>4. Do you think that there are other approaches that should be considered? Yeah complete some assessments, some consultations listen to those commenting on the platforms you created as you are FAILING to engage with people's concerns in any other way.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? You need to scrap and start again from a perspective of equality and fairness</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? The disproportionate traffic now be forced through the Grove Park Ward as a result of the LTN</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets/ healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. The introduction of the LTN is to promote health streets, but as the vast majority of traffic using the roads within the LTN was commuting traffic exiting the A2 and A20, the LTN has simply condensed this traffic into a smaller area and has turned Roads such as Harland Rd SE12 into a rat run or car park depending on the time of day, with a quadrupling of both noise and air pollution.</p> <p>4. Do you think that there are other approaches that should be considered? Unless you make the Kent commuters car journey significantly more expense either financially (tolls) or time (movement restrictions) they will continue to use the local streets as rat runs to avoid the A205. The current LTN needs to be expanded across the whole Grove Park Ward</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Totally unworkable without the support of residents, but this must be ALL residents and not those lucky enough to be with the LTN</p>	2	The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p>	1	The Local Plan advocates for the Healthy Streets approach, which is to be applied throughout the Borough. As a strategic document, the plan signposts key major roads where particular attention is required and where significant amounts of development are planned to enable transformative investment in the	No change.

		<p>What are you doing to reduce traffic on Manwood Road which is entirely residential. Cars speed at all times. Money should be spent on speed cameras and speed bumps which save lives not on cameras which fine people just trying to do a job. It used to have a bus gate. Can this be re-instated? It also needs an extension of the CPZ to stop commuters from driving to Lewisham for work or to take the train. Do not spend any more money on Hither Green until you have addressed others areas.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>public realm. Further details for specific neighbourhoods or streets may be set out in the Local Implementation Plan (LIP), which is the council's transport strategy.</p> <p>The making of CPZ is outside the scope of the Local Plan. These are considered by the council's transport service.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Lack of connectivity in the area north of Grove Park, south of Hither Green on either side of the rail corridor. Opportunity to improve pedestrian/cycle links across the rail corridor in the proximity to Northbrook Park area with a potential station</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above. Should also promote more consistent services along rail corridors (Hayes line, Catford Loop line, Grove Park mainline and Grove Park to Bromley) to a minimum of 6tph (train every 10 minutes) at all times of the day and not just during the peaks.</p> <p>4. Do you think that there are other approaches that should be considered? Should consider an "inter-connected hub" approach that serves strategic nodes of transport south of the borough (sub-South Circular) and is located in central areas that can connect to the wider areas of each hub. Consider connecting Sydenham, Lower Sydenham, Beckenham Hill, Downham, Grove Park and onwards from each end, producing a strong east-west transport corridor, of some sort.</p> <p>Should also consider new 4tph 8-car London Overground services from Clapham Junction to Thamesmead (new station)/Plumstead via Brixton (new platforms), Peckham Rye & Lewisham. This can promote the need for Brockley Interchange (with services to both Victoria and Clapham Junction via Denmark Hill) and provide an alternative to the New Cross Overground spur extension, this can constrain capacity as it is only 5-car trains.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? The remodelling of the Lewisham Hub should be developed so that the DLR could be extended in future if required. Any further extension could be south along the Grove Park rail corridor and onwards to Bromley via the existing Bromley North rail corridor.</p>	1	<p>The council has and will continue to lobby central Government and the Mayor of London / Transport for London for investment in public transport infrastructure and improvements, including bus and rail services. However the scheduling of services and capacity on trains is outside the scope of the Local Plan.</p> <p>The Lewisham transport interchange upgrade is a key strategic transport project identified in the Local Plan. The Council will work in partnership with Network Rail and Transport for London on the design of the interchange, and seek to ensure that it maximises connections between the different modes of public transport.</p>	Local Plan amended to provide further details on public realm enhancements and connectivity in Hither Green area.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Inequality, speeding</p>	2	<p>The Low Traffic Neighbourhoods project, road use levies, and making of CPZs is outside the scope of the Local Plan.</p>	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Parking Healthy streets / Healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Shutting off roads (which didn't even have traffic problems) and installing bollards is having huge negative effects on community health services. I have already lost one quarter of my staff team as a result of the increased travel time and stress travelling. There was no consultation on road closures and staff haven't been repaid fines unwittingly received when trying to find routes to get to patients.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>CPZ throughout the borough to stop commuter parking. Road pricing. Treat everyone the same.</p> <p>If you introduce LTN this should only be if residents on these roads get rid of their cars and permits. Also councillors should be made to declare any personal interests particularly when they live on roads which benefit from changes at the expense of other roads.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>Consider the impact of road closures on other roads and monitor pollution. Increased pollution due to specific changes will surely result in court action.</p>		<p>However the Local Plan makes clear that CPZs may be a tool required to manage parking stress within neighbourhoods and local areas.</p> <p>There are formal processes in place for elected Members to register interests in the Borough.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement Healthy streets / healthy neighbourhoods Digital connectivity</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Wholeheartedly agree that more needs to be done to counter high pollution in the borough from through traffic. While much has been achieved in Hither green and Lee to prevent 'traffic rat runs' in Grove Park this is a major problem. I would like to see some streets here turned into safe walking/cycling streets, closed off at one end to stop rat run traffic. Also junctions of burnt ash hill and baring road with south circular are hostile areas for pedestrians and cyclists and should be improved. Are is crying out for more safe cycling lanes/quiet streets. These should prioritise children, so while school streets are a good start we need safe walking/cycling corridors that connect schools, parks etc</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Consideration needs to be given to how people will work post pandemic. Many employers are actively considering allowing more working from home and having a smaller office footprint. Good digital infrastructure is important here to support the shift.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p>	10	<p>The Local Plan advocates for the Healthy Streets approach, which is to be applied throughout the Borough. As a strategic document, the plan signposts key major roads where particular attention is required and where significant amounts of development are planned to enable transformative investment in the public realm. Further details for specific neighbourhoods or streets may be set out in the Local Implementation Plan (LIP), which is the council's transport strategy.</p> <p>The draft Local Plan includes a policy on digital infrastructure, recognising that this will be essential to sustainable economic development.</p> <p>Additional evidence will be prepared following the Regulation 18 consultation taking account the latest information on the impact of Covid-19, Brexit and related issues</p>	Additional evidence base documents have been prepared to inform the next stages of plan production, taking into account the latest baseline information. This includes a new Retail and Town Centres Study, Strategic Housing Market Assessment and updated GLA population projections.

		Grove Park station needs to be shifted to Zone 2 like the rest of Lewisham stations.		Payment 'zones' for stations are established by Transport for London and not the Council.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. Not sure if this is meant to be covered in this topic - but there needs to be some guidance soon on how residents with no off-street parking can charge their vehicles at home safely. Have started to see electric cables being placed by residents across pavements from house to parked car on street - what is council policy on this? Is it allowed? Is it allowed if cable is covered with a cable mat? If yes, what is the recommended mat design? If not allowed then what are alternatives for home charging if no off-street parking? Can residents apply for a charging post outside their house... or within a block of flats... at what cost... with any planning requirement etc. Does Skanska have facility to apend charging points to their street light posts - assuming that they have been placed at the kerbside (many have been placed by Skanska away from the kerb, or in the middle of the pavement!).</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	3	<p>The Local Plan will be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	<p>The Local Plan amended to reflect London Plan parking standards for Ultra Low Emissions Vehicles.</p> <p>Local Plan amended to acknowledge that issues around the use of Low Emission Vehicles (e.g. carbon in production, pollution from tyre wear, etc.) and that a carefully managed approach to their use is therefore required.</p>
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. It seems from the proposals that the much vaunted "Lewisham Spine" has now been curtailed from just south of Lewisham Centre down to Catford, as opposed to the original proposal that provided a safe link through Lewisham Centre and up through Deptford.</p> <p>The current road layout through Lewisham Centre is extremely car oriented and a thoroughly unpleasant and dangerous area to cycle through even as an experienced cyclist. There is plenty of road space here to provide high quality cycle links through the junction from both the A20 and A21, which can then be taken on cycle lanes up Brookmill Road and Deptford Church Street to connect to the planned Cycleway 4. With the rest of the Lewisham Spine this would provide a very high quality cycle route from Lewisham/Catford up the way to Greenwich and then using Cycleway 4 to travel onward to Tower/London Bridge.</p>	14	The a21 corridor is identified within the plan as a key public transport corridor and an opportunity for cycling provision to be improved. See Part 3 South Area Principles and LSA4 A21 Corridor / Bromley Rd	No change.

		<p>It's very disappointing to find little to no discussion of this extremely important strategic cycle link in the transport proposals. Delivering quality cycling infrastructure through major junctions is undoubtedly a significant challenge. However it is often the thought of tackling these junctions that contributes the most to the putting-off of new cyclists, and without dealing with these issues no amount of nice, easy to deliver cycle lanes on broadly straight roads will result in the modal shift the borough claims to be pushing for.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>There are some who might consider the Waterlink Way to provide this sort of link and that any additional cycle lane would simply be "doubling up". However the Waterlink Way is not sufficient for regular travel as it often travels on paths that are often not well lit and are therefore relatively useless during winter or at night.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>While I've discussed the Lewisham Centre road layout here broadly the same car oriented issues can be found at Catford and should be addressed to allow cyclists to connect to the "Lewisham Spine" from south of Catford centre.</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>More for protected cycleways throughout the borough, including on Old Kent Road/Lewisham Way</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>N/A</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p>	13	<p>The Local Plan supports and seeks to promote cycling through the Healthy Streets Approach (see the Part 2 Transport policies for further details). The Lewisham Links policy also sets out a strategic network of cycleways that the council is seeking to protect and enhance. The specific nature of cycleways and cycle provision will be considered on a case-by-case basis.</p> <p>The Lewisham Cycle Strategy will set out further details to support implementation of the Local Plan.</p>	Local Plan site allocations amended to signpost key cycleways that development proposals must respond positively to.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Not enough is said or done around the elderly or disabled, we'd all like to run, walk and cycle but to encourage shoppers and improve local businesses you need a better transport plan.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Taxis and private hire vehicles Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>its all well and good having healthier streets but some schemes stop shoppers and visitors venturing into such areas and merely raise the pollution outside these zones. make things easier for the public transport including taxis to serve the area</p> <p>4. Do you think that there are other approaches that should be considered?</p>	4	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>It is recognised that the delivery of modal shift may be more challenging in areas which currently do not benefit from good levels of public transport. The council has and will continue to</p>	No change.

		<p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>		<p>lobby central Government and the Mayor of London / Transport for London for investment in public transport infrastructure and improvements, including bus services.</p> <p>The draft Local Plan policy TR6 recognises that taxis and private hire vehicles do play a role in meeting the transport needs of Londoners. It includes a policy on development proposals involving taxi hire businesses to ensure these uses are appropriately managed.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>LTN</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods Parking</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The LTNs will result in someone dying when traffic returns to normal</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	0	<p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>If people are so worried about the amount of car use in Lewisham why don't they move to the country where they have all the space they need. Housing is predominantly cheaper too.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	1	<p>Noted.</p>	No change.

	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. The rest of London has Santander bikes for hire, it would make sense to have them in Lewisham before we turn the place in to one giant cycle track. However it is dangerous to carry weekly shopping on a bike, I'd rather put it in my car as I am unable to carry anything due to my disability</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	4	Noted.	Local Plan amended to clarify and strengthen support for expansion of cycle hire.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? More free parking to encourage people to use local businesses</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. People's mental health can be detrimental affected when using public transport. No consideration for people that do not qualify for blue badges, as they are not disabled enough, but find longer distances difficult or too expensive on public transport</p> <p>4. Do you think that there are other approaches that should be considered? Yes keep it how it is</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? Yes don't do this whole survey online. A lot of people do not use internet (possibly older people) and they will be adversely affected and have no say.</p>	1	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes, and reducing car use, are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>It is recognised that the delivery of modal shift may be more challenging in areas which currently do not benefit from good levels of public transport. The council has and will continue to lobby central Government and the Mayor of London / Transport for London for investment in public transport infrastructure and improvements, including bus services.</p> <p>The cost of parking is outside the scope of the Local Plan.</p> <p>The public consultation was carried out in accordance with the Council's adopted Statement of Community Involvement. Owing to the Government's social distancing guidelines in place at the time of the</p>	No change.

				consultation, online consultation/engagement was necessary.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. I hope that the council can take a stronger position on low traffic neighbourhoods in future and not bow to immediate pressure to reverse them. While some of the arguments against them are no doubt well meaning they are often misguided and fail to recognise the non-intuitive effects of LTNs. For example the difference in low vs high income households living on residential streets (i.e. not main roads) is in reality extremely small at 89% vs 92% in outer London and even closer in inner London rendering the social equality argument largely ineffective. Regardless of this the idea that traffic will simply displace to the main roads anyway is provably false as once people get used to the new system many of the car journeys simply vanish as people adapt and begin to take trips by other modes of transport or indeed change their transport patterns entirely (there are countless pieces of research on this "induced demand" phenomenon). Over the medium term traffic on the main roads therefore returns to the pre-LTN equilibrium, and this can be seen clearly in the practical experience of other LTNs across London and indeed further afield. The council must defend these LTNs more vigorously and support the majority who are in favour of these schemes against the vocal minority who are opposed.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	20	The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Parking</p> <p>3. Please provide your comments on the topic(s) selected above. My understanding is that currently people with a resident's parking permit are entitled to a certain amount of free visitor's parking. However residents without a permit (many of whom do not own a car at all) are not entitled to this free allowance. Why is it that this subsidy is provided to one group and not the other?</p>	4	The cost of parking is outside the scope of the Local Plan.	No change.

		<p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Sustainable transport and movement Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. Strongly support the proposals to create Healthy Streets, with a focus on the most congested and polluted streets. Making walking and cycling easier and more accessible will be crucial to realising these ambitions. Healthy Neighbourhoods are also a positive step but they will require adequate funding to ensure people have greater incentives to take up active travel - ample cycle parking in the right places, removal of on-street car parking in some dense residential areas and 'local centres', and wider public realm improvements (greenery, seating etc). The 'parklet' on Staplehurst Road is a great example of what can be achieved in a microcosm, this approach should be rolled out across the borough, with the support of local residents and businesses.</p> <p>4. Do you think that there are other approaches that should be considered? The proposals to 're-route' the A205 are positive but this must be managed sensitively, it cannot simply divert all existing traffic away from Catford to other streets. Improving east-west active travel infrastructure will be key to reducing unnecessary local car journeys - walking or cycling on the A205 at present is extremely unpleasant and dangerous. Enabling active travel for local journeys will reduce pressure on the overcrowded network and create space for better walking & cycling infrastructure - an upward spiral.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	12	<p>Support noted. The proposals for re-routing the South Circular pertain to a small section of the road at Catford Town Centre, which is necessary to deliver the comprehensive regeneration of the centre.</p> <p>Arrangements for delivery of the Local Plan, including infrastructure funding (for example to support the Healthy Streets Approach) are set out in Part 4 of the Local Plan.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Access to electric charging points</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. Pavements in Hither Green are not maintained. They do not promote walking. Maintain the pavements.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	4	<p>The Local Plan will be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through</p>	<p>The Local Plan amended to reflect London Plan parking standards for Ultra Low Emissions Vehicles.</p> <p>Local Plan amended to acknowledge that issues around the use of Low Emission Vehicles (e.g. carbon in production, pollution from tyre wear, etc.) and that a carefully managed approach to their use is therefore required.</p>

		<p>Install more car charging points to enable electric cars. There are only 3 in Hither Green west and 11 in Lee Green - why?</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>No</p>		<p>tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Bakerloo Line extension Electric car charging points</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Bakerloo line - most important</p> <p>But we also need to think ahead - electric cars are coming. We need to plan for it and install chargers, not many people have off road parking where they can recharge their vehicles</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Electric vehicle charging stations in residential roads</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	3	<p>The delivery of the Local Plan is not contingent on the Bakerloo line extension, however the plan seeks to secure its future delivery.</p> <p>The Local Plan will be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p>	<p>The Local Plan amended to reflect London Plan parking standards for Ultra Low Emissions Vehicles.</p> <p>Local Plan amended to acknowledge that issues around the use of Low Emission Vehicles (e.g. carbon in production, pollution from tyre wear, etc.) and that a carefully managed approach to their use is therefore required.</p>
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Southern and the Overground not providing the scheduled service.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Southern and The Overground need to be held accountable to providing the scheduled service.</p> <p>The London Bridge Victoria Line is East West and was just removed from the timetable, with Southern trying to pretend it did not exist!</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Ensure Southern and the overground continue to provide the scheduled service and improve it.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p>	4	<p>The council has and will continue to lobby central Government and the Mayor of London / Transport for London for investment in public transport infrastructure and improvements, including bus and rail services. However the scheduling of services and capacity on trains is outside the scope of the Local Plan, and is dealt with separately by Network Rail and Transport for London.</p>	No change.

		N/A			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Contributors suggest extending tfl overground from new cross to blackheath. Big infrastructure changes would be needed at new cross and such services would add to "conflicts" at lewisham junctions slowing services. Old bay platform at blackheath overgrown and now has equipment embedded in it. However it is true that blackheath users do not have easy access to overground except via denmark hill. Narrow pavements in blackheath village indeed a worry in covid times and i have largely stopped going there.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Not much help that blackheath village is split between lewisham and greenwich</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	2	<p>Draft Local Plan Table 12.1 on strategic transport priority projects included an aspiration for the New Cross to Lewisham overground extension, reflecting the council's Vision for Rail document. However this will be removed at the request of Transport for London.</p> <p>The Council has a statutory Duty to Cooperate with neighbouring authorities on strategic planning matters, and has done so with Greenwich on the preparation of the Local Plan, including on the town centre policies. As well, for the preparation of the Lee Green Neighbourhood Plan, which also deals with this town centre.</p>	Table 12.1 on strategic transport priority projects amended to remove New Cross to Lewisham overground extension at request of Mayor of London / Transport for London.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods Parking Sustainable transport and movement Deliveries, servicing and construction Taxis and private hire vehicles</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>I am very much in favour of the Low Traffic Neighbourhoods however they should be for everyone or for no one. So far the LTNs have only diverted the traffic to already busy and polluted areas and seem amazing for the streets which are part of the scheme and quite a nightmare for everyone else.</p> <p>The Healthy Street scheme seems like a good idea, our street is in line to become an Healthy Street, fingers crossed it will actually bring some change.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>I think overall the council isn't ambitious enough in terms of clamping down car usage. In my view, the amount of cars in London is shocking and the majority of car users are just lazy. The minority who need their car for work or for limited mobility should receive some sort of relief for electric cars but everyone else should be heavily taxed. The levels of pollution are</p>	11	<p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p> <p>Support for Healthy Streets Approach noted.</p> <p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>The Healthy Streets Approach forms part of the strategic approach to address poor air quality in Lewisham and London. The Local Plan also includes a specific policy on air quality.</p>	No change.

		<p>unsustainable and impact everyone. The electric cars aren't a solution as they still contribute to particulate pollution.</p> <p>The council should develop electric public transports (buses, taxis), facilitate car sharing (free parking in the borough), make pavement actually walkable, build cycling lanes on every street by removing most parking spaces and not facilitate car usage in any way.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>A resident in Lewisham lost a daughter to respiratory failure linked to pollution therefore I believe Lewisham should be at the forefront of the fight against pollution, a model for the rest of London.</p>			
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods Parking Electric car charging Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Encouraging and facilitating Walking and Cycling is fabulous. BUT, any schemes must be intelligently designed - not quickly chucked in place. 'Modal filters' displace traffic onto already heavily polluted roads - residential roads. There is a basic social injustice in the 'low traffic neighbourhood schemes' that a Labour council should be ashamed of. They re-arrange the traffic but do nothing to make walking and cycling further than ones immediate neighbourhood more unpleasant and dangerous.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>More carrot less stick.</p> <p>New developments MUST have electric car charging facilities for the number of parking spaces they are going to provide. Not 'encouraged' to do so - but MADE to do so.</p> <p>Reduce and enforce speed limits - particularly in residential areas - near schools etc. More school streets. To prioritise walking and cycling does not have to mean planters and road blocks. These cause gridlock and pollution. Give people visible viable alternatives.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	4	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>'Modal filters' were part of the Low Traffic Neighbourhood Scheme, which is outside the scope of the Local Plan.</p> <p>The Local Plan will be amended to reflect London Plan parking standards for Ultra-Low Emission / electric vehicles. However in light of the climate emergency the use Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.</p> <p>The Council's Electric Vehicle Charging Strategy provides further details and will support the implementation of the Local Plan.</p> <p>The enforcement of speed limits is outside the scope of the Local Plan.</p>	<p>Local Plan amended to refer to the London Cycle Design standards and to ensure these are applied.</p> <p>The Local Plan amended to reflect London Plan parking standards for Ultra Low Emissions Vehicles.</p> <p>Local Plan amended to acknowledge that issues around the use of Low Emission Vehicles (e.g. carbon in production, pollution from tyre wear, etc.) and that a carefully managed approach to their use is therefore required.</p>
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Thge need to fit in with neighbouring boroughs as people need cross boundary services.</p>		<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of</p>	<p>No change.</p>

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Parking</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Dont penalise cars, they are here to stay in one form or another, just make the alternatives more attractive.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Think through the end-to-end energy costs of proposals before committing to them.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>		<p>public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>Reducing demand for and use of cars is central to the London Plan and therefore Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Improving the road network and cutting traffic congestion</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets /healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Healthy streets/neighbourhoods have been very damaging concepts in terms of increased traffic congestion and worse air pollution. There is no simple solution to reducing traffic and most of these policies are promoted by people who don't face the practical difficulties of moving around.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	6	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>Reducing demand for and use of cars is central to the London Plan and therefore Local Plan.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>N/A</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>We have good bus provision but it appears to be misused by too many who "bilk" and too few ticket inspectors.</p> <p>TFL to be congratulated on move to e-buses.</p> <p>Over dependence on cars a national matter - higher motoring taxes a priority.</p> <p>4. Do you think that there are other approaches that should be considered?</p>	7	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>Reducing demand for and use of cars is central to the London Plan and therefore Local Plan. However, levies on vehicle or road use are outside the scope of the Local Plan.</p>	No change.

		<p>N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>		<p>Enforcement on the public transport network (e.g. fare dodging) is outside the scope of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>Traffic</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>Again no investment in Hither Green west of the tracks is shown. The whole area is ignored in your proposals, no investment in cycling and walking.</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Investment is not balanced across Lewisham.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	4	<p>Noted.</p>	<p>Local Plan amended to provide further strategic objective and policies for Hither Green including area west of the station.</p>
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address?</p> <p>The council needs to sort out the current traffic issues before planning future projects.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>Healthy streets / healthy neighbourhoods Sustainable transport and movement</p> <p>3. Please provide your comments on the topic(s) selected above.</p> <p>The current LTN not only increases overall pollution in the borough but impacts negatively on local businesses and residents alike. The council seem to have no idea how to manage traffic flow, the newly designed junction at Lewisham High Rd and Ladywell High Rd is a perfect example of this.</p> <p>How many electric vehicles do the council have? Sat and watched three 70 plate Diesel mini buses pull out of the depot at Ladywell. Why are these not electric?</p> <p>4. Do you think that there are other approaches that should be considered?</p> <p>Need to get a proper charging network in the borough including chargers in current street lighting and furniture.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan?</p> <p>N/A</p>	3	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>Reducing demand for and use of cars is central to the London Plan and therefore Local Plan. However, levies on vehicle or road use are outside the scope of the Local Plan.</p> <p>Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p> <p>The Council's Climate Emergency Action Plan notes the potential for expanding its fleet of service vehicles to Ultra Low Emission or electric, however this will be contingent on resources / funding available.</p>	<p>No change.</p>

	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? The closure of random streets to traffic</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below</p> <p>None chosen</p> <p>3. Please provide your comments on the topic(s) selected above. I understand that fewer cars means a healthier environment, but the closure of random residential streets to through traffic has not reduced car use, but merely directed it elsewhere. The closure of Bishopsthorpe Road and Silverdale are a case in point. The reason given was to give more space to pedestrians, particularly during COVID. The real reason might be more to do with accessing government grants. There are very few pedestrians at any one moment on Bishopsthorpe, so that reason does not hold water. With the previous closure of Queensthorpe Road, all traffic getting on to Sydenham Road is coming down Mayow Road. This has resulted in jams, with cars idling and polluting at the traffic lights, and more traffic (& more speeding) on Mayow Road, which has two park entrances, one large school and is a thoroughfare for three other schools in the roads adjoining. It must be rethought.</p> <p>4. Do you think that there are other approaches that should be considered? Yes</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? No</p>	6	This comment appears to be referring the Low Traffic Neighbourhoods project, which is outside the scope of the Local Plan.	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Greening or reduction of car parks</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods Sustainable transport and movement Parking</p> <p>3. Please provide your comments on the topic(s) selected above. There are a number of smaller car parks (e.g. Clarendon rise, slaitewaite road) that encourage car traffic through residential areas. This contradicts the healthy street proposals. Could all town centre car parking be centralised (e.g. Lewisham town centre multi-storey) and these small car parks turned into green space close to town centres?</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>Noted. The Local Plan includes a number of proposals which support the rationalisation of existing car parking provision within town centres. The Local Plan also includes updated policies on car parking, which will provide greater support for car-free and car-lite development.</p> <p>It is acknowledged that some commercial uses require car parking, and some centres benefit from a certain provision of spaces being made available, and therefore parking will need to be carefully managed.</p>	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Speeding</p>	10	Enforcement of speeding is outside the scope of the Local Plan.	No change.

		<p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. I am sick and tired of people speeding, including buses. I have reported it to the Police and the Council and NOTHING gets done. Every day on Woolstone Road I see cars travelling WAY above the limit (20mph), doing more like 50-60mph. Buses also speed. Recently someone drove at me deliberately, same thing happened to my neighbour, I reported the car reg to the police, who did nothing even though they admitted they had other complaints against the same car - why are there not SPEED CAMERAS? Someone is going to DIE. It is only a matter of time.</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		The draft Local Plan advocates for the Healthy Streets Approach, which aims to reduce vehicular dominance and improve road safety.	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? Remove the LTNs and useless Bike lane from Molesworth street</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods Parking</p> <p>3. Please provide your comments on the topic(s) selected above. - Remove the useless LTNs and if you wish to adopt them, please run a consultation, and not use this abomination of a website called 'Commonplace' - Remove the bike lane from Molesworth street, or have the decency to patrol cyclists using both road and pavement as they please, and cross red lights like pedestrians did not exist - Lower price of parking permit for electric cars. Lewisham has some of the highest charges for parking permit across all London boroughs</p> <p>4. Do you think that there are other approaches that should be considered? N/A</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	3	The Low Traffic Neighbourhoods project, car parking pricing and highways enforcement are outside the scope of the Local Plan.	No change.
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? There is no discussion of provision of public transport to Blackheath which needs improving. It would be helpful if the briefly mentioned Overground extension from New Cross went to Blackheath where the currently disused bay platform could be brought back into use. The</p>	2	Draft Local Plan Table 12.1 on strategic transport priority projects included an aspiration for the New Cross to Lewisham Overground extension, reflecting the council's	Table 12.1 on strategic transport priority projects amended to remove New Cross to Lewisham overground extension at request of Mayor of London / Transport for London.

		<p>question of traffic in Blackheath Village needs to be addressed with a widening of pavements and a change in priorities to give pedestrians priority and slow down the traffic e.g. more pedestrian crossings and replacing the pelicans with zebras. The level of traffic in Blackheath Village is also an issue for air quality.</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. More needs to be done in Blackheath Village to restrict access to traffic and give pedestrian priority. The pavements should be widened and the road narrowed. Blackheath needs better public transport. Lewisham as a whole suffers from not having the tube and with the exception of the DLR only the substandard services of Southeastern. Why are our trains so slow, much slower than in the 1950s with a marked deterioration in journey times since the 1980s whereas train services have got much faster in most parts of the country?</p> <p>4. Do you think that there are other approaches that should be considered? Full information needs to be provided on the proposed Overground extension. Where LTNs are implemented they need to be fair and take into account the needs of local residents. The South Row LTN was a disaster and marooned us in our homes turning simple 10 minute journeys into 30-40 minute trips and putting unnecessary additional traffic pressure on Blackheath Village. This proposal should be scrapped permanently.</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>		<p>Vision for Rail document. However this will be removed at the request of Transport for London.</p> <p>The Local Plan supports and seeks to promote cycling through the Healthy Streets Approach (see the Part 2 Transport policies for further details). The specific nature of public realm enhancements (such as walking routes cycleways) will be considered on a case-by-case basis. Further information may also be set out in the Council's Local Implementation Plan (LIP).</p> <p>The Low Traffic Neighbourhoods project is outside the scope of the Local Plan.</p>	
	Transport and connectivity	<p>1. Are there other issues around transport and connectivity that the Local Plan should address? YES not everyone wants car free traffic, not everyone can walk or cycle</p> <p>2. Do you have any comments on the proposed approaches to transport and connectivity? Select the topic(s) and comment below Healthy streets / healthy neighbourhoods</p> <p>3. Please provide your comments on the topic(s) selected above. The current LTN in Lee Green is not working for all, it's been an absolutely disgrace and I will not support any attempt to roll them out further. They have made many people's lives an absolute misery. Not everyone can walk or cycle and those people have been completely overlooked. For people living on roads outside the boundary it's been a living hell with constant traffic jams all day long. This is now slightly eased by the rollback of the LTNs and lockdown but if they are rolled out further you will playing with peoples health and mental wellbeing</p> <p>4. Do you think that there are other approaches that should be considered? Enforce speeding. Put in ANPR cameras so locals can still drive around Lewisham as needed</p> <p>5. Do you have any additional comments on the 'Transport and Connectivity' section of the Local Plan? N/A</p>	4	<p>The Local Plan will help give effect to the London Plan objective for 90% of journeys in inner-London to be made by walking, cycling and the use of public transport. The promotion of sustainable transport modes are central to the Local Plan ambitions and policies and are set out clearly in Part 2 Transport policies.</p> <p>Reducing demand for and use of cars is central to the London Plan and therefore Local Plan. However, levies on vehicle or road use are outside the scope of the Local Plan.</p> <p>Highways enforcement (including speeding) is outside the scope of the Local Plan.</p>	No change.

