

15 LEWISHAM'S NORTH AREA

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Context and character

- 15.1 Lewisham's North Area contains the neighbourhoods of North Deptford, Deptford, and New Cross. The waterway network helps to define the area, particularly the River Thames that establishes its northern boundary. The River Ravensbourne and Deptford Creek, the latter forming the boundary with Royal Borough of Greenwich, are also prominent physical features and reflect the Borough's unique Thames side character.
- 15.2 The North Area has a rich and varied historic environment with a number of listed buildings and Conservation Areas. Historic buildings and structures include churches, Georgian townhouses, Victorian terraces, industrial warehouses and railway viaducts. Local character is also strongly influenced by the historic Royal Dockyard and maritime industries, with the first residential areas developed around the Greenwich railway. The area was heavily damaged in WWII and redevelopment through the subsequent interwar and post-war periods has given rise to a mixed urban character, with a number of large estates featuring large plots and mid-rise, medium density housing, including the Pepys Estate.
- 15.3 The North Area contains much of the Borough's employment land stock which contributes to its distinctive industrial character. There are employment sites situated throughout, including the regionally important Strategic Industrial Location at Surrey Canal Road and clusters of Locally Significant Industrial Sites around Deptford Creekside. Several larger industrial sites have recently undergone a plan-led process of regeneration. Continued renewal of vacant and underused industrial sites will influence the area's evolving character whilst providing for new homes, jobs and community facilities along with environmental improvements. For example, planning consent has been granted for major mixed-use developments at Convoys Wharf and Surrey Canal Triangle.
- 15.4 The character of the North Area is also strongly informed by the layout of historic roads and railway infrastructure that dissects much of the area. This infrastructure contributes to severance and limits permeability and circulation within and between neighbourhoods and places. There are key movement corridors within the area linking to other parts of London, such as Surrey Canal Road, Evelyn Street (B200) and New Cross Road (A2). However these roads are dominated by vehicles, prone to traffic and congestion, and typically suffer from poorer quality public realm, which limits their suitability for movement by walking and cycling.

- 15.5 The historic High Streets at Deptford and New Cross play a key role in shaping and reinforcing local character and identity. They offer provision of a rich and vibrant mix of shops, services and independent traders. Deptford market, situated at the heart of Deptford District Centre, is a focal point for community activity and a well-known visitor destination. New Cross District Centre is a vibrant town centre and thriving evening and night-time economy hub that serves its local catchment, including a large student population. The town centres benefit from their proximity to important cultural and educational institutions, including the Albany Theatre, Goldsmiths College and Trinity Laban Centre, which exert a strong influence over the area. These institutions play a critical economic role and have been vital to the growth of the creative and digital industries in the Borough. The North Area includes one of London's first Creative Enterprise Zones.
- 15.6 The network of green infrastructure in the North Area, including parks, open spaces and waterways, are valuable natural and recreational assets within the predominantly urban context. Many newer developments have delivered public realm improvements, opening up access to and naturalising parts of Deptford Creek and the River Ravensbourne, as well as providing improved access to the River Thames. Many neighbourhoods however have a limited number of street trees and could benefit from urban greening.

Vision

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



Figure 15.1: North Area

Key spatial objectives

TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO:	
1	Secure the delivery of the Bakerloo line extension, with a new modern station at New Cross Gate, to improve transport access and to help unlock the development potential of the Opportunity Area.
2	Continue to deliver modern business space through the regeneration of larger vacant and underused industrial sites, such as Convoys Wharf, Timber Yard at Deptford Wharf and Surrey Canal Triangle. Create new high quality, residential and mixed-use areas that are well integrated with existing neighbourhoods and communities, including the Pepys Estate.
3	Secure the future of Millwall Football Club in the Borough with a modern stadium as part of a new leisure and community destination, supported by a new Overground station.
4	Protect and enable the renewal of industrial land at Surrey Canal Road. Re-configure Strategic Industrial Land to create a high quality mixed-used, employment quarter at the edges of Deptford Park and Folkstone Gardens, with an improved transition between residential and industrial uses in the area.
5	Create new opportunities for business by making better use of land around railways, including railway arches and the 'Bermondsey Dive Under'.
6	Establish a Creative Enterprise Zone to cement Lewisham's position as one of London's leaders in the creative, cultural and digital industries. Support and grow these industries through the renewal of industrial sites at Deptford Creekside Cultural Quarter, along with new workspace and artists' studio space elsewhere. Build on the presence of world renowned institutions, such as Goldsmiths College, Trinity Laban Centre and Albany Theatre.
7	Deliver heritage-led regeneration schemes to preserve and enhance Lewisham's industrial and maritime heritage, as well as the character and cultural identity of historic High Streets at Deptford and New Cross. Ensure Deptford market remains a vibrant hub of commercial and cultural activity at the heart of the community.
8	Apply the Healthy Streets Approach within and around Evelyn Street Local Centre to help secure its long-term vitality and viability. Better integrate the centre with surrounding neighbourhoods and Deptford High Street by ensuring new development creates a positive relationship with the centre, including new or improved links.
9	Transform New Cross Road (A2) Corridor and other major roads using the Healthy Streets Approach with public realm improvements that make walking, cycling and the use of public transport safer and more convenient, including the expansion of cycle hire throughout the North Area. Secure the removal of the Amersham Gyratory. Create a lively and continuous frontage along New Cross Road by repairing breaks in the townscape, such as through infill development and the introduction of active uses at the street level.
10	Maximise the recreational and amenity value of the River Thames and Deptford Creekside by transforming the riverside area into a vibrant neighbourhood and visitor destination. Secure Creekside's continued role in accommodating boating communities, including boat dwellings. Enhance public access to the river, including by repairing breaks in the Thames Path and Waterlink Way, as well as enabling river bus services at Convoys Wharf.
11	Protect and enhance open and green spaces, including waterways. Continue to deliver and expand the North Lewisham Links, a connected network of high quality walking routes and cycleways that link these spaces. Ensure these routes address existing barriers to movement, such as those caused by the tangle of railways and major roads.
12	Safeguard the strategic waste management sites required to ensure Lewisham is net waste self-sufficient. Maximise opportunities to improve the environmental performance of existing waste facilities, including by developing decentralised energy networks linked to South East London Combined Heat and Power (SELCHP) and better mitigating amenity impacts of facilities.



- Key**
- Regeneration Node
 - Growth Node
 - Major Centre
 - District Centre
 - Local Centre
 - Site allocation
 - Strategic Industrial Location
 - Locally Significant Industrial Site
 - Regeneration Area
 - Conservation Area
 - Strategic Green Links
 - Lewisham Links
 - A2 / A21 Corridor
 - South Circular improvement
 - Bakerloo Line Extension
 - Designated open space

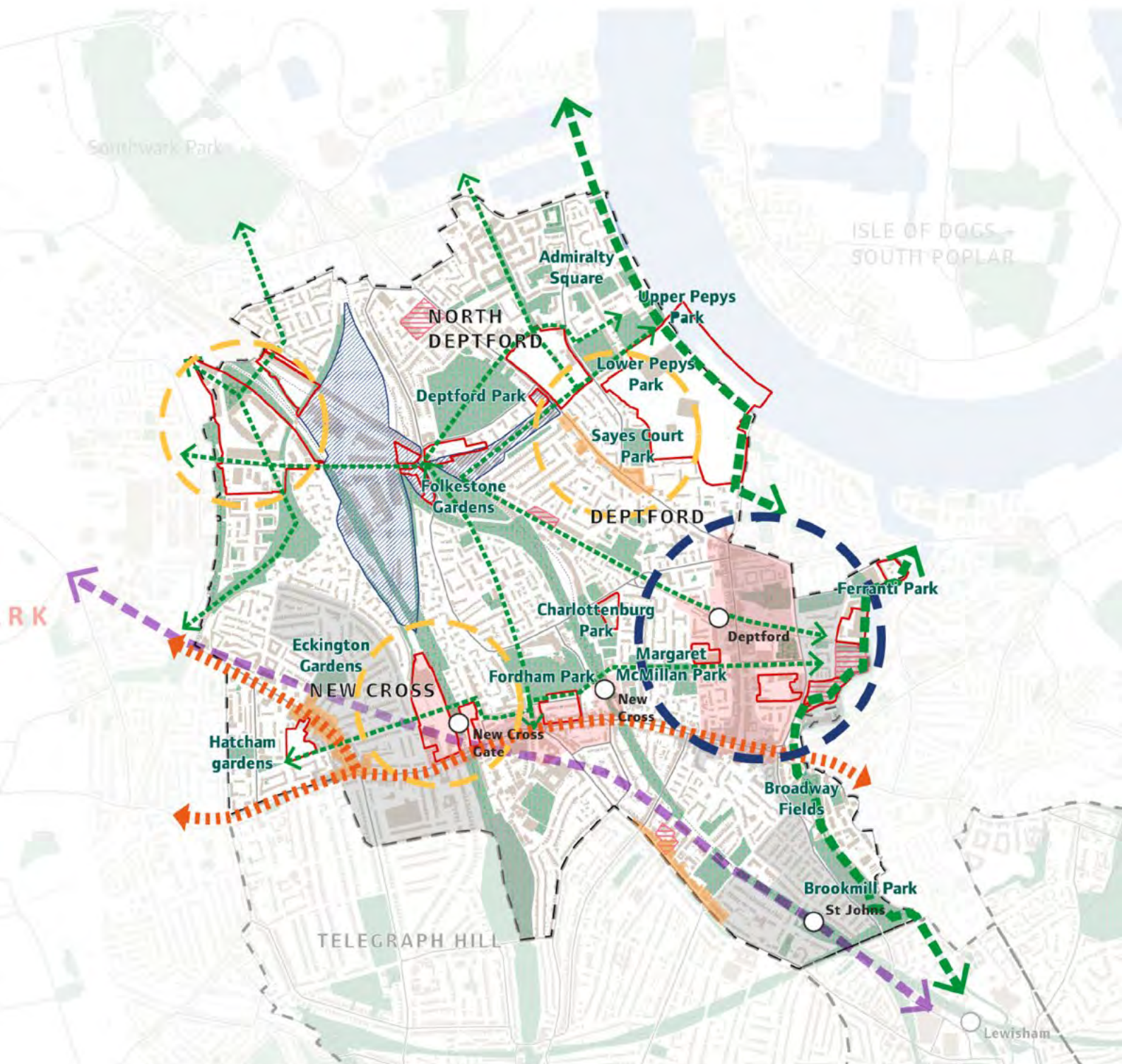








Figure 15.2: North Area key diagram

LNA1 North Area place principles

- A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the North Area.
- B Development proposals must help to ensure the North Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, having regard to Policy GR4 (Lewisham Links). Folkestone Gardens should form a central point for a series of walking and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road.
- C Development proposals must seek to foster community cohesion and improve accessibility by addressing elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, the barriers to movement around and across other major roads, including New Cross Road and Evelyn Street (A200) and the wall at Leeway adjacent to Convoys Wharf.
- D Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals must respond positively to the historic environment as an integral part of the design-led approach. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that contribute to local character and identity, particularly where sites are delivered through comprehensive development. This includes heritage assets associated with:
 - a. Deptford's maritime and industrial heritage, including the Royal Naval Dockyard;
 - b. The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving public access to it; and
 - c. The historic fabric and urban grain of the High Streets at Deptford and New Cross.
- E Development proposals must respond positively to the River Thames and Deptford Creek with reference to Policy LNA4 (Thames Policy Area and Deptford Creekside). They must maximise opportunities to improve the ecological quality and amenity value of these waterways, including by creating or enhancing walking routes and cycleways to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek.

- Key**
-  Strategic Green Links
 -  Lewisham Links
 -  Cycle routes incl. heritage links, signed routes, routes through parks and unsigned routes
 -  Quietways
 -  Cycle Superhighways
 -  Designated open space

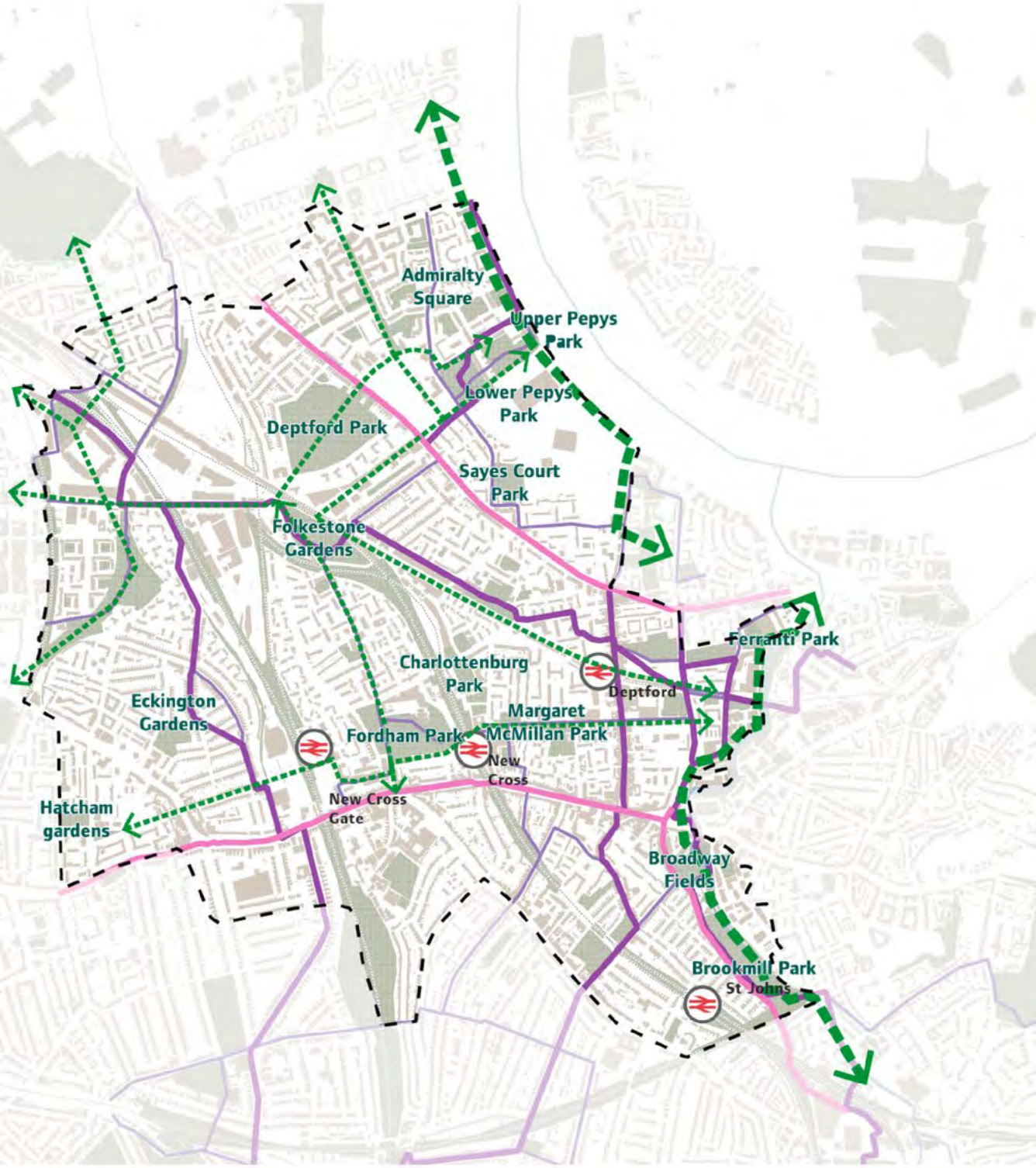


Figure 15.3: North Area connections

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- F Development proposals must respond positively to the historic and cultural character of New Cross and Deptford District Centres. A wide range of commercial, cultural and community uses will be supported within the centres to support their vitality and long-term viability as well as to expand their role as key nodes of employment activity within the Creative Enterprise Zone.
 - G Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, with reference to Policy EC 18 (Culture, creative industries and the night-time economy).
 - H Deptford market and market yard are at the heart of the Deptford District Centre and will be protected as an important commercial destinations and visitor attractions. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making appropriate provision of space and facilities for traders.
 - I Development proposals must support the vitality and viability of Evelyn Street Local Centre by creating and maintaining a positive relationship with the centre, and responding positively to its location at a key transitional position between Deptford High Street and Convoys Wharf. This includes the provision of new and improved walking routes and cycleways to and around the centre, including links to open spaces. Proposals should also deliver other public realm enhancements to improve the place qualities of the centre including streets trees and other urban greening measures, with reference to Policy QD3 (Public realm),
 - J Where relevant, development proposals must demonstrate how they have responded positively to the New Cross Area Framework and Surrey Canal Triangle SPD through the design-led approach.
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LNA2 New Cross Road / A2 corridor

- A The transformation of the New Cross Road / A2 Corridor and its immediate surrounds into a well-connected network of liveable and healthy neighbourhoods with a distinctive historic and cultural character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they will make the optimal use of land to support the delivery of a high quality, lively and thriving High Street whilst reinforcing and enhancing the Corridor's movement function
 - B Development proposals along the New Cross Road / A2 Corridor and its surrounds must enhance the place qualities of the Corridor by:
 - a. Responding positively to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting;
 - b. Reinforcing the predominant commercial function and distinctive identity of the High Street, taking opportunities to introduce a wider and richer mix of uses into the area;
 - c. Enhancing the continuity of the High Street from Old Kent Road to Deptford by repairing breaks and activating frontages along it, particularly through the retention and introduction of appropriate commercial, cultural and community uses at the street or ground floor level;
 - d. Improving relationships between the north and south sides of New Cross Road to create a more cohesive High Street, including through public realm enhancements that reduce barriers to movement by walking and cycling and enable safe access along and across the road;
 - e. Delivering public realm improvements that make the Corridor a more accessible, attractive and welcoming place;
 - f. Maximising opportunities to integrate tree planting and other urban greening measures;
 - g. Supporting the continued evolution of the Corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of sites; and
 - h. Ensuring development will not result in an unacceptable routing or volume of cars and other vehicles onto primarily residential streets.
 - C Development proposals must reinforce the role of New Cross Road as a strategic movement corridor by applying the Healthy Streets Approach. This principal east-west route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross District Centres, New Cross and New Gate stations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Development proposals must secure the continuity and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites.
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- D The Council will work in partnership with the Mayor of London / Transport for London and other stakeholders to deliver new transport infrastructure and public realm improvements along and around New Cross Road, including:
- a. A new high quality station interchange at New Cross Gate, which is necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;
 - b. Public realm enhancements designed to rebalance transport modes along New Cross Road with priority given to walking and cycling, including by widening pavements and reducing pinch-points; and
 - c. Improvements at key junctions to enhance safety for all road users, including at the Amersham gyratory.

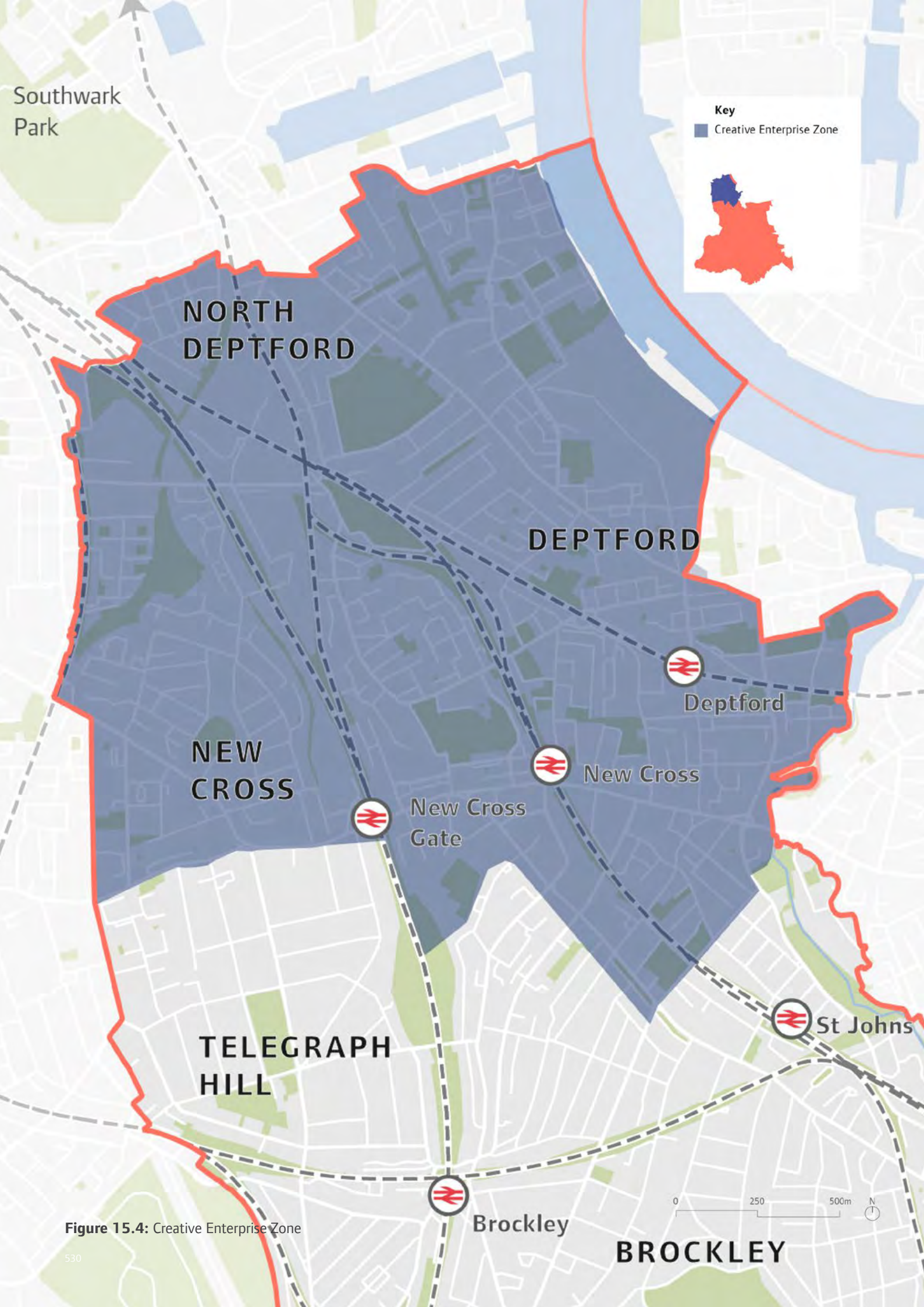


Figure 15.4: Creative Enterprise Zone

LNA3 Creative Enterprise Zone

- A A Creative Enterprise Zone is designated in Lewisham's North Area. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham's distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development.
- B To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through:
- a. The regeneration of Mixed-use Employment Land;
 - b. Retaining and enhancing workspace provision at Deptford Creekside;
 - c. Focused renewal of SIL and MEL located at the convergence of Grinstead Road and Trundleys Road to establish a revitalised employment-led mixed-use quarter;
 - d. Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford District Centres, including evening and night-time economic activities; and
 - e. Designating Cultural Quarters at Deptford Creekside and New Cross and carefully managing development within them, in accordance with Policy EC18 (Culture, creative industries and the night-time economy).
- C The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:
- a. Ensuring that development proposals protect existing industrial capacity and contribute to making provision for flexible workspace and facilities in suitable locations, at an appropriate range of rents. Development proposals will be considered favourably where they incorporate low-cost and an appropriate amount of affordable workspace, particularly space catered to micro, small and medium sized businesses, including start-ups and independents;
 - b. Ensuring new development proposals are designed to enable full-fibre digital connectivity, or equivalent infrastructure, to all end users;
 - c. Encouraging the temporary use of vacant buildings and sites for workspace catered to creative and cultural activities; and
 - d. Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.
- D Within the CEZ development proposals involving the loss of Class E(g) office and light industrial and Sui Generis business space that is currently occupied or suitable for use by the creative and cultural industries, including artists workspace, will be strongly resisted. Development proposals involving the loss or change of use of type of workspace will only be permitted where they:
- a. Ensure that an equivalent amount of Class E(g) workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), incorporating existing businesses where possible; or
 - b. Within a Mixed-use Employment Location, seek to maximise the provision of Class E(g) office and light industrial workspace for uses in the creative and cultural industries, and demonstrate that reasonable efforts have been made to retain or re-provide such existing provision; and
 - c. Retain existing and make provision for new affordable workspace, in line with Policy EC4 (Low-cost and affordable workspace).
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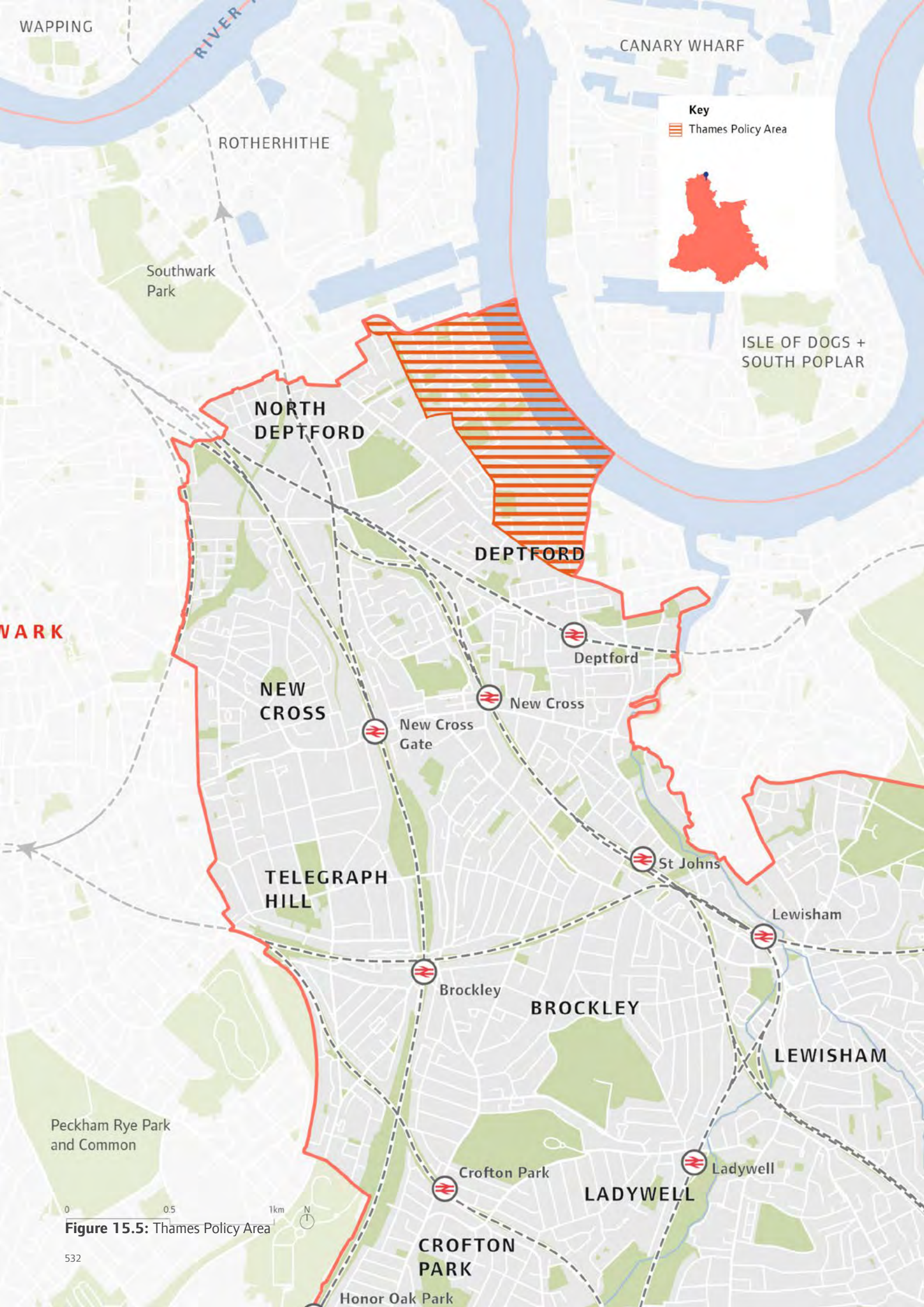


Figure 15.5: Thames Policy Area

LNA4 Thames Policy Area and Deptford Creekside

- A Development proposals must respond positively to the distinctive character the River Thames and Deptford Creek. They must also support and seek to maximise the multifunctional social, economic and environmental functions and benefits of the watercourses, with reference to Policy SD9 (Lewisham’s waterways).
 - B Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, must address the watercourse as an integral part of the design-led approach. They should help to reinforce and enhance the site’s relationship with the River Thames and Deptford Creek, including by:
 - a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore;
 - b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to:
 - i. Views, vistas, landmark features and other points of interest;
 - ii. Building lines, along with the orientation and spacing between buildings; and
 - iii. Physical connections to the river or creek, including walking and cycle routes that enable access to the waterfront;
 - c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way;
 - d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity, and create or improve visual connections with the river or creek;
 - e. Resisting encroachment into the creek or river and foreshore;
 - f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies. Consideration must be given to the requirements of the existing boating community and Creekside’s continued role in accommodating boat dwellings to help meet housing needs; and
 - g. Ensuring development does not adversely impact on the amenity of uses within industrial areas and safeguarded wharves, in line with the Agent of Change.
 - C Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are fully investigated and implemented wherever feasible.
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Lewisham's North Area

- 15.10 Lewisham's North Area has a key role to play in accommodating growth and where the Council will continue to support regeneration to secure inclusive, safe, healthy and liveable neighbourhoods. A large part of the area falls within a London Plan Opportunity Area and is therefore instrumental to the delivery of the spatial development strategy for London. There are pockets of deprivation across the North Area, with some localities in the 20 per cent most deprived in the country. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the North Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension. It requires that new development is well integrated with existing neighbourhoods and communities and maximises opportunities to deliver transformational area improvements for the benefit of everyone.
- 15.11 Mixed-use Employment Locations present the main opportunities for accommodating growth and securing new investment in the North Area. MELs are, for the most part, underused and vacant industrial sites. They are the Borough's largest reservoir of brownfield land suitable for redevelopment and include the Convoys Wharf and Surrey Canal Triangle sites. There are now a number of MELs with planning consent for mixed-use development and some sites have started to come forward. We will continue to support the comprehensive regeneration and renewal of MELs in order to improve the environmental quality of the North Area and to deliver significant amounts of new housing, including genuinely affordable housing, workspace, community facilities and public realm enhancements, including new public open and green space. There is also scope to consolidate SIL land around Trundleys Road to create a high quality mixed-use employment quarter with an improved relationship with Folkestone Gardens. This will be facilitated through the plan-led process, in line with Policy EC5 (Strategic Industrial Locations), to ensure there is no net loss of industrial capacity. Site allocations set parameters for and will ensure certainty over the delivery of MELs and SIL. Guidance has also been prepared to support the Local Plan policies and provide clarity for the public on development opportunities and outcomes sought, including the Surrey Canal Triangle SPD and New Cross Area Framework.
- 15.12 The Local Plan designates a new Creative Enterprise Zone in North Lewisham. This is one of the first CEZs in the Capital and is backed by the Mayor of London. It reflects the strength of our cultural, creative and digital industries and their rapid growth in the Borough in recent years. The Local Plan aims to enable the conditions for these sectors to continue to prosper over the long-term. This includes a positive and proactive approach to managing industrial land in the North Area to intensify development on employment sites and secure the delivery of new high quality workspace, including low-cost and affordable workspace as well as artists' studio space, for which there is a demand. This approach is complemented by other measures targeted at boosting these employment sectors. They include the designation of Cultural Quarters at Deptford Creekside and New Cross as well as Night-time Economy Hubs. These other measures aim to build on the diversity and strengths of the area's historic High Streets and their surrounds, as well its cultural assets and education institutions.

- 15.13 Lewisham is in many ways defined by its connection to the River Thames and its tributaries. The Thames Policy Area is designated in the Local Plan. It requires that careful consideration is given to the character, amenity value and environmental quality of the River Thames and Deptford Creekside, along with the strategic function of the waterway network, including for passenger travel, river and marine-based commercial uses. Development proposals must comply with the Agent of Change principle. This will ensure that designs avoid, minimise and appropriately mitigate disturbances (such as noise) and conflicts that may result from the wide range of land uses within the area, including on industrial sites and safeguarded wharves. The river network also has and will continue to play an important role in shaping Lewisham's identity and character. Creekside is home to an established boating community including boat dwellings. The Port of London Authority's Thames Vision also highlights the southern part of Deptford Creek as a potential Residential Mooring Opportunity Zone. The Borough has a distinctive maritime and industrial heritage, including the Royal Naval Dockyard and the Grand Surrey Canal, and there are opportunities to enhance, better reveal and reinstate heritage assets through heritage-led regeneration.
- 15.14 An effective and resilient transport network is essential to inclusive, safe, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the North Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line extension, including a new station at New Cross Gate, along with a new station at Surrey Canal Road serving the London Overground. Along with securing these public transport schemes the Local Plan seeks to deliver a well-integrated network of high quality walking routes and cycleways. The main aim is to realise a significant modal shift from journeys made by vehicles to more sustainable modes. This will be enabled through the transformation of New Cross Road / A2 Corridor and other major roads using the Healthy Street Approach. New Cross Road is a prominent east-west route within the area linking important visitor destinations. It has significant potential for improving connections between neighbourhoods and places, along with site redevelopment opportunities which can help to enable public realm enhancements and townscape improvements.
- 15.15 The North Lewisham Links is a well-connected network of high quality walking routes and cycleways that has been successfully delivered in key locations in the area, helping to improve access to parks, green spaces, waterways and other key destinations. Development proposals must continue to support the delivery of these vital routes. The success of this project has set a model for public realm enhancements throughout the Borough, which will be implemented in line with Policy GR4 (Lewisham Links).

1	Convoys Wharf Mixed Use Employment Location
2	Deptford Landings Mixed Use Employment Location (formerly known as Oxestalls Road) and Scott House
3	Evelyn Court Locally Significant Industrial Site
4	Neptune Wharf Mixed Use Employment Location
5	Surrey Canal Road and Trundleys Road Locally Significant

6	Apollo Business Centre Locally Significant Industrial Site
7	Silwood Street
8	Bermondsey Dive Under
9	Surrey Canal Triangle Mixed-use Employment Location
10	Besson Street (Kender Triangle)
11	Former Hatcham Works, New Cross Road
12	Goodwood Road and New Cross Road
13	Achilles Street

14	Former Deptford Green School (Upper School Site)
15	Albany Theatre
16	Land north of Reginald Road and south of Frankham Street (former Tidemill School)
17	Lower Creekside Locally Significant Industrial Site
18	Sun Wharf Mixed-use Employment Location (including Network Rail Arches)
19	Creekside Village East, Thanet Wharf Mixed-Use Employment Location

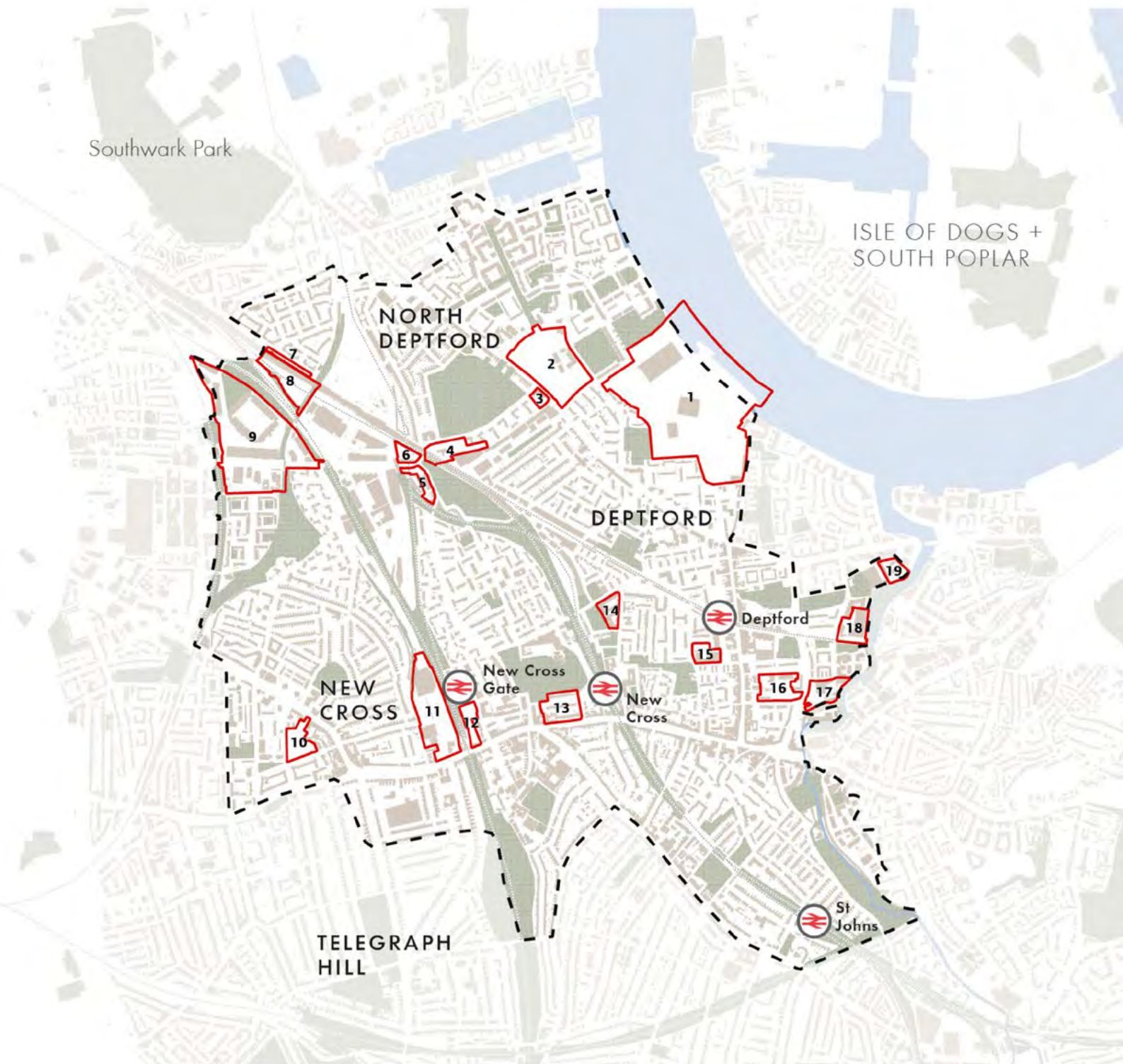
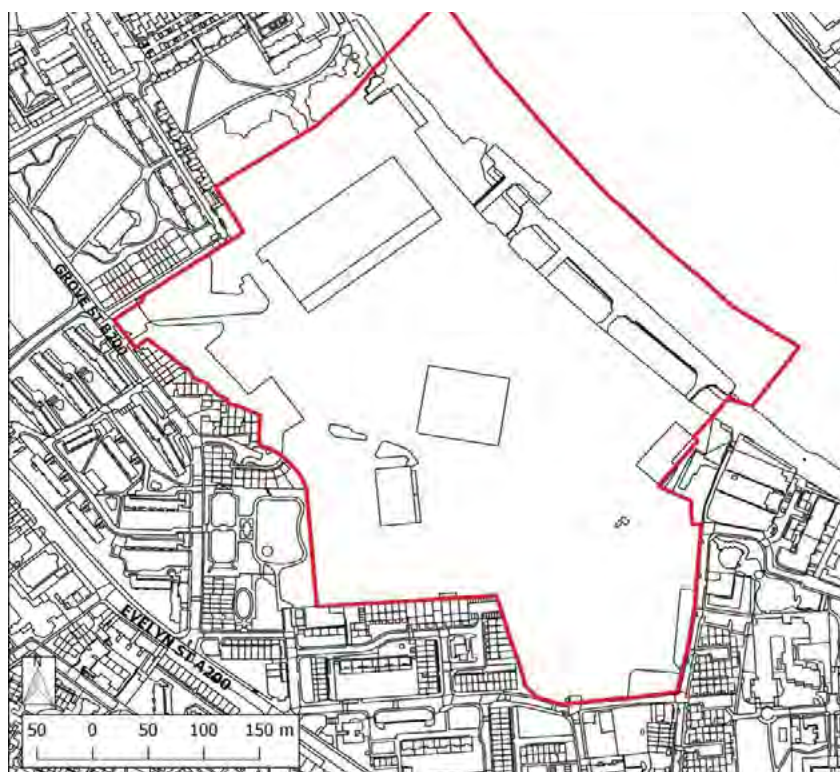


Figure 15.6: North Area site allocations

Site allocations

1	Convoys Wharf Mixed-Use Employment Location.....	538
2	Deptford Landings Mixed-Use Employment Location (formerly known as Oxestalls Road) and Scott House.....	542
3	Evelyn Court at Surrey Canal Road Strategic Industrial Location.....	545
4	Neptune Wharf Mixed-use Employment Location.....	548
5	Surrey Canal Road and Trundleys Road Locally Significant Industrial Site.....	551
6	Apollo Business Centre Locally Significant Industrial Site.....	554
7	Silwood Street.....	557
8	Bermondsey Dive Under.....	559
9	Surrey Canal Triangle Mixed-use Employment Location.....	562
10	Besson Street (Kender Triangle).....	566
11	Former Hatcham Works, New Cross Road.....	569
12	Goodwood Road and New Cross Road.....	572
13	Achilles Street.....	575
14	Former Deptford Green School (Upper School Site).....	577
15	Albany Theatre.....	579
16	Land north of Reginald Road and south of Frankham Street (former Tidemill School).....	582
17	Lower Creekside Locally Significant Industrial Site.....	585
18	Sun Wharf Mixed-Use Employment Location (including Network Rail Arches).....	588
19	Creekside Village East, Thanet Wharf Mixed-Use Employment Location.....	592

1 Convoys Wharf Mixed-Use Employment Location



SITE ADDRESS	Convoys Wharf, London, SE8 3JF				
SITE DETAILS	Site size (ha) 20.46	Setting Central	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Private	Current use Former Shipwrights house, employment
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Strategic Open Space, Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, adjacent to River Thames, Tidal flood defences present on-site, Listed Buildings on site				
PLANNING STATUS	Full application DC/13/083358 was determined by the Mayor of London in March 2014 and planning permission was granted in March 2015. The first three plots were granted in June 2020 and started construction in early 2022. Reserved matters applications have been granted between August 2021 and September 2022.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 3,500		Gross non-residential floorspace Employment 47,700 Main town centre 50,400		

Existing planning consent

- 15.16 DC/13/083358 outline application - resolved to grant planning permission by Mayor of London in March 2014 and permission granted in March 2015, consisting of:
- 15.17 The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100m² comprising:
- up to 321,000m² residential floorspace (up to 3,500 units) (C3)
 - up to 15,500m² employment floorspace (B1/Live/Work units) including up to 2,200m² for 3 no. potential energy centres
 - wharf with associated vessel moorings and up to 32,200m² of employment floorspace (Sui Generis & Class B2)
 - up to 5,810m² of retail and financial and professional services floorspace (A1 & A2)
 - up to 4,520m² of restaurant/cafe and drinking establishment floorspace (A3 & A4)
 - up to 13,000m² of community floorspace (D1) and assembly and leisure (D2)
 - up to 27,070m² of hotel floorspace (C1)
 - river bus jetty and associated structures
 - 1,840 car parking spaces and vehicular access from New King Street and Grove Street
 - retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site.
- 15.18 DC/18/107698 – Reserved matters application for layout, scale, appearance, access and landscaping for Plot 8.
- 15.19 DC/19/111912 – Reserved matters application

for siting, layout, scale, appearance and access for Plot 15.

- 15.20 DC/21/120651 - Reserved matters application for scale and appearance for Plot 22.
- 15.21 DC/21/121852 – Reserved matters application for landscaping for Plot 15.
- 15.22 DC/21/122900– Reserved matters application for scale, appearance and access for Plot 8.

Site allocation

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

Opportunities

- 15.24 Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that responds positively to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public

realm and environmental enhancements. These will support the delivery of a new residential area and visitor destination that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.

15.25 **Development requirements**

1. Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including publicly accessible routes to and along the River Thames.
4. Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities.
5. Long-term protection and appropriate re-activation of the existing safeguarded wharf and associated vessel moorings, including for river based passenger transport.
6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, and taking into account the River Corridor Improvement Plan SPD, including:
 - a. Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf
 - b. New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares
 - c. Integration of central public square / open

space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside

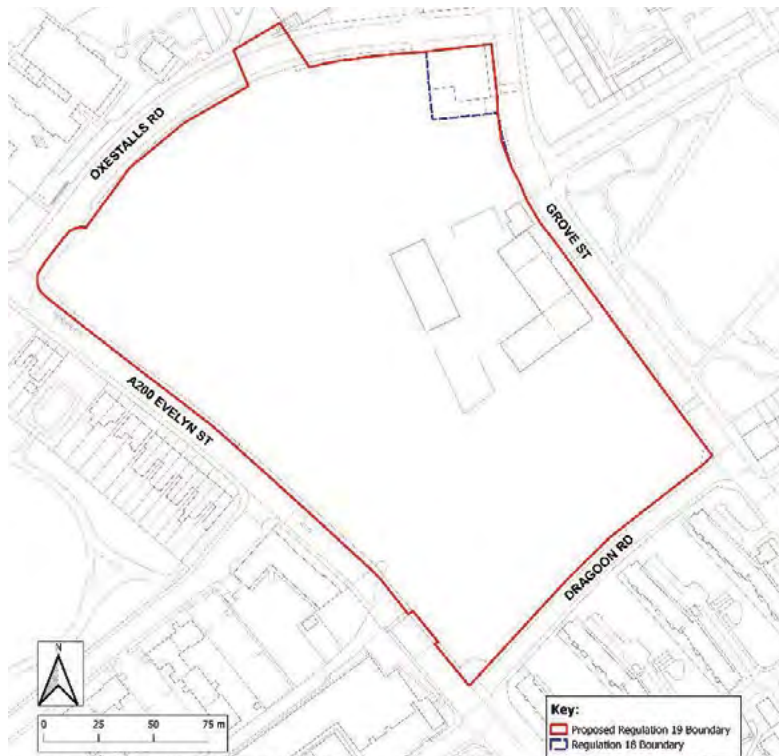
- d. Enhancements to Sayes Court Park and its setting
 - e. A high quality station approach to the jetty (for river bus services), including walking and cycle routes
7. Re-instatement of the Thames-side pier with the creation a new riverfront park and public cultural space, incorporating the Thames Path,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

15.26 **Development guidelines**

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

- with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.
5. Development should make provision of open space to enlarge Sayes Court Park and celebrate the sites historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should connect with the memory of John Evelyn's famous 17th century garden that once flourished on the site.
 6. Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south.
 7. The type of uses on the safeguarded wharf should be restricted to those specified in the S106, to ensure compatibility with residential use nearby, in line with the Agent of Change principle.
 8. Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes:
 - a. The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park.
 - b. Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
 - c. The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location.
 - d. Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II* Listed Master Shipwrights on the adjacent site should be considered in the design of the site.
 - e. Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features.
 - f. The Grade II* Listed St Nicholas Church located to the south east of the site.
 9. Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets.
 10. Transport for London, the Port of London Authority and the Marine Management Organisation should be consulted on development and design options.
 11. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
 12. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, improve biodiversity, maximise opportunities to improve riverside access and deliver a riverside buffer zone and deliver TE2100 plan actions.
 13. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

2 Deptford Landings Mixed-Use Employment Location (formerly known as Oxestalls Road) and Scott House



SITE ADDRESS	Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8				
SITE DETAILS	Site size (ha) 4.71	Setting Urban	PTAL 2015: 1b-3 2021: 1b-4 2031: 1b-4	Ownership Private	Current use Industrial and residential.
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth Node, Adjacent to Strategic Open Space, Mixed-Use Employment Location, Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3				
PLANNING STATUS	Hybrid application DC/15/092295 for Oxestalls Road site granted in March 2016, reserved matters applications granted between February 2018 and March 2019 and Full application DC/19/113332 for Scott House granted in June 2021. Started construction, with 203 residential units in plot 2 completed in March 2020. Plot 6 will be starting construction by late 2022. Additional units are currently being considered for plots 1, 3 and 5.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 1,940		Gross non-residential floorspace Employment 11,784 Main town centre 0		
REMAINING NET UNITS TO BE DELIVERED:	1,737				

Existing planning consent

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

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

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

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

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

Site allocation

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

Opportunities

15.32 The site comprises one existing residential property and a former industrial area encompassing a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road as well as the corner plot occupied by Scott House. The site is situated in proximity to the Pepys Estate, Deptford Park and the River Thames, and the former route of the Surrey Canal runs through it. Planning permission for mixed-use redevelopment of the site has been granted, construction has started and 203 units in Phase 1 have been completed. Redevelopment and site intensification will provide a more optimal use of land and support local area regeneration, including provision of new housing and modern workspace. Development will also enable public realm and environmental enhancements, with opportunities to re-instate the route of the former Surrey Canal and improve connections to Deptford Park and the River Thames.

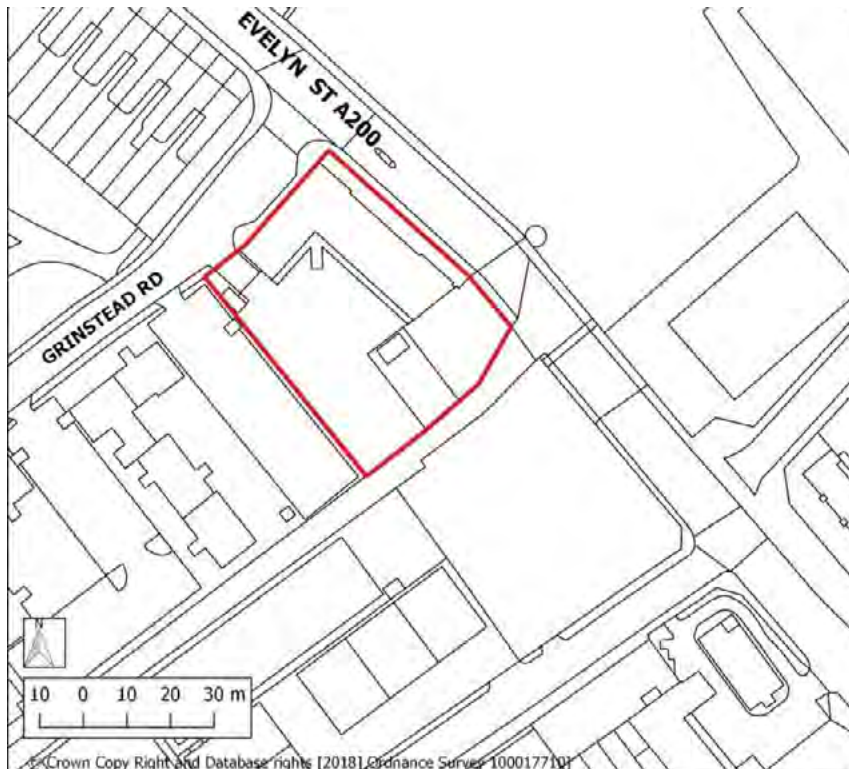
15.33 **Development requirements**

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

15.34 **Development guidelines**

1. Building heights should respond positively to the existing Victorian properties on the opposite side of Evelyn Street and the Victoria Pub and Scott House on Grove Street. Taller elements may be appropriate along Surrey Canal Way and opposite Pepys Park, to mark the significance of these open spaces and to enable more residents to benefit from outlook across them.
2. Tall buildings will be most appropriate on the corners of Evelyn Street/Oxestalls Road and Grove Street/Dragon Road, forming corners for the urban block, aiding with legibility and wayfinding.
3. Development should respond positively to the social and built heritage of the site, whilst ensuring uses are well integrated with the surrounding communities and neighbourhoods. A range of materials should be used across the site to reflect the historic character, including the timber wharf, warehouses and Victorian Villas that existed on the site as well as to link with other buildings such as the Laban Centre.
4. Development should be designed to enable vehicular access from Grove Street and restrict access from Evelyn Street.
5. Development must address the future use of Blackhorse Bridge over the former Surrey Canal.
6. Development should enhance connections and legibility through the site, with routes running between Evelyn Street and Grove Street, and by creating a permeable streetscape with improved walking and cycle links to Evelyn Street (including the Cycle Super Highway), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront.
7. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

3 Evelyn Court at Surrey Canal Road Strategic Industrial Location



SITE ADDRESS	Evelyn Court, Grinstead Road, London, SE8 5AD				
SITE DETAILS	Site size (ha) 0.27	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Mixed, public and private	Current use Employment
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Appropriate Location for Tall Buildings, adjacent to Strategic Industrial Location, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3				
PLANNING STATUS	Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014. Pre-application.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 102		Gross non-residential floorspace Employment 2,381 Main town centre 0		

Existing planning consent

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

Site allocation

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

Opportunities

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

15.38 Development requirements

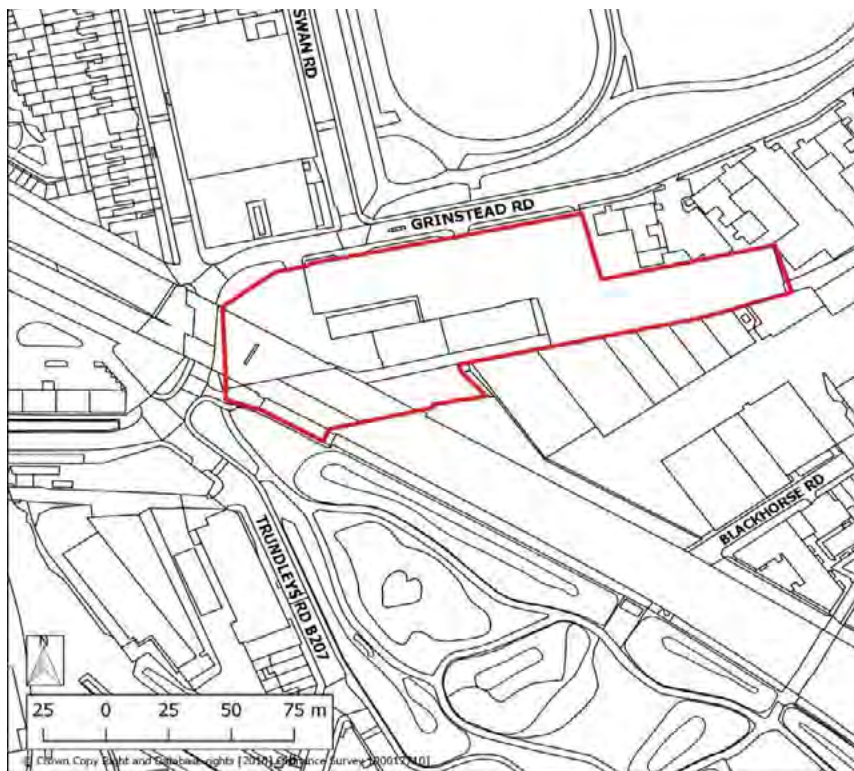
1. Landowners must work in partnership and development must take account of the existing prior approvals and be delivered in accordance with a masterplan, to ensure coordination and phasing in the co-location of uses across the site, including on the plots currently occupied by Evelyn Court and Parker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

15.39 Development guidelines

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area. Further details on calculating industrial capacity are set out in with Policy EC6 (Locally Significant Industrial Sites).

2. Development should be designed to respond positively with the development at The Deptford Landings, Oxestalls Road MEL.
3. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses, including uses at the adjacent Deptford Trading Estate and in line with the Agent of Change principle.
4. The bulk, massing, scale and height of the buildings should respond positively to the existing residential properties along Grinstead Road and the three to four storey terraced properties along Evelyn Street, along with the tall buildings on the opposite side of Evelyn Street (Deptford Landings, Oxestalls Road MEL).
5. Landscaping should be designed as an integral part of the overall development, with an enhanced relationship with Deptford Park and enhancements to the amenity of the site, focused around an enhanced walking/cycle route running along the site boundary. Development should not result in a reduction in existing footway or carriageway space.
6. Development should be designed to retain existing vehicular access onto Grinstead Road.
7. The demolition of the existing office block will be supported to enable the delivery of high quality, purpose built housing as a component of an employment-led mixed-use scheme.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. New connections into the Evelyn Street trunk sewer will not be allowed.

4 Neptune Wharf Mixed-use Employment Location



SITE ADDRESS	Neptune Works, Parkside House, Grinstead Road, SE8 5B				
SITE DETAILS	Site size (ha) 1.14	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth Node, Appropriate Location for Tall Buildings Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Strategic Open Space adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3				
PLANNING STATUS	Full application DC/10/075331 granted in March 2012. Started construction.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 199		Gross non-residential floorspace Employment 0 Main town centre 1,973		

Existing planning consent

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

Site allocation

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

Opportunities

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

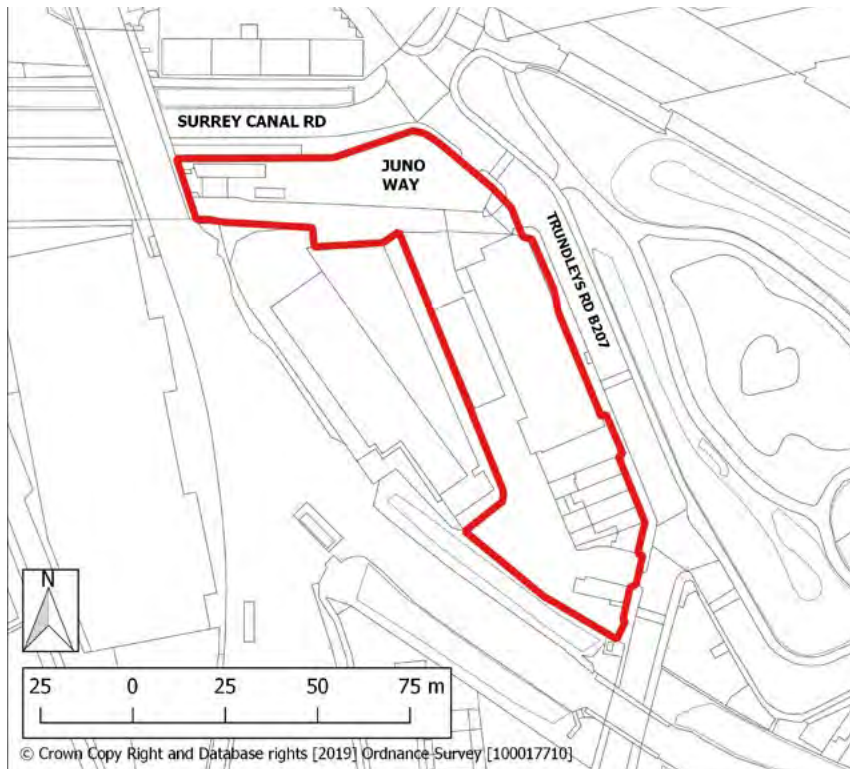
15.43 Development requirements

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

15.44 **Development guidelines**

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

5 Surrey Canal Road and Trundleys Road Locally Significant Industrial Site



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	Site size (ha) 0.55	Setting Urban	PTAL 2015: 1a-2, 2021: 1a-2 2031: 1a-2	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth Node, Appropriate Location for Tall Buildings, , Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable, adjacent to Strategic Open Space				
PLANNING STATUS	DC/20/117966 granted a resolution to approve in November 2021. S96a application DC/22/127348 granted consent in October 2022.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 274		Gross non-residential floorspace Employment 2,890 Main town centre 0		

Existing planning consent

- 15.45 DC/20/117966 – Full application for the demolition of existing buildings and redevelopment of the site comprising flexible commercial floorspace (Class E/B2/B8), 58 residential units and 393 purpose built student accommodation at 164-196 Trundleys Road and 1-9 Sanford Street.
- 15.46 DC/20/118229 – S96a application for an increase of 9 student rooms, from 393 to 402 units, change in clusters of units, change increase in the number of studio rooms, increase in shared amenity space and increase in cycle car parking spaces.

Site allocation

- 15.47 Comprehensive employment-led redevelopment on this re-designated Locally Significant Industrial Site. Co-location of compatible commercial, residential and purpose built student accommodation.

Opportunities

- 15.48 The site is situated within the Surrey Canal Road Strategic Industrial Location, on the south side of Surrey Canal Road and adjacent to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier at the western edge. It is occupied by a mix of industrial units and associated yard space, a scrap yard, and a small terrace of retail uses and six residential units at the southernmost end along Trundleys Road. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Apollo Business

Centre SIL and Neptune Wharf MEL sites.

Replacement provision of SIL land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment as well as the amenity of Folkestone Gardens and neighbouring residential areas.

15.49 Development requirements

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

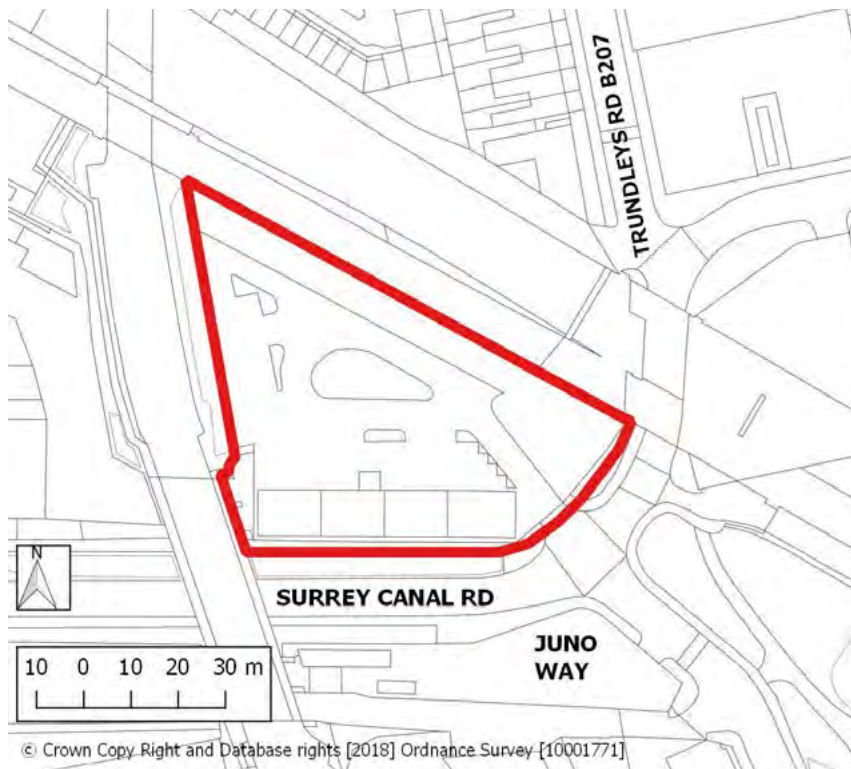
15.50 Development guidelines

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
2. Development will be expected to make

provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.

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

6 Apollo Business Centre Locally Significant Industrial Site



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	Site size (ha) 0.42	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 98		Gross non-residential floorspace Employment 3,396 Main town centre 0		

Site allocation

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

Opportunities

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

15.51 Development requirements

1. Development must be delivered in accordance with a masterplan to ensure coordination in the co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in the net loss of industrial capacity, or compromise the function of the LSIS, in line with Policy EC6 (Locally Significant Industrial Sites).

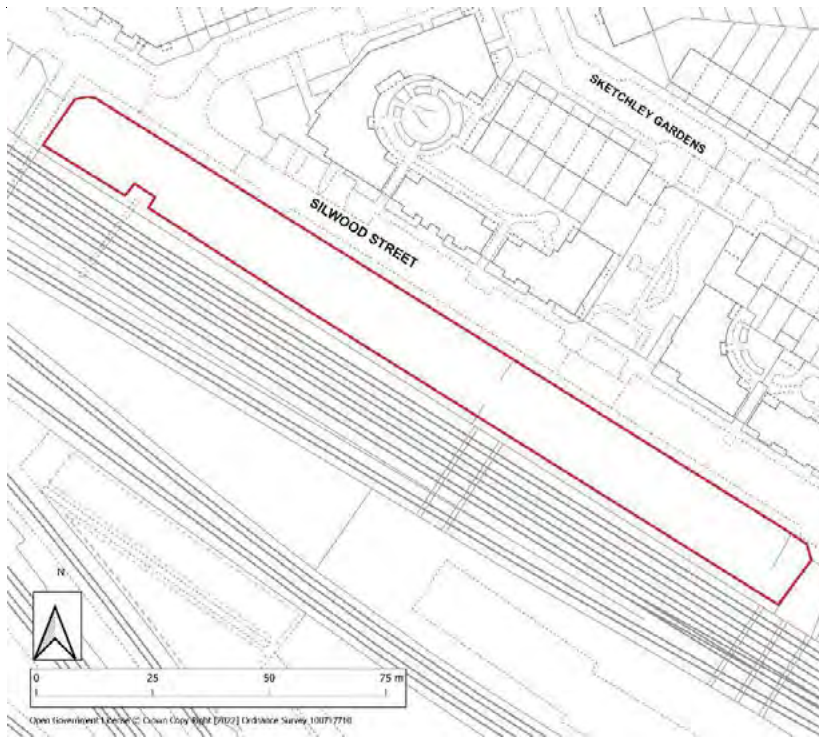
3. There is an existing waste use at the site (Southwark Metals). Development proposals must address this use in accordance with Local Plan policy SD12 (Reducing and sustainably managing waste) and London Plan policy SI9 (Safeguarded waste sites).
4. Positive frontages along Surrey Canal Road and across from the railway arches.
5. New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Surrey Canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens and to facilitate the delivery of Cycleway 10.

15.52 Development guidelines

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

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

7 Silwood Street



SITE ADDRESS	Silwood Street, London, SE16				
SITE DETAILS	Site size (ha) 0.25	Setting Urban	PTAL 2015: 2-3 2021: 3 2031: 3	Ownership Mixed, public and private	Current use Vacant
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2022)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area				
PLANNING STATUS	Full application DC/20/116783 was granted in March 2021.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 61		Gross non-residential floorspace Employment 1,313 Main town centre 200		

Existing planning consent

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

Site allocation

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

Opportunities

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

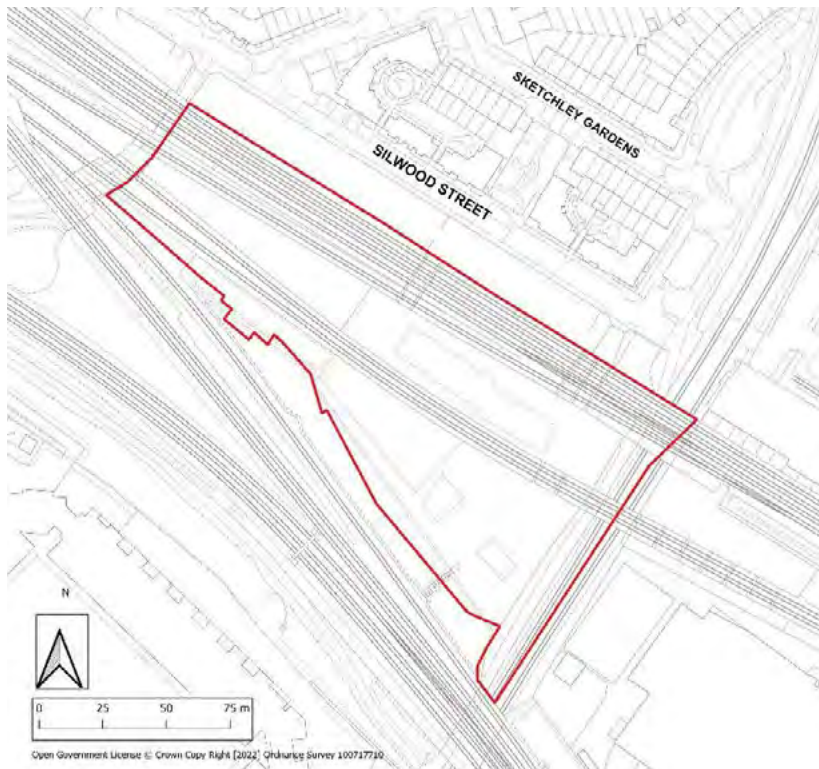
15.56 Development requirements

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

15.57 Development guidelines

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

8 Bermondsey Dive Under



SITE ADDRESS	Silwood Street, London, SE16				
SITE DETAILS	Site size (ha) 1.88	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Vacant
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2022)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land (to be designated), Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area Strategic Open Space				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 0		Gross non-residential floorspace Employment 5,264 Main town centre 0		

Site allocation

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

Opportunities

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

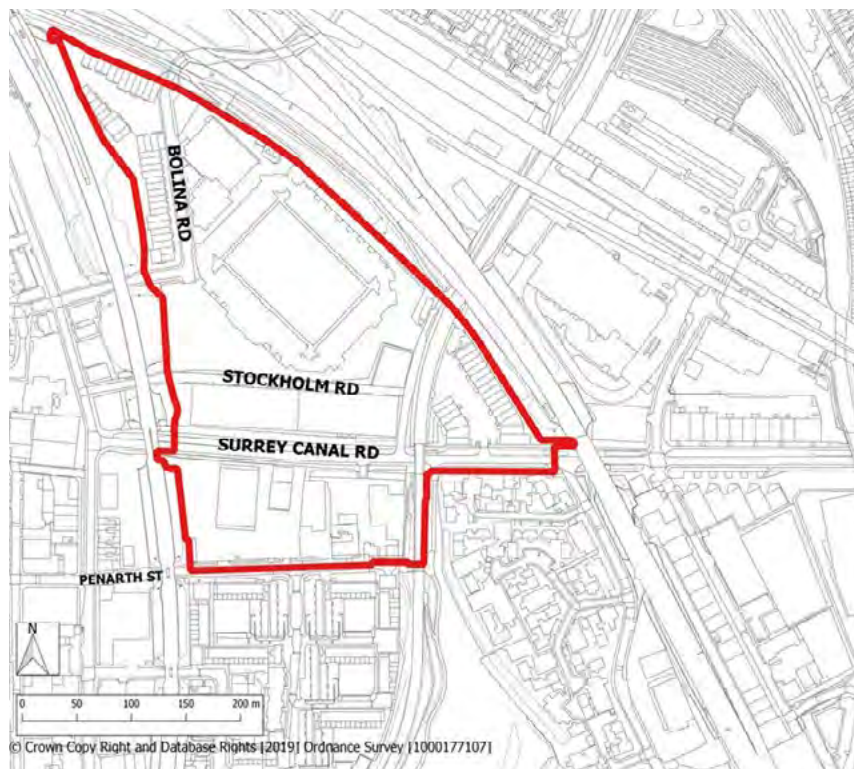
15.58 Development requirements

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

15.59 Development guidelines

1. Development should ensure the long-term viability of industrial and commercial uses at the site.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the residential properties located along Silwood Street.
3. Development should seek to enhance the amenity for all site users, and provide safe and convenient site access. This will require careful consideration of the operational requirements of potential future employment uses and ensure coordination of industrial and commercial uses across the SIL and LSIS.
4. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.

9 Surrey Canal Triangle Mixed-use Employment Location



SITE ADDRESS	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14				
SITE DETAILS	Site size (ha) 10.59	Setting Urban	PTAL 2015: 0-1b 2021: 0-1b 2031: 0-1b	Ownership Private	Current use Football Stadium, industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth node, Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent to Strategic Open Space, adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable				
PLANNING STATUS	Surrey Canal Triangle SPD was adopted in January 2020. Full Application DC/20/119706 granted a resolution to approve in January 2022.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15 Yes	Beyond 15 years Yes	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 4,089		Gross non-residential floorspace Employment 14,253 Main town centre 46,469		

Existing planning consent

- 15.60 DC/11/076357 Outline permission was approved in March 2012 for revisions for the comprehensive, phased mixed use development for up to 240,000m² consisting of:
- Class A1/A2 (Retail) up to 3,000 m²
 - Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 m²
 - Class A5 (Hot Food Takeaways) up to 300 m²
 - Class B1 (Business) between 10,000 m² to 215,000 m²
 - Class C1 (Hotels) up to 10,000 m²
 - Class C3 (Residential) between 150,000 m² and 200,000 m² (up to 2,400 homes of different sizes and types); 2,394 in line with recent pre-app discussions
 - Class D1 (Community) between 400 m² and 10,000 m²
 - Class D2 (Leisure and Entertainment) between 4,120 m² and 15,800 m²
 - Ground persons store up to 140 m²
 - Demolition of all existing buildings with the exception of Millwall DC Stadium, Guild House and Rollins House
 - Alterations to Surrey Canal Road and realignment of Bolina Road, new streets and pedestrian/cycle paths
 - Hard and soft landscaping and publically accessible open space
 - District heating centre and ENVAC waste handling system.
- 15.61 DC/20/119706 A hybrid application for outline for phases 2 – 5 and detailed design for Phase 1 was granted a resolution to approve in January 2022 for 3,518 residential floorspace and a variety of floorspace.

Site allocation

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

Opportunities

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

15.64 **Development requirements**

1. Landowners must work in partnership and development must have regard to the overarching vision and development principles set out in the Surrey Canal Triangle SPD and the permitted development scheme already consented on Renewal's land. The masterplan must consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development of the Council owned land must capitalise on the opportunities presented by Millwall FC Stadium, including options for its re-provision and expansion, helping to secure the long term future of the football club on this site.
3. Development proposals must seek to enhance the existing sports facilities, and make these accessible to the public and allow for the long term future of the Millwall Community Scheme.
4. Development proposals must demonstrate a comprehensive and coordinated approach to supporting healthy communities by integrating new and enhanced publicly accessible sports, leisure and recreation opportunities, including open spaces and community facilities, in line with Policy CI1 (Safeguarding and securing community infrastructure).
5. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
6. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also facilitate the delivery of Cycleway 10.

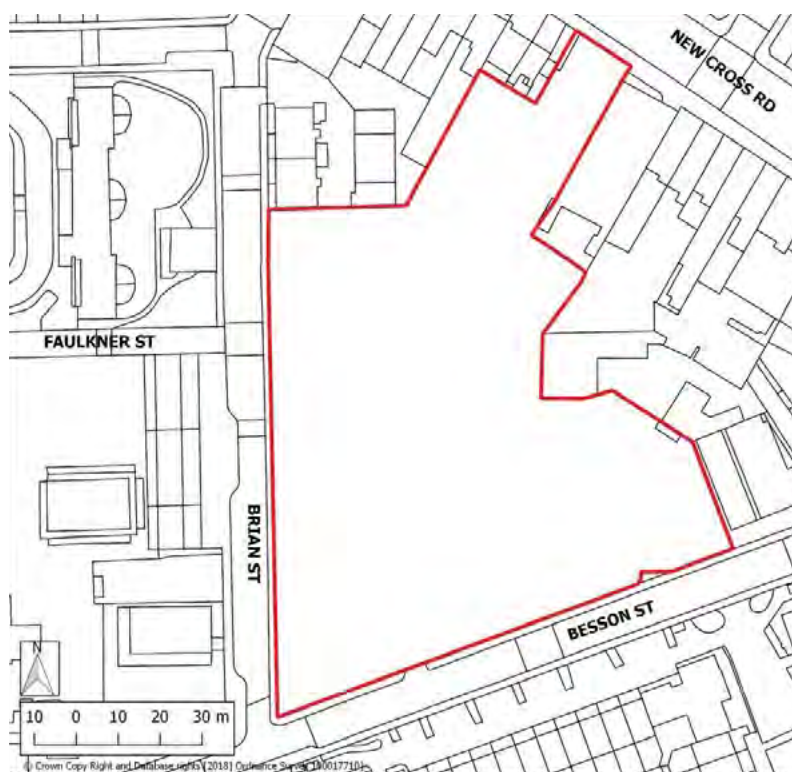
7. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - a. A linked network of new high quality public open and green spaces as a central design feature
 - b. Enhancements to Bridgehouse Meadows and Bolina Gardens, including access improvements, in partnership with infrastructure providers.
 - c. High quality approaches to the existing South Bermondsey station and the future Overground station.
8. Provision for the new transport infrastructure within the site, including a new Overground station at Surrey Canal Road and an accompanying walking and cycle bridge, in partnership with TFL and infrastructure providers.
9. Positive frontages along key routes, with active ground floor frontages where possible.
10. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.65 **Development guidelines**

1. Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities. Main town centre uses should be complementary in nature and scale and focussed on serving the development, whilst ensuring no adverse impact on existing town centres.
2. A new east-west route linking Folkestone Gardens / Deptford Park and Old Kent Road should form a central design feature, along with a clear north-south route linking South Bermondsey station to Bridgehouse Meadows and the new Overground station.

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

10 Besson Street (Kender Triangle)



SITE ADDRESS	Land on the rear of Besson Street, London, SE14 5AE				
SITE DETAILS	Site size (ha) 1.01	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Vacant land
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth Corridor, Appropriate Location for Tall Buildings, Local Centre Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 1, 2, 3				
PLANNING STATUS	Full application DC/19/114805 was granted consent in January 2022.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 324		Gross non-residential floorspace Employment 0 Main town centre 1,064		

Previous planning consent

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

Existing planning consent

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

Site allocation

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

Opportunities

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

15.70 Development requirements

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

15.71 Development guidelines

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

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

11 Former Hatcham Works, New Cross Road



SITE ADDRESS	New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ				
SITE DETAILS	Site size (ha) 3.67	Setting Urban	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Retail, car services, car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Growth Corridor, Appropriate Location for Tall Buildings, Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Adjacent to Strategic Open Space, Bakerloo Line Safeguarding Direction, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable				
PLANNING STATUS	None (Application withdrawn)				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 800		Gross non-residential floorspace Employment 7,550 Main town centre 10,000		

Site allocation

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

Opportunities

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

15.72 Development requirements

1. Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the Goodwood Road / New Cross Road site and any requirements associated with the transport network, taking into account the New Cross Area Framework SPD. The masterplan should consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development)

2. The site is safeguarded for the delivery of the BLE and as a temporary works site. This includes creation of a new Bakerloo Line station which should integrate with the existing station, in consultation with Transport for London and Network Rail. No prejudicial development should occur before the BLE is delivered.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also facilitate the delivery of Cycleway 11 along New Cross Road.
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - a. New walking and cycle access through the site from Hatcham Park Road / Hart's Lane. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - b. Public realm improvements to enhance the station approach and improve the walking environment, including along New Cross Road and Hearts Lane, with a well-integrated station square.
 - c. Cycle parking infrastructure including a cycle hub.
5. Positive frontages along New Cross Road, Harts Lane and other key routes, with active ground floor frontages.

15.73 Development guidelines

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character and should seek to enhance the setting of the heritage assets in the area including within the adjoining Hatcham Conservation Area, adjoining Telegraph Hill Conservation Area and nearby Deptford Town Conservation Area. In particular:
 - a. all buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street. Means of mitigating or minimising the impact of tall buildings on the setting of Hatcham and Telegraph Hill Conservation Area and on views from within them should include consideration of silhouette, location and footprint, materiality and elevational design.
 - b. There should be a positive relationship with the site's western edge that enhances the junction of Hatcham Park Road and access to the site, activates the east side of Harts Lane and preserves the character of Brighton Grove.
 - c. Given the low rise nature of the surroundings and the presence of designated conservation areas to the west, south and south east, proposals must be rigorously tested to demonstrate the impacts on the heritage assets in the vicinity, their setting and the neighbouring non-heritage designated townscape.
2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycling and walking.
3. Development should provide for a range of unit sizes to accommodate a rich mix of main town centre uses, with flexibly specified units that can be adapted for a variety of end users.
4. Transport for London and Network Rail should be consulted on development and design options. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into either of the trunk sewers crossing the site will not be allowed. The existing connection at the north end of the site is the most likely connection point.

12 Goodwood Road and New Cross Road



SITE ADDRESS	Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL				
SITE DETAILS	Site size (ha) 0.62	Setting Urban	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Retail, industrial, vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Appropriate Location For Tall Buildings, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, Groundwater Source Protection Zone 3, within 30m buffer of electricity cable, adjacent to Strategic Open Space				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 167		Gross non-residential floorspace Employment 3,550 Main town centre 1,050		

Existing planning consent

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

Site allocation

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

Opportunities

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

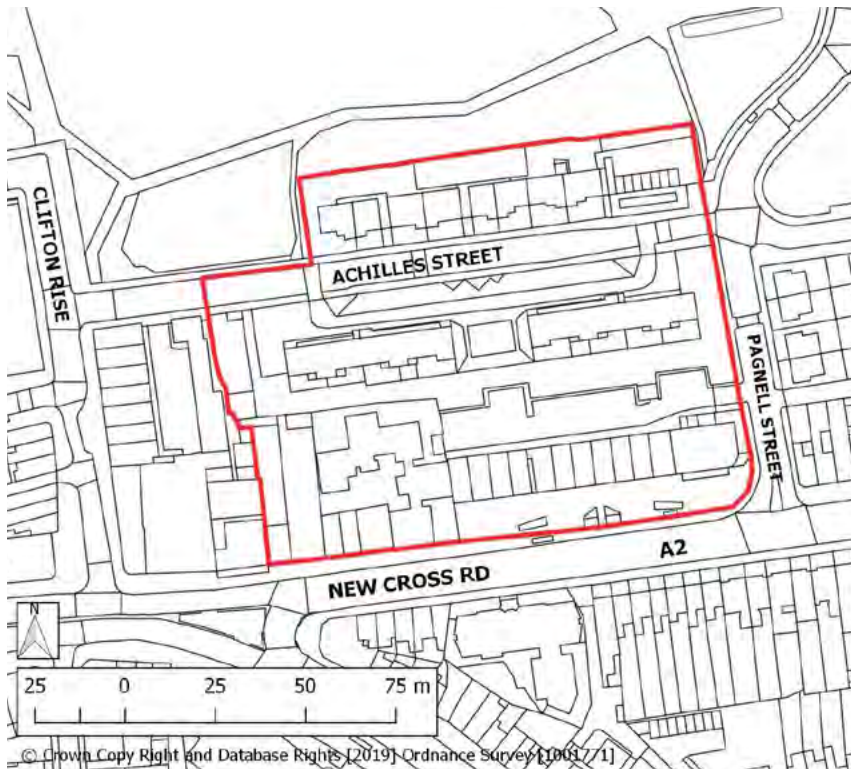
15.77 Development requirements

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

15.78 **Development guidelines**

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character, and should seek to enhance the setting of the heritage assets in the area including within the adjoining Deptford Town Conservation Areas and nearby Hatcham Conservation Area. In particular:
 - a. Tall buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street.
 - b. Given the low rise nature of the prevailing, historic context any tall buildings as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycle, with generous space for movement by walking
3. Transport for London and Network Rail should be consulted on development and design options.
4. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the west of the site.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. There is sufficient capacity in the sewers on Goodwood Road and New Cross Road.

13 Achilles Street



SITE ADDRESS	New Cross Road, SE14 6AT				
SITE DETAILS	Site size (ha) 1.40	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Residential, main town centre uses
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent to Conservation Area, adjacent to Listed Building, adjacent to Strategic Open Space, Air Quality Management Area , Air Quality Focus Area , Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1 , Groundwater Source Protection Zone 2, Cultural Quarter				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 363		Gross non-residential floorspace Employment 0 Main town centre 2,716		

Site allocation

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

Opportunities

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

15.81 Development requirements

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

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

15.82 Development guidelines

1. Development should be designed to respect and respond positively to the scale and grain of the High Street.
2. Proposals should provide for an increase on the amount of town centre floorspace and existing number of shop units on the ground floor.
3. Spaces between buildings facing Fordham Park should be designed as public spaces
4. Development must be designed to protect the amenity of The Venue, having regard to the Agent of Change principle
5. Development should be designed to improve access and permeability within and through the site, with particular consideration to routes to Fordham Park, as well as Lewisham Route 1.
6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the New Cross Road trunk sewer will not be allowed.

14 Former Deptford Green School (Upper School Site)



SITE ADDRESS	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ				
SITE DETAILS	Site size (ha) 0.68	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Public	Current use Former school
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Regeneration Node, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, Groundwater Source protection Zone 2, Adjacent to Strategic Open Space				
PLANNING STATUS	Full application DC/15/095027 granted in July 2018. Now complete.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 120		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

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

Site allocation

- 15.84 Redevelopment for residential uses.

Opportunities

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

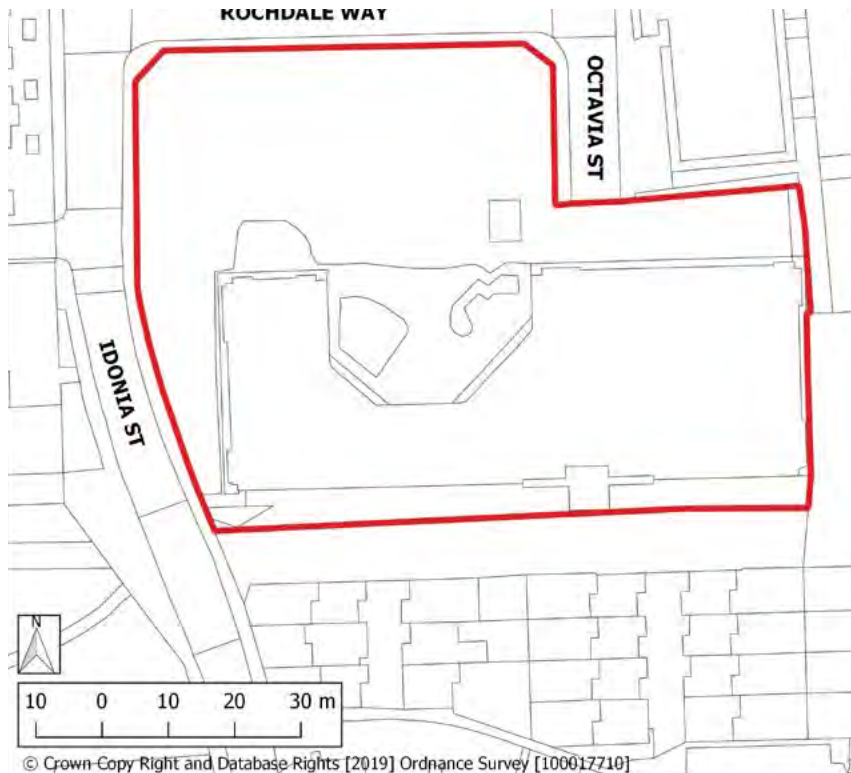
15.86 Development requirements

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

15.87 Development guidelines

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

15 Albany Theatre



SITE ADDRESS	Douglas Way, London, SE8 4AG				
SITE DETAILS	Site size (ha) 0.61	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Private	Current use Theatre
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Regeneration Node, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Groundwater Source Protection Zone 2, Night-time Economy Hub, Cultural Quarter				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 119		Gross non-residential floorspace Employment 758 Main town centre 3,032		

Site allocation

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

Opportunities

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

15.90 Development requirements

1. Development must be delivered in accordance with a site masterplan, to ensure coordination, phasing and balance of uses across the site, including the Albany Theatre, and the market at Douglas Way adjacent to it, in line with Policy DM3 (Masterplan and comprehensive development).
2. Retention or appropriate re-provision of the Albany Theatre on the site, in line with Policy CI1 (Safeguarding and securing community infrastructure).
3. Development must be designed to respond positively to the setting of the Conservation Area and the Grade II listed Deptford Ramp.

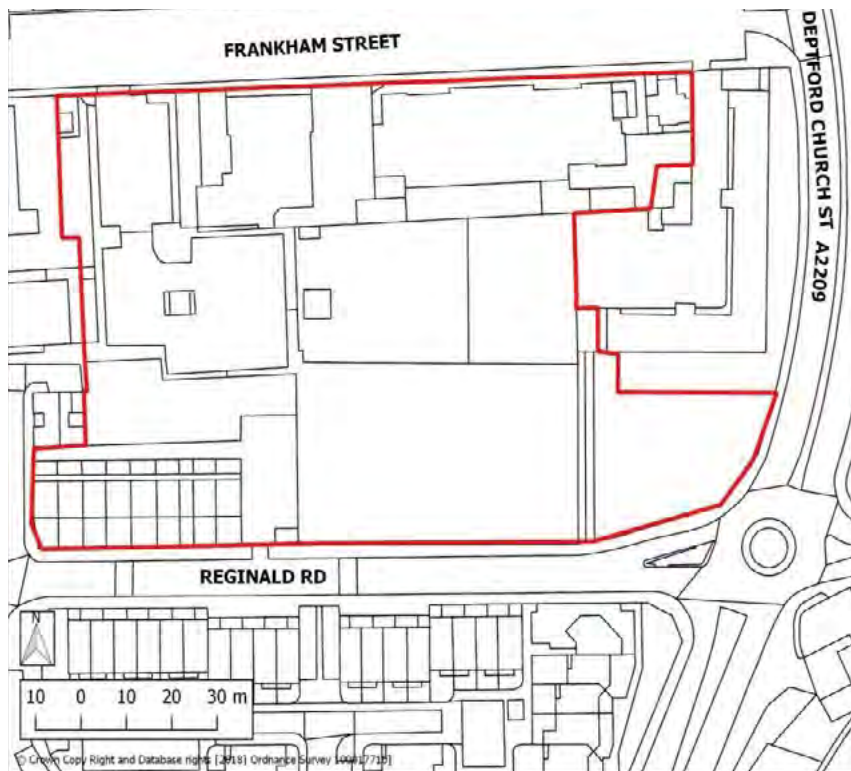
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
5. Positive frontages along Douglas Way and Idonia Street to protect and enhance the amenity of the market along Douglas Way.

15.91 Development guidelines

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

4. The community gardens are Neighbourhood Open Space and development proposals will be considered with reference to GR2 Open Space.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Douglas Way trunk sewer will not be allowed.

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



SITE ADDRESS	Land North of Reginald Road and South of Frankham Street, London, SE8 4RL				
SITE DETAILS	Site size (ha) 1.26	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Public	Current use Former school, caretakers house
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Regeneration Node, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2, Groundwater Source Protection Zone 1				
PLANNING STATUS	Full application DC/16/095039 granted in July 2018. Started construction.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 193		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

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

Site allocation

- 15.93 Comprehensive redevelopment for residential uses.

Opportunities

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

15.95 Development requirements

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

15.96 Development guidelines

1. The design of development should respond positively to the surrounding building heights, particularly the retained school buildings, and take account of the proximity to the adjoining Deptford High Street and St Paul's Church Conservation Area and nearby Deptford Creek Conservation Area, including the Crossfield estate, which is of heritage significance. Development should not be visible from within Deptford High Street and should not detract from the setting, character and appearance of Griffin Square.

2. To create a distinctive identity, different designs and scales across the site should be used to reflect different site conditions, spatial character and distinctive features and buildings that already exist on-site.
3. A cohesive public realm should create strong relationships to public realm elsewhere in Deptford. New public realm should be able to accommodate a range of appropriate activities whilst retaining an overall tranquil environment. Destinations should be created through a series of courtyard spaces and landscaping should be used to soften spaces and create an interesting streetscape.
4. Consideration should be given to the retention of mature trees, especially those adjacent to the annexe and along the Frankham House boundary.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge in Deptford Creek. New connections into the Deptford Church Street trunk sewer will not be allowed and impacts on the Deptford Storm Overflow should be avoided.

17 Lower Creekside Locally Significant Industrial Site



SITE ADDRESS	Creekside, London, SE8 4SA				
SITE DETAILS	Site size (ha) 1.10	Setting Central	PTAL 2015: 0-6a 2021: 0-6a 2031: 0-6a	Ownership Mixed, public and private	Current use Industrial, wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Regeneration Node, Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area, Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site, Groundwater Source Protection Zone 1				
PLANNING STATUS	Full application DC/18/106708 was granted consent in May 2020. Started construction. Pre-applications for remainder of the site.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 162		Gross non-residential floorspace Employment 8,201 Main town centre 0		

Existing planning consent:

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

Site allocation

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

Opportunities

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

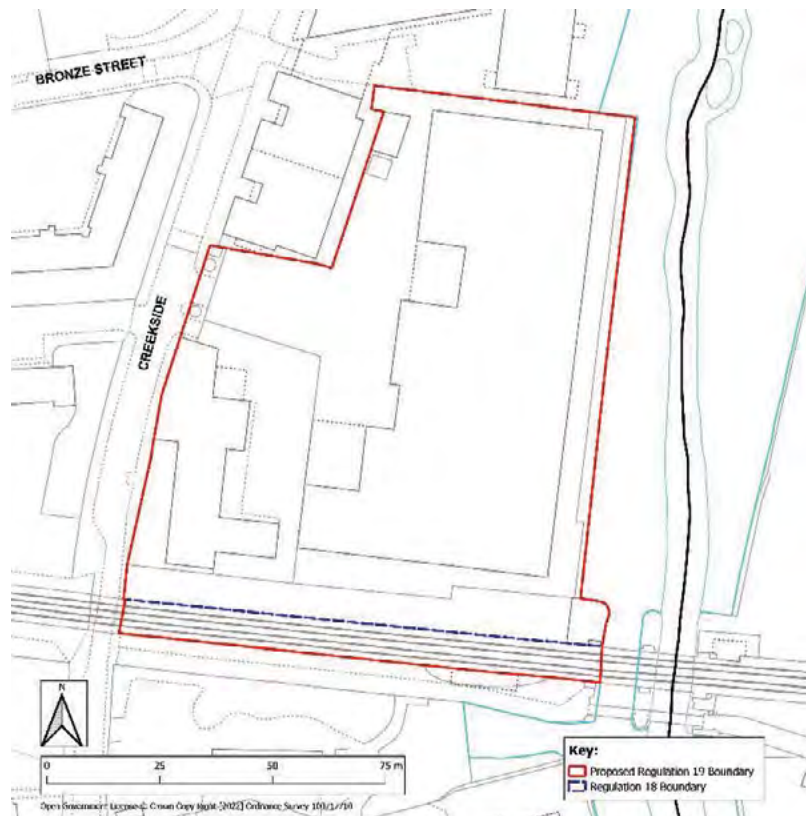
15.100 Development requirements

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

15.101 Development guidelines

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

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



SITE ADDRESS	Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ				
SITE DETAILS	Site size (ha) 1.00	Setting Urban	PTAL 2015: 0-3 2021: 0-3 2031: 0-3	Ownership Private	Current use Industrial, wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site, Groundwater Source Protection Zone 3				
PLANNING STATUS	Full application DC/22/125674 for Cockpit Arts Centre was granted in May 2022. Full application DC/20/118229 was considered at Strategic Planning Committee on 1st September 2022				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 220		Gross non-residential floorspace Employment 1,443 Main town centre 0		

Existing planning consent

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

Site allocation

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

Opportunities

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

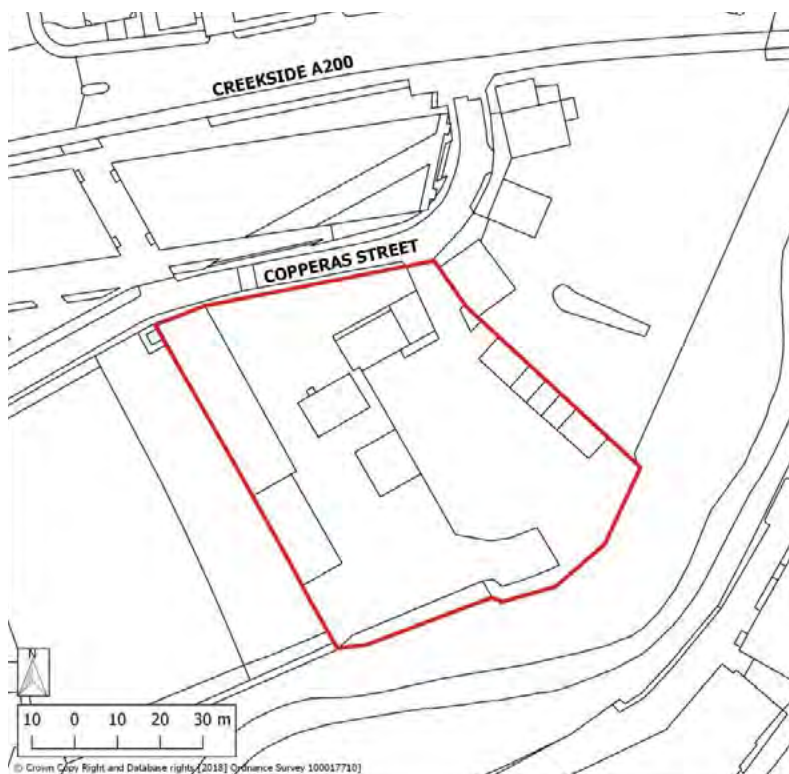
15.105 Development requirements

1. Landowners should work in partnership and development must be delivered to ensure coordination, phasing and balance of uses across the site including the Cockpit Arts Centre and Sun Wharf parcels of land,, in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations) including all types of studio space that meets the needs for space for creative industries
3. Positive frontage along Deptford Creek, Creekside and to the southern site boundary, with active ground floor frontages where possible.
4. Development must provide physical and visual links to the roadway adjacent to the railway arches and optimise the future potential for commercial, cultural and/or community activities.
5. The site must be fully re-integrated with the surrounding street network to improve access and permeability. The site must also facilitate the delivery of Cycleway 10 which runs over Ha'penny Bridge and Cycleway 35 running along Creekside.
6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - a. A new public square,;
 - b. New and enhanced waterside access including provision of a new public path along Deptford Creek and potential for new public access to this path by the route to the north of the railway viaduct arches;
 - c. Potential for a new walking link through the viaduct arches to Ha'penny Bridge.

7. Development must improve the ecological quality and amenity value of the riverside environment at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.
 8. Development proposals must protect and seek to enhance green infrastructure, the intertidal terrace, the sand martin bank at Deptford Creek and the SINC at Creekside Discovery Centre, The Creek and at Sue Godfrey Park.
 9. Development proposals must incorporate ways of revealing and conveying the history and heritage of the site and its surroundings, including riverine, railway, industrial and social history, as well as marking the entrance to Deptford and the borough by train.
 10. Development should not impact on the World Heritage Site or other heritage assets within Royal Greenwich such as the Grade II Listed former Greenwich Town Hall and its prominent tower.
- 15.106 **Development guidelines**
1. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street.
 2. The development should be designed so that the Cockpit Arts building retains a visual presence from Creekside, including where the building is to be re-provided.
 3. The design of the development should enable the viaduct arches to be opened up and refurbished for commercial, cultural and/or community uses.
 4. Artist studio space should be provided to complement creative uses that exist to the north and south of the site (Kent Wharf, Faircharm and Cockpit Arts), which together form an important cluster in the Cultural Quarter.
 5. The potential for taller building elements to reflect the surroundings should be considered as part of a design led approach, and should ensure minimal impact on the Grade II listed railway viaduct and the Lifting Bridge Structure as well as the setting of the Grade I Listed St Paul's Church in Deptford and the LVMF panoramic view from Blackheath Point. Taller elements should be located in the south eastern corner of the site, marking the junction of Creek and the railway viaduct.
 6. The proposed residential development located in close proximity to the safeguarded Brewery Wharf should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle.
 7. The design of the development should respond positively to the character and nature of Deptford Creek and the existing street pattern and ensure increased permeability through the site with public access to a route running along Deptford Creek that connects into the wider Waterlink Way. Development should not result in a reduction in existing footway or carriageway space.
 8. Connections running south through the railway viaduct and east-west from Creekside along the northern edge of the viaduct should also be explored.

9. The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside, from the east bank of the Creek and from within Sue Godfrey Park Site of Importance for Nature Conservation. Development should ensure new buildings maximise the aspect over the waterway and enable longer distance views beyond the waterway.
10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek. New connections into the Creekside trunk sewer will not be allowed.
12. Network Rail should be consulted on development and design options including an east-west link along the northern side of the viaduct and access through the arch for a potential north-south link.

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



SITE ADDRESS	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford				
SITE DETAILS	Site size (ha) 0.61	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial, wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site				
PLANNING STATUS	Full application DC/18/108548 was granted a resolution to approve in November 2020				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 393		Gross non-residential floorspace Employment 114 Main town centre 7,962		

Existing planning consent

- 15.107 DC/18/108548 – Full application for the demolition of existing buildings and on land bound by Copperas Street and Deptford Creek comprising 393 residential units, 757m² commercial floorspace and a cultural/performance venue, dance studios and education space for Trinity Laban.

Site allocation

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

Opportunities

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

15.110 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations
3. Positive frontage along Copperas Street, Deptford Creek and at the western boundary of the site (facing Trinity Laban Centre), with active ground floor frontages where possible.
4. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way; and
 - b. Clearly articulated routes, and street level views, to Trinity Laban Centre and Deptford Creek.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.

15.111 Development guidelines

1. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street. A new education / community facility will be supported in principle, particularly where this enhances existing provision associated with the Trinity Laban Centre.

2. The potential for tall buildings to reflect the surroundings, including the emerging cluster of tall buildings, should be considered through the design process. Potential impacts on the setting of the grade I listed St Paul's Church, Deptford and the nearby Deptford Creek Conservation Area, Deptford High Street and St Paul's Church Conservation Area, the Maritime Greenwich World Heritage Site and the Trinity Laban Centre must be assessed and harm avoided.
3. The proposed residential development located in close proximity to the safeguarded Brewery Wharf should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle.
4. Development should respond positively to Deptford Creek, which is a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way. Protection should be given to the intertidal terrace and sand martin bank that have been previously enhanced, create ecological zones and a new tidal terrace, whilst retaining the right to navigate.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek.
7. Development should be designed to protect the biodiversity and amenity value of the nearby Sue Godfrey Park, which is partly a Site of Importance for Nature Conservation.
8. SUDS should be an integral part of the development, seeking to reduce rainwater runoff into Deptford Creek.

