

17 LEWISHAM'S SOUTH AREA

Context and character	636
Vision	637
Key spatial objectives	640
LSA1 South Area place principles	643
LSA2 Strategic Area for Regeneration	647
LSA3 Bell Green and Lower Sydenham	648
LSA4 A21 corridor / Bromley Road	651
Site allocations	655

Context and character

- 17.1 Lewisham's South Area includes the neighbourhoods of Bellingham, Downham and Bell Green. It derives much of its character from the interwar homes constructed by the London County Council (LCC). These estates were influenced by 'garden city' principles and provide for a relatively homogenous form of low density housing throughout the area. There are clusters of higher density residential uses around Grove Park and Beckenham Hill stations, and pockets of Victorian housing in Bell Green. The South Area contains a number of historic buildings and Conservation Areas that also contribute to its local character.
- 17.2 The South Area includes the district town centre of Downham that serves local neighbourhoods however it has a more limited range of shops and services than other district centres. The LCC estates strongly influence the character Bellingham and Downham, and the area is generally characterised by wide residential streets punctuated by smaller shopping parades, with comparatively fewer community facilities and local employment opportunities than elsewhere in the Borough. This means that residents often have to travel out of the area to access key services and jobs. The area experiences some of the Borough's highest levels of deprivation with some localities ranking within the 20 per cent most deprived in the country.
- 17.3 Many of the train stations and town centres in the South Area are poorly connected to their surrounding neighbourhoods. There are low levels of public transport access throughout the area and barriers to movement between key destinations. The quality of the public realm is poor along key routes such as Bromley Road, Southend Lane, Perry Hill, and Stanton Way, with many of these roads dominated by vehicles.
- 17.4 In addition to established residential areas the Bell Green neighbourhood contains an expansive out-of-centre retail park, which includes large format commercial buildings and associated car parks. These retail uses are adjoined by the site of a former gas holders which has been dismantled. Several developments have recently been built around the edges of the retail park.
- 17.5 The South Area is characterised by its green and open spaces, including waterways. The Pool and Ravensbourne rivers run north-south through the area. The Pool River, in particular, is a key feature and provides a valuable natural corridor of significant ecological and biodiversity value, along with public access to the Waterlink Way. Beckenham Place Park is emerging as a key visitor destination in London and has recently received significant investment, including by a new outdoor swimming pond, landscape and public realm improvements.

Vision

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

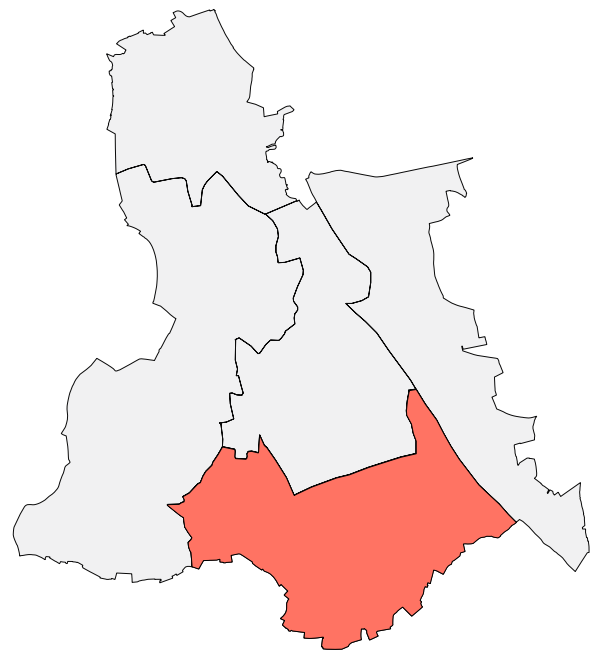


Figure 17.1: South Area



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

Key spatial objectives

TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO:	
1	Secure the delivery the Bakerloo line extension and other infrastructure to significantly improve transport accessibility, address existing barriers to movement and unlock the area's development potential.
2	Coordinate new investment in the Bell Green and Lower Sydenham area to enable it to become a London Plan Opportunity Area in a future update to the London Plan.
3	Deliver the regeneration of the former gasholders, Bell Green Retail Park and other sites nearby to create a new high quality residential-led mixed-use area, with a new Local Centre, that is well integrated with existing neighbourhoods and communities. Preserve and enhance the heritage value of the Livesey Memorial Hall and Gardens whilst creating a more positive relationship with the buildings and spaces surrounding them.
4	Develop decentralised energy networks by taking advantage of opportunities presented by the redevelopment of larger sites around Bell Green and Lower Sydenham.
5	Create a high quality employment-led, mixed-used quarter through the renewal of industrial land at Stanton Way and Worsley Bridge Road.
6	Transform the Ringway Corridor (Southend Lane and Whitefoot Lane) and the A21 Corridor (Bromley Road) by applying the Healthy Streets Approach, with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Address severance caused by the Bell Green gyratory.
7	Enhance the place qualities of the Ringway and A21 Corridors by integrating new high quality housing development and revitalising centres along them, particularly to secure the long term viability of Downham district centre.
8	Reinstate and enhance the historic character and identity of Southend Village and its surrounds, building on the presence of local assets including the Green Man centre and Peter Pan pond, and through the redevelopment of the out-of-centre retail park opposite.
9	Maintain the garden city and cottage estate character of residential areas in Bellingham and Downham whilst attracting inward investment and delivering new homes through their sensitive intensification.
10	Enhance the place qualities of Perry Rise (B227), Perry Hill (A212) and Alan Pegg Place by applying the Healthy Streets Approach, including by creating a safer and more coherent public realm at their convergence. Reinforce and enhance the character of established residential areas around Perry Hill and Perry Vale and deliver new homes through their sensitive intensification.
11	Support inclusive and mixed neighbourhoods and communities by effectively managing Houses in Multiple Occupation and preventing the harmful overconcentration of HMOs.
12	Protect and enhance open and green spaces, including by expanding the role of Beckenham Place Park as a key visitor destination. Deliver the Lewisham Links, a connected network of high quality walking routes and cycle routesways link these spaces, taking advantage of the Green Chain Walk.
13	Enhance the environmental quality and amenity value of the Ravensbourne and Pool Rivers. Improve public access to the rivers with new and improved routes and public realm enhancements, focussing on Waterlink Way and the Pool River Linear Park.



- 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

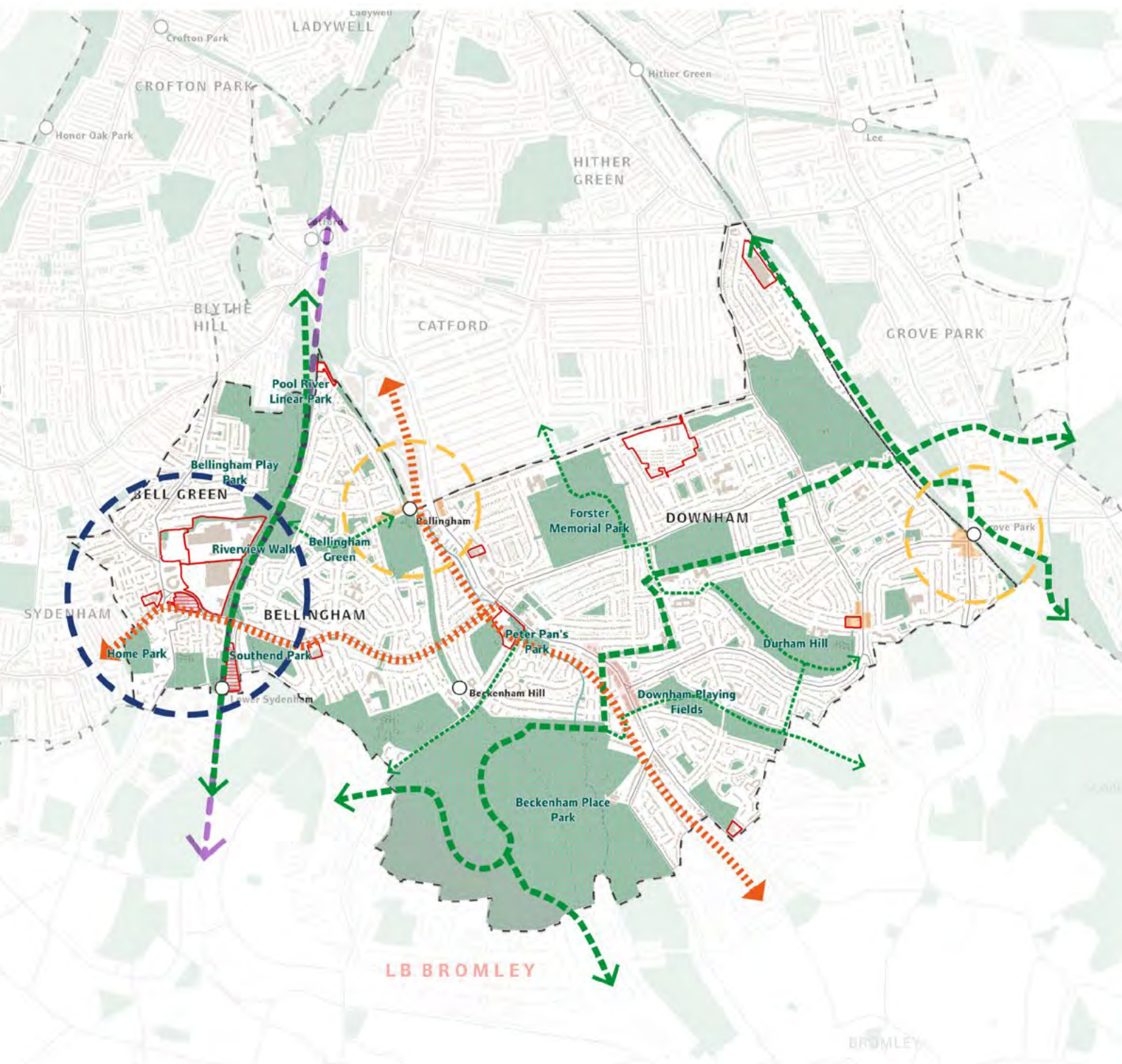







Figure 17.2: South Area key diagram



LSA1 South 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 South Area.
 - B Development proposals within the South Area must demonstrate how they will help to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation, in line with Policies LSA2 (Strategic Area for Regeneration) and LSA3 (Bell Green and Lower Sydenham).
 - C Development proposals must optimise the use of land taking into account the Bakerloo line extension and other infrastructure that will enable significant improvements to transport access in the South Area. The Council will seek that development is appropriately phased in order to ensure there is adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.
 - D Development proposals must respond positively to distinctive and historic character of Southend Village and its surrounds. They should seek opportunities to enhance the unique place qualities, commercial and community functions of the Village, with reference to Policy LSA3 (A21 Corridor / Bromley Road).
 - E Opportunities should be taken to direct new investment to the established residential neighbourhoods of Bellingham and Downham, including new high quality housing, provision of community infrastructure and public realm improvements. The sensitive intensification of these neighbourhoods will be supported where new development responds positively to their distinctive local and historic character. This includes the predominant garden city and cottage estate character associated with the London County Council estates.
 - F Development proposals must respond positively to the role of Downham District Centre in supporting local neighbourhoods and communities, particularly for day-to-day shopping and service needs. A wide range of commercial, leisure, community and cultural uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:
 - a. Retain or re-provide units suitable to accommodate main town centre uses, particularly for Class E retail uses; and
 - b. Are designed to enhance the quality of the streetscape, townscape, and environment, including through the improvements to shopfronts and the public realm.
 - G Bellingham is designated a Local Centre reflecting the role it plays in the provision of local shops, services and community facilities, along with its accessible location near Bellingham station and the A21 Corridor. To help secure the long-term vitality and viability of the centre, development proposals must be designed to:
 - a. Improve access to and along the centre and station approach, including public realm enhancements that make walking routes and cycleways safer and more legible;
-

- 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

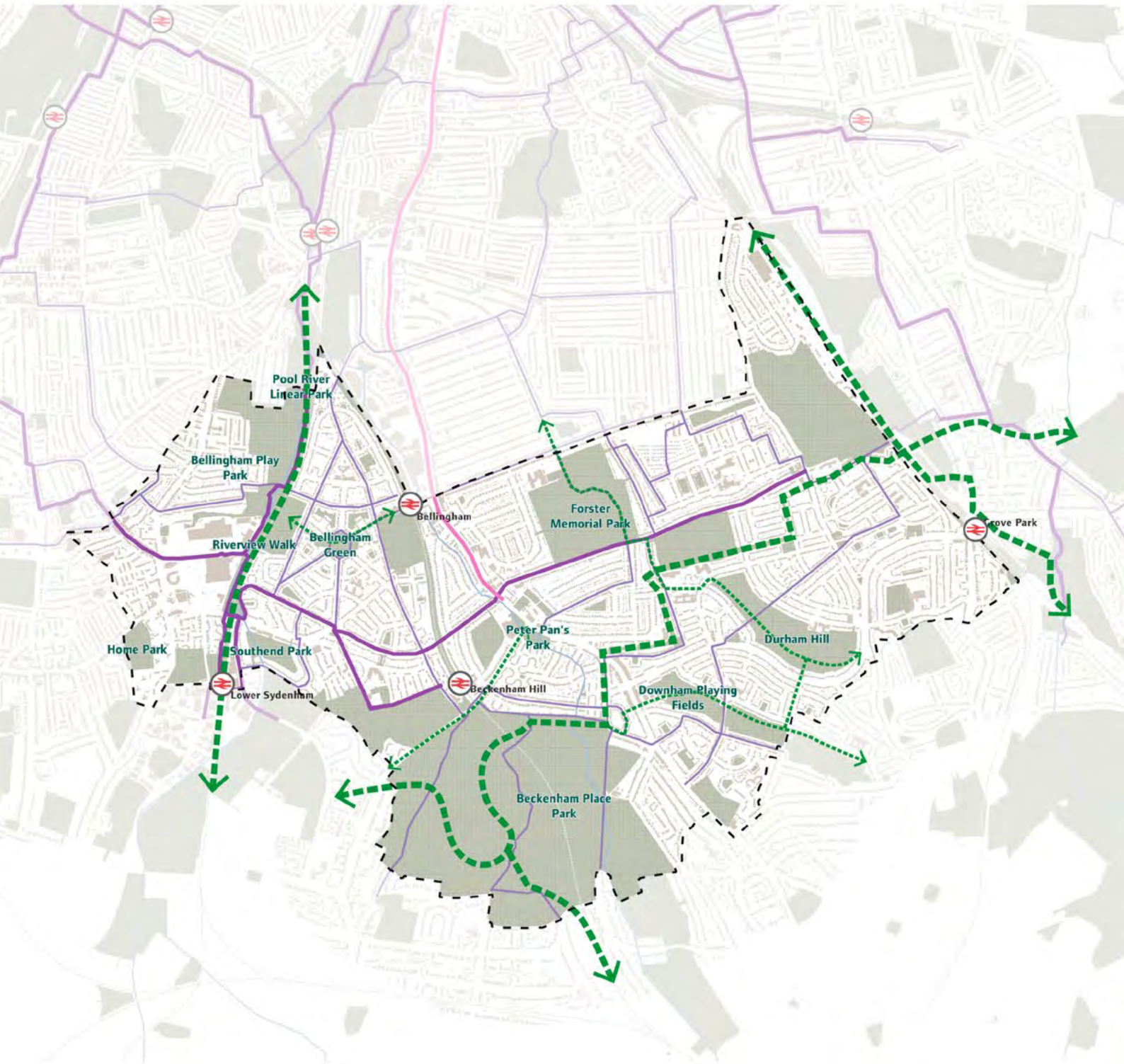


Figure 17.3: South Area connections

-
- b. Enhance the character of the area through townscape and streetscape improvements, including to shopfronts; and
 - c. Facilitate the renewal of employment land at the southern end of Bromley Road SIL, particularly at the junction at Randlesdown Road.
- H Development proposals must contribute to inclusive and mixed neighbourhoods and communities, including by protecting family housing and ensuring there is no harmful overconcentration of Houses in Multiple Occupation, with reference to Policy HO8 (Housing with shared facilities).
- I Development proposals must help to ensure the South Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). They should maximise opportunities to enhance or introduce new cycleways, particularly in the established residential areas with wider street layouts.
- J Public realm and access improvements should be introduced along the A21 Corridor / Bromley Road (including active frontages uses along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road).
- K The Council will work with Network Rail and other stakeholders to investigate the feasibility of delivering improvements to the bridge at Southend Lane to address issues of safety and movement within the area, including options for widening the bridge and increasing its height.
- L The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. This includes consideration for the un-adopted walkway on Bromley Road and other links at the east side of the park. The Council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.
- M The river valley network is a defining feature of the South Area which development proposals must respond positively to by:
 - a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise;
 - b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
 - c. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.
-



Figure 17.4: Strategic area of regeneration



LSA2 Strategic Area for Regeneration

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

LSA3 Bell Green and Lower Sydenham

- A The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported by the Council.
- B To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that new development within the area supports the delivery of the spatial strategy for the Borough, the Council intends to prepare a Supplementary Planning Document and/or Masterplan through consultation with the local community. This will complement the Local Plan in setting a long-term development and investment framework for the area. Development proposals must demonstrate how they have engaged positively with planning guidance endorsed or adopted by the Council.
- C To ensure that regeneration in Bell Green and Lower Sydenham is delivered in a coordinated manner, development proposals must:
- a. Ensure that development will not prejudice the delivery of the Bakerloo line extension, taking into account any Ministerial Safeguarding Directions and Mayor of London / Transport for London infrastructure requirements and/or feasibility studies associated with BLE Phase 2, with reference to Policy TR2 (Bakerloo line extension);
 - b. Optimise the capacity of sites having regard to future improvements in Public Transport Access Levels enabled by the BLE and other transport infrastructure;
 - c. Deliver the comprehensive redevelopment of the former Bell Green gas holders, Bell Green Retail Park and Sainsbury's Bell Green, and through this process make provision for a residential-led mixed-use quarter with a distinctive urban character that is supported by a new Local Centre, the scale of which is informed by a Retail Impact Assessment;
 - d. Protect the employment function of the LSIS at Stanton Square and Worsley Bridge Road, whilst exploring opportunities to deliver new high quality workspace, including through the co-location of employment and other compatible uses;
 - e. Deliver public realm improvements to help reduce car use and barriers to movement, improve permeability and enhance the walking and cycle environment, particularly around the Bell Green gyratory and along major roads, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road;
 - f. Enable the reconfiguration, re-routing and/or redesign of roads where this is necessary to support the area masterplan; and
 - g. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.

-
- D Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by:
- a. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area's integration with surrounding neighbourhoods and places. This includes enhanced walking routes and cycleways to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;
 - b. Integrating new publicly accessible open space into development;
 - c. Responding positively to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and
 - d. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.



Happy Gard
020 8698 9252

CHINESE FOOD
TAKE AWAY

Grillo's
020
8695 0888

Grillo's
020 8695 0888

hungryhouse
Order from us online

CAFE
OPEN

PIZZA PASTA
020 8695 0888

CARD PLUS

CHINA

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

RESTAURANT

LSA4 A21 corridor / Bromley Road

- A The transformation of the A21 Corridor (Bromley Road) and its immediate surrounds into a network of liveable, healthy neighbourhoods with a distinctive urban character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach.
- B Development proposals along the A21 Corridor and its immediate surrounds must contribute to enhancing the place qualities of the Corridor by:
 - a. Responding positively to the evolving urban character of the area through the sensitive intensification of sites, where appropriate;
 - b. Helping to establish a distinctive and legible urban grain along and around the Corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;
 - c. Ensuring new development reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the Corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham District Centre;
 - d. Maximising opportunities to integrate urban greening measures; and
 - e. Enhancing connections between neighbourhoods along and surrounding the Corridor through the delivery of new and improved public realm.
- C Development proposals must respond positively to the distinctive and historic character of Southend Village and its surrounds, whilst supporting the long term viability and vitality of the shopping parade by:
 - a. Enhancing the place qualities of the Village by designing development to create a more coherent urban grain along Bromley Road;
 - b. Making provision for a complementary mix of main town uses within the parade,; and
 - c. Improving visitor access to Southend Village through public realm enhancements:
 - i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefoot Lane;
 - ii. To and along Coninsborough Crescent; and
 - iii. At the route connecting Whitefoot Lane with Beechborough Green and Gardens.
- D Development proposals must reinforce and enhance the role of the A21 as a strategic movement corridor by applying the Healthy Streets Approach. This principal north-south route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places, including open spaces such as Beckenham Place Park, Forster Park, and Downham Fields.
- E Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 Corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.

Lewisham's South Area

- 17.10 Lewisham's South Area will play an important role in helping to deliver inclusive, healthy and liveable neighbourhoods in the Borough. It has the potential to accommodate a significant amount of growth over the plan period. However, the level of this growth will be contingent on the delivery of infrastructure necessary to support both new developments and existing neighbourhoods. This includes transport infrastructure and particularly the Bakerloo line extension. The South Area does not benefit from the same Public Transport Access Levels as many other parts of the Borough. This is one of the key factors contributing to inequality and the levels of deprivation experienced locally, and the need to designate a Strategic Area for Regeneration. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the South Area is effectively coordinated, with a clear framework in place to facilitate the delivery of the Bakerloo line extension and maximise opportunities associated with it. This will require that stakeholders work together and alongside local communities to tackle deprivation by directing investment in a joined up way. The phasing of new development on larger site allocations will be critical to delivering area improvements and transformational change for the benefit of everyone.
- 17.11 The Bell Green and Lower Sydenham area is poised to become one of London's next Opportunity Areas, and the Council will support this designation in a future review of the London Plan. There are a number of large sites in proximity to one another with the potential to be comprehensively redeveloped. They include the former Bell Green Gas Holders, an out-of-centre retail park and buildings, and several designated employment locations. The Local Plan establishes the principles for their regeneration and renewal. The Council intends to prepare a more detailed framework to ensure coordination between landowners in the delivery of a new high quality, residential-led mixed-use neighbourhood, which will be informed by consultation with local communities and other key stakeholders. Development proposals will need to address the area's relationship with and connections to Sydenham District Centre.
- 17.12 A new Local Centre in the Bell Green and Lower Sydenham area will be enabled through the comprehensive redevelopment of the existing out-of-centre retail park and the reconfiguration of commercial uses. A preliminary assessment has considered the potential impacts on existing town centres, such as trade diversion, that might result from the introduction of a new centre at this location. It suggests a Local Centre is appropriate in terms of function and scale, and should principally serve demands generated by new development. Planning applications may be required to include a Retail Impact Assessment to ensure there will be no adverse impact on the vitality and viability of existing centres. The boundaries and frontages of the new Local Centre will be established through the development management process and formalised through a Local Plan review.

- 17.13 The South Area derives much of its character from the interwar homes constructed by the London County Council, particularly in Bellingham and Downham. The housing estates were influenced by 'garden city' principles and provide for a distinctive but relatively homogenous pattern of lower density development. These neighbourhoods experience some of the highest levels of deprivation in Lewisham. Many localities are within the 20 per cent most deprived in the country. Given the character of the established residential neighbourhoods and the scarcity of large sites suitable for redevelopment, a more tailored approach to investment is required to address inequalities and the causes of deprivation. Area improvements will be generated mainly through the sensitive intensification of established neighbourhoods and collaborative working between stakeholders to deliver new and improved infrastructure.
- 17.14 The Local Plan seeks to deliver a well-integrated network of high quality walking routes and cycleways that link to public transport nodes and other key destinations. The main aim is to encourage and enable modal shift and to significantly reduce journeys made by car. This will be supported through the transformation of the A21 (Bromley Road) and Southend Lane using the Healthy Streets Approach. These principal movement corridors within the South Area which have the potential to accommodating growth, and where new development can deliver public realm enhancements to improve connections between neighbourhoods and places. Focussed investment will also help to support the vitality and viability of centres along or in proximity to the routes, including Downham District Centre, Southend Village and Bellingham Local Centre. Regeneration of Bell Green and Lower Sydenham presents opportunities to improve the environment for walking and cycling, particularly at major road junctions, including at Southend Lane.
- 17.15 The South Area's network of green infrastructure includes parks, open spaces and waterways. Beckenham Place Park is the Borough's largest green space, featuring much ancient woodland, and is an important local asset. A significant amount of investment has been delivered here in recent years and the park will play an increasingly important role as a local and wider regional visitor destination. The river valley network is also a defining feature of the area, with the Ravensbourne and Pool Rivers traversing it. Opportunities must be taken to re-naturalise the rivers wherever possible in order to improve their ecological and amenity value. The Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it by walking and cycling. The Council will work with other local authorities, including Bromley, to investigate opportunities to improve connections from the South Area to green spaces outside of Lewisham.

1	Former Bell Green Gas Holders and Livesey Memorial Hall
2	Bell Green Retail Park
3	Sainsbury's Bell Green
4	Stanton Square Locally Significant Industrial Site
5	Sydenham Green Group Practice
6	Worsley Bridge Road Locally Significant Industrial Site
7	Lidl, Southend Lane

8	Land at Pool Court
9	Catford Police station
10	Homebase/Argos, Bromley Road
11	Beadles Garage
12	Downham Co-op
13	Excalibur Estate
14	Bestway Cash and Carry

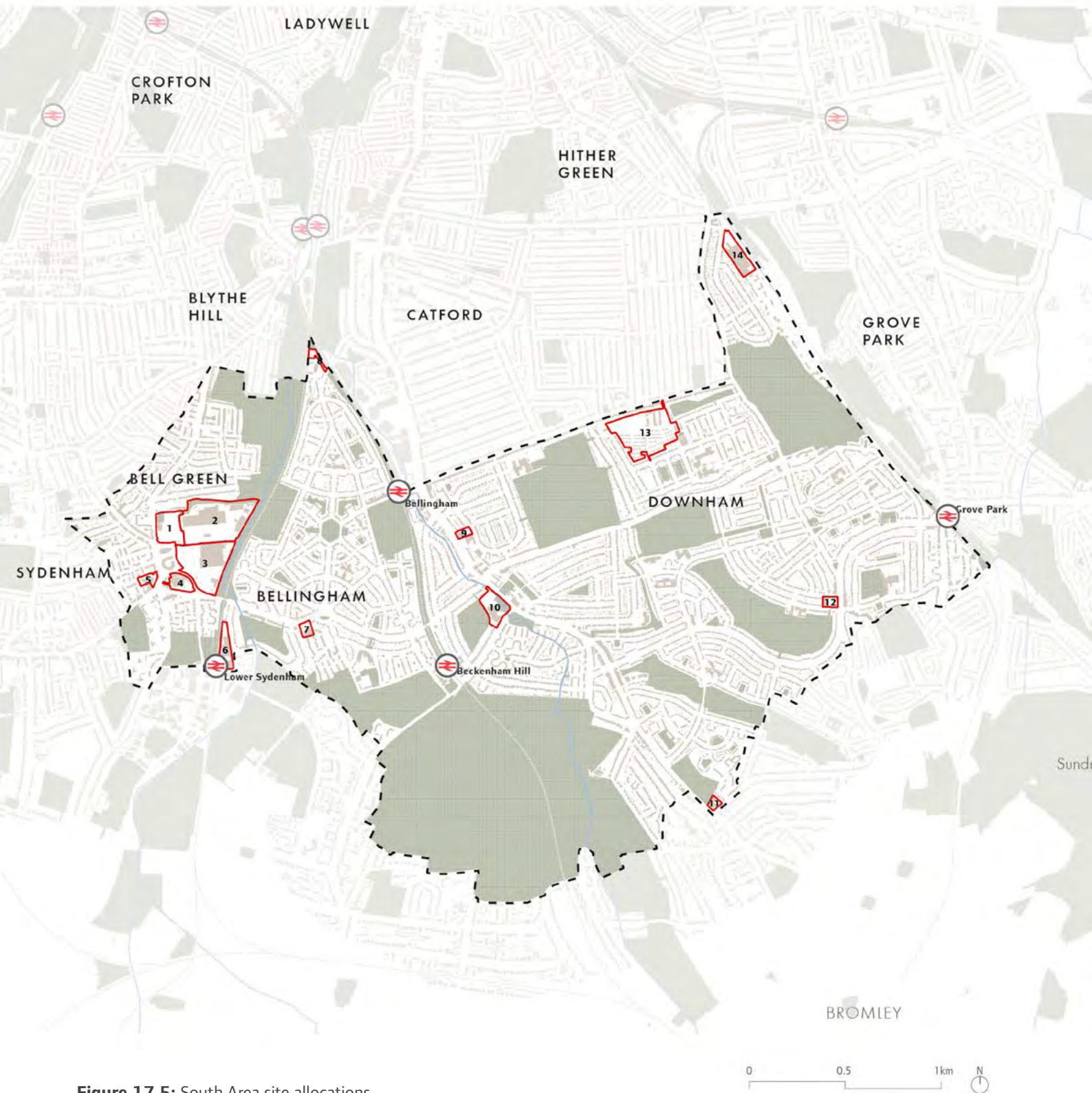
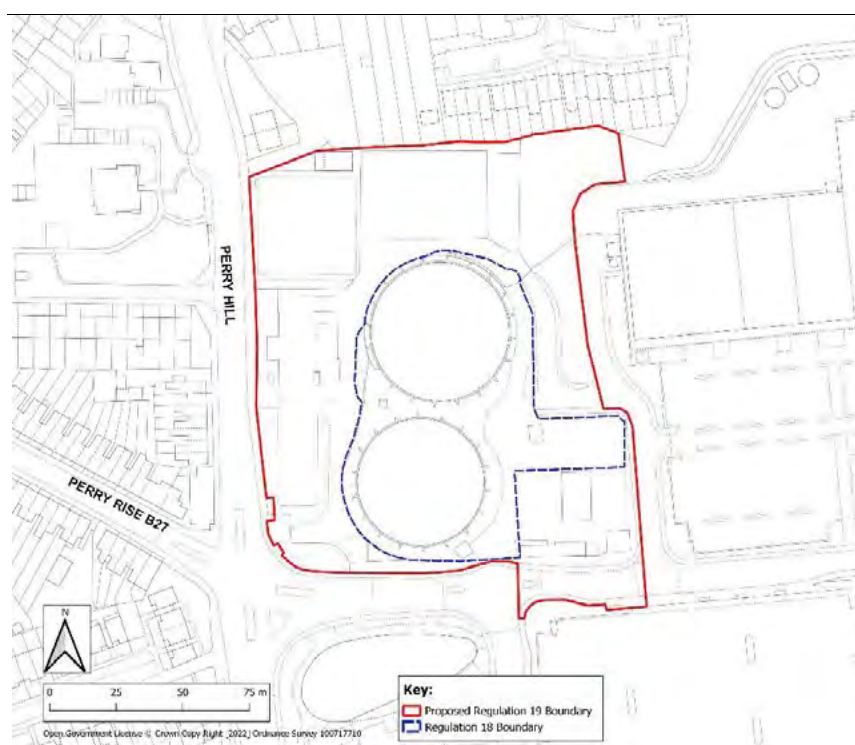


Figure 17.5: South Area site allocations

Site allocations

1 Former Bell Green Gas Holders and Livesey Memorial Hall	656
2 Bell Green Retail Park	659
3 Sainsbury's Bell Green	662
4 Stanton Square Locally Significant Industrial Site	665
5 Sydenham Green Group Practice	668
6 Worsley Bridge Road Locally Significant Industrial Site	670
7 Lidl, Southend Lane	672
8 Land at Pool Court	674
9 Catford Police station	676
10 Homebase/Argos, Bromley Road	678
11 Beadles Garage	681
12 Downham Co-op	683
13 Excalibur Estate	685
14 Bestway Cash and Carry	688

1 Former Bell Green Gas Holders and Livesey Memorial Hall



SITE ADDRESS	Sydenham Gas Holders, Alan Pegg Place, SE26 4PX				
SITE DETAILS (excluding Livesey Memorial Hall, bowling green and tennis courts 1.66)	Site size* (ha) 2.16	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Vacant (former gas holders) and community facility
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Regeneration Node, Appropriate Location For Tall Buildings, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site, Strategic Open Space				
PLANNING STATUS	Pre-application for part of the site.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 100 - 442		Gross non-residential floorspace Employment 465 Main town centre 1,859		

*excluding Livesey Memorial Hall, bowling green and tennis courts 1.66

Site allocation

17.16 Comprehensive mixed-use redevelopment with compatible residential, commercial main town centre and community uses. Refurbished community facilities in heritage assets at Livesey Memorial Hall site. Public realm and environmental enhancements, including new walking and cycle routes, and public open space.

Opportunities

17.17 The site comprises a former gas works that formed a significant landmark in the local area and the site of the Livesey Memorial Hall and grounds. The site is largely vacant, with the gasholders having been dismantled, but community uses continue in the Livesey Memorial Hall and grounds. Redevelopment and site intensification, along with the introduction of a range of uses, will bring the land back into active use and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. Development requirements

1. Landowners must work in partnership and in accordance with a master plan for the wider Bell Green and Lower Sydenham area and including a site masterplan, to ensure appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

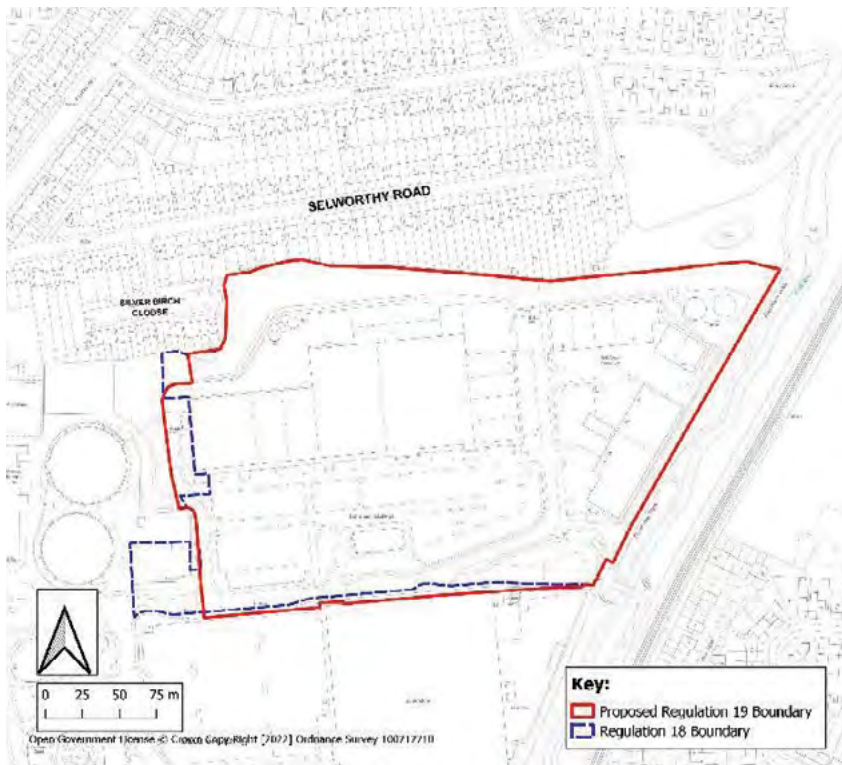
2. The site must be fully re-integrated with the surrounding street network, including Perry Hill to the west, Alan Pegg Place to the south and forthcoming development to the east, to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy that takes account of, and provides links to, the nearby SINC to the north of the site, and is of beneficial use for local residents without impacting on the on-site heritage assets.
4. Positive frontage on Alan Pegg Place and onto the South West Corner at the junction of Alan Pegg Place and Perry Hill..
5. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension
6. Development must be sensitive to the setting of the listed Livesey Memorial Hall and its curtilage open spaces and structures, and the listed boundary wall and War Memorial, and should incorporate it into the wider townscape by creating a positive relationship with new development
7. The history and heritage of the South Suburban Gas Works site should be revealed through a site wide interpretation strategy including the heritage assets and their curtilage, re-use of the retained elements of the gasholder structures, and through hard and soft landscaping, architecture, public art and street/place naming.

17.18 **Development guidelines**

1. Development should deliver a more cohesive street pattern, in coordination with other neighbouring site allocations. There is an opportunity to open up new walking and cycle links to the east and south of the site, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
2. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo Line extension.
3. Applicants should consider increasing bus services through the site, in partnership with TFL.
4. Development should be designed to provide an appropriate transition in bulk, scale and massing through the site and from the site to its surrounds, which are predominantly suburban in character to the north and west. Tall buildings will not be appropriate in the western part of the site where maintaining the setting of the heritage assets should be prioritised. Tall buildings may be considered along the site's eastern boundary, where they can be designed so as to contribute positively to the streetscene and without detriment to the heritage assets on site.
5. Development must retain the listed structures at the west of the site and incorporate them sensitively into the redevelopment of the remainder of the site in a way that enhances their setting and improves access to the Livesey Memorial Hall. The hall should continue to be a focal point within the design of the site and be used as a community asset. Public realm and open space should form an integral part of the design of the site, ensuring that the open spaces in the curtilage of the Lively Memorial Hall to the

- north (bowling green) and south (tennis courts) are retained as open space, ancillary to the use of the hall. Public access through and from the site to the nearby Waterlink Way and SINC should also be integral to the site's layout and design.
6. The site is constrained by existing utilities restrictions, easements; a Hazardous Substances Consent; a former gas holder and significant service infrastructure that supported its former use, including a gas mains and gas 'governor' and a bentonite wall. Ground surveys will need to identify the nature and extent of ground contamination and environmental pollution, with remedial works and/or mitigation measures implemented, where necessary, in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site.
 7. Development proposals should investigate opportunities to deliver a decentralised energy network.
 8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewers will not be allowed.

2 Bell Green Retail Park



SITE ADDRESS	Bell Green Retail Park, London, SE6 4RS				
SITE DETAILS	Site size (ha) 7.37	Setting Urban	PTAL 2015: 1b-2 2021: 1b-2 2031: 1b-2	Ownership Private	Current use Out of centre retail, car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Strategic Open Space, Site of Importance for Nature Conservation, Strategic Area of Regeneration, adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 748 - 1,831		Gross non-residential floorspace Employment 3,740 Main town centre 14,961		

Site allocation

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

Opportunities

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

17.21 Development requirements

1. Landowners must work in partnership and in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in line with DM3 (Masterplans and comprehensive development).
2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan SPD.

17.22 **Development guidelines**

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
2. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.
3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.
4. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
5. Applicants should consider increasing bus services through the site, in partnership with TFL.
6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds. Neighbourhoods to the immediate north and east of the site are predominantly suburban and residential in character.
7. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).
8. Parking provision should reflect future improvements to public transport accessibility levels in the area.
9. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
10. Development proposals should investigate opportunities to deliver a decentralised energy network.
11. Applicants should work in partnership with Sothern Gas Networks and Fulcrum Pipelines Ltd and engage with them early at pre-application stage, to investigate existing gas infrastructure and the need for gas supply within the new development.

3 Sainsbury's Bell Green



SITE ADDRESS	Sainsbury's, Southend Lane, London, SE26 4PU				
SITE DETAILS	Site size (ha) 5.42	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Out of centre retail, car park
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Regeneration Node, Appropriate Location for Tall Buildings, Strategic Area of Regeneration, adjacent to Strategic Open Space, Air Quality Management Area, adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 550 - 1,347		Gross non-residential floorspace Employment 2,751 Main town centre 11,003		

Site allocation

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

Opportunities

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

17.25 **Development requirements**

1. Landowners must work in partnership and in accordance with a master plan for the Bell Green and Lower Sydenham area, including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development)

2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan SPD.

17.26 **Development guidelines**

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood area. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.
2. High quality public realm along Southend Lane, with generous setbacks and tree planting, should be provided to create a buffer between new buildings and public spaces.

3. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.
5. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
6. Applicants should consider increasing bus services through the site, in partnership with TFL.
7. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. Neighbourhoods to the immediate east and south of the site are predominantly suburban and residential in character.
8. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).
9. Parking provision should reflect future improvements to public transport accessibility levels in the area.
10. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
11. Development proposals should investigate opportunities to deliver a decentralised energy network.

4 Stanton Square Locally Significant Industrial Site



SITE ADDRESS	Stanton Way, London, SE26 5SP				
SITE DETAILS	Site size (ha) 0.97	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Industrial and commercial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Regeneration Node, Appropriate Location for Tall Buildings, Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 94-231		Gross non-residential floorspace Employment 3,249 Main town centre 0		

Site allocation

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

Opportunities

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

17.29 Development requirements

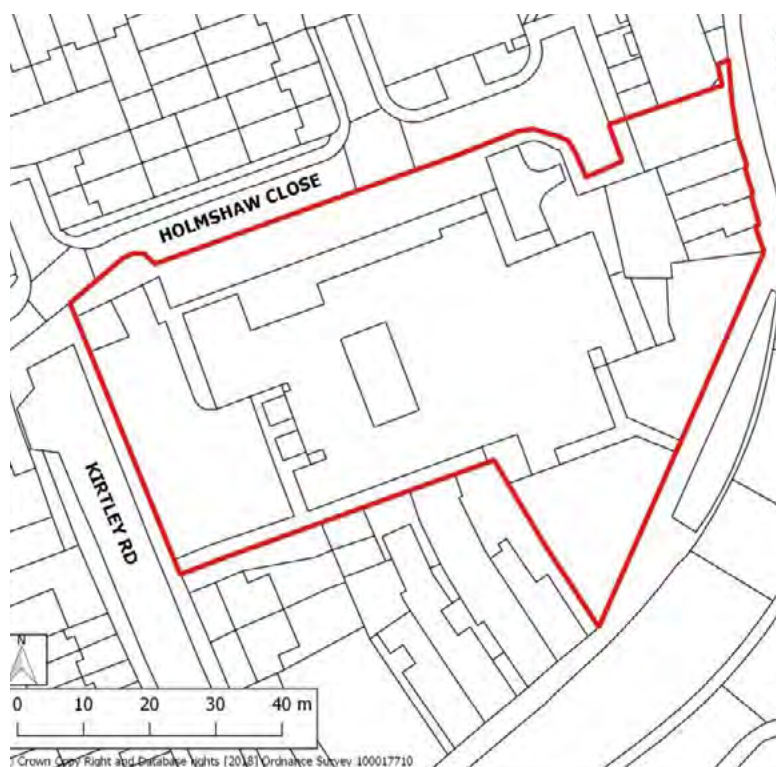
1. Landowners must work in partnership and development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, with particular attention given to the site's relationship with Stanton Way and Southend Lane.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

17.30 Development guidelines

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

7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed.
8. Development proposals should investigate opportunities to deliver a decentralised energy network.

5 Sydenham Green Group Practice



SITE ADDRESS	26 Holmshaw Close, London, SE26 4TG				
SITE DETAILS	Site size (ha) 0.49	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Mixed, public and private	Current use GP surgery
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 36-87		Gross non-residential floorspace Employment 0 Main town centre 2,487		

Site allocation

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

Opportunities

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

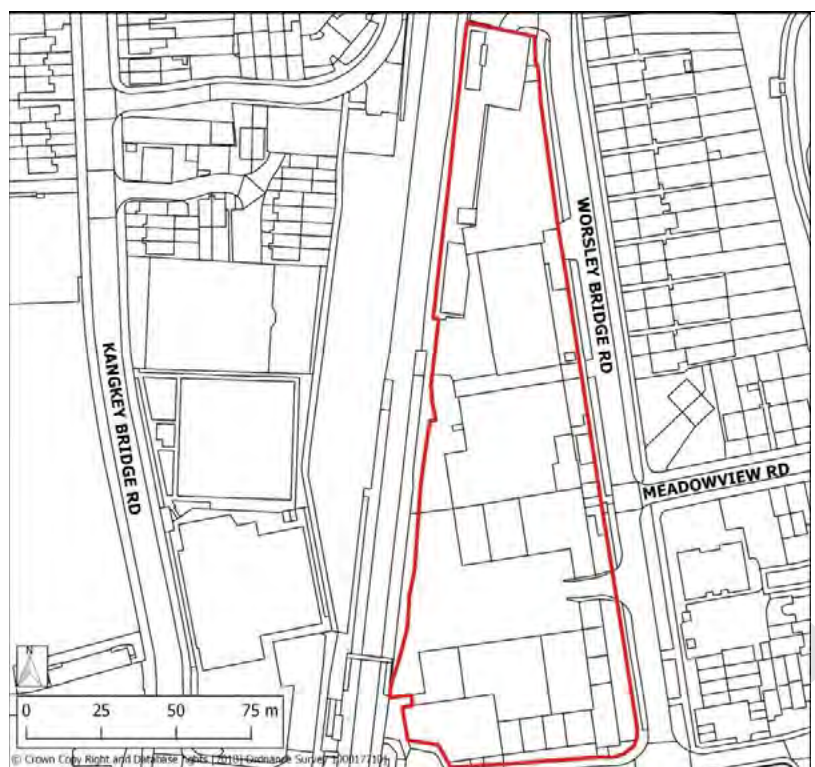
17.33 Development requirements

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

17.34 Development guidelines

1. Development should respond positively to the character and amenity of the residential properties surrounding the site.
2. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
3. Consideration should be given to the introduction of a new walking route connecting Kirtley Road and Bell Green and Sydenham Road.
4. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed.

6 Worsley Bridge Road Locally Significant Industrial Site



SITE ADDRESS	Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham				
SITE DETAILS	Site size (ha) 1.26	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Industrial, commercial, residential, vacant land, car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Regeneration Node, Appropriate Location for Tall Buildings, adjacent to Strategic Open, adjacent to Site of Importance for Nature Conservation, Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 113-179		Gross non-residential floorspace Employment 11,907 Main town centre 0		

Site allocation

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

enhance green infrastructure, including urban green space, SINC land, and green corridor.

Opportunities

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

17.38 **Development guidelines**17.37 **Development requirements**

1. Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the Lower Sydenham station approach and to facilitate the delivery of a cycleway running from Lower Sydenham to Bromley.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
5. Positive frontages along Worsley Bridge Road.
6. Development proposals must protect and seek to

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
3. Consideration should be given to the development options for Kelvin House in order to deliver higher quality residential accommodation as part of a coordinated and masterplanned approach.
4. Proposals should investigate options to improve walking and cycle connections including to the nearby Waterlink Way and SINC. Development should not result in a reduction in exiting footway and carriageway space.
5. Development proposals should address the station approach as a key element of the public realm strategy.
6. Transport for London and Network Rail should be consulted on development and design options.
7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Surface water sewers that drain to the River Pool are preferable.

7 Lidl, Southend Lane



SITE ADDRESS	235 Southend Lane, SE6 3QH, Bellingham				
SITE DETAILS	Site size (ha) 0.43	Setting Urban	PTAL 2015: 1a 2021: 1a 2031: §.	Ownership Private	Current use Out of centre retail, car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 17		Gross non-residential floorspace Employment 0 Main town centre 1,204		

Site allocation

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

Opportunities

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

17.41 Development requirements

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

17.42 Development guidelines

1. There is an opportunity to reintroduce a new building frontage, aligned along Southend Lane.
2. Consideration should be given to the integration of a buffer zone along the site's southern boundary to protect and enhance the amenity of properties on and around Maroons Way and Meadowview Road.
3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.
4. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

8 Land at Pool Court



SITE ADDRESS	Land at Pool Court, Pool Court, SE6 3JQ				
SITE DETAILS	Site size (ha) 0.30	Setting Central	PTAL 2015: 2 2021: 2 2031: 2	Ownership Public Ownership – part LBL and part Network Rail	Current use Scaffolding site and green space
HOW SITE WAS IDENTIFIED	LBL stepped approach to identifying a gypsy and traveller site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Area of Special Local Character, Archaeological Priority Area, Critical Drainage Area, Flood Zone 2, Site of Importance for Nature Conservation, Adjacent to Strategic Open Space.				
PLANNING STATUS	Pre-application				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 6			Gross non-residential floorspace Employment 0 Main town centre 0	

Site allocation

Development for residential use (gypsy and traveller accommodation).

Opportunities

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

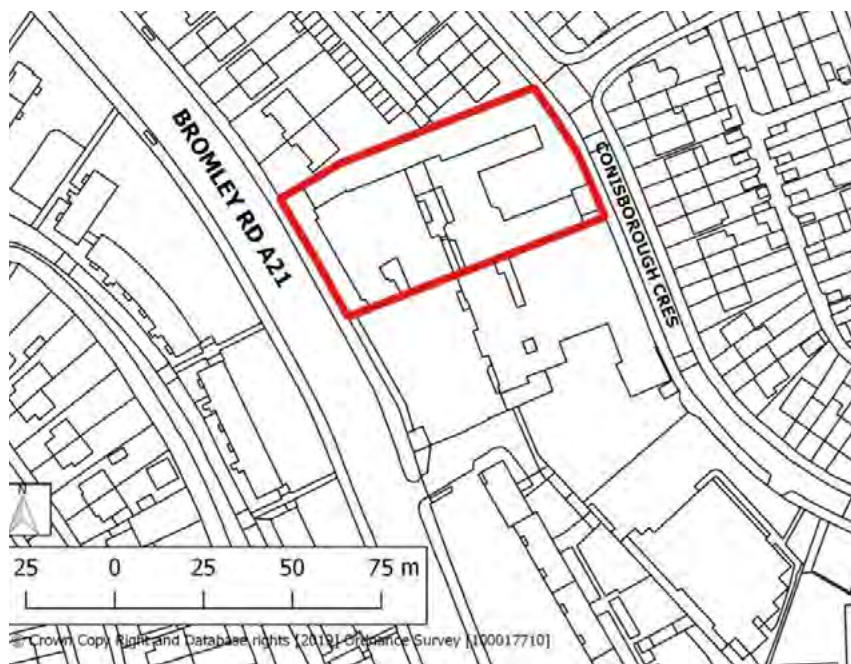
17.43 Development requirements

1. Residential uses will be restricted to provision required for gypsy and traveller accommodation, where there is an identified need for such accommodation arising in the borough.
2. Development proposals must protect and seek to enhance green infrastructure and biodiversity, including the SINC.
3. Development must be designed to mitigate against flood risk, working in partnership with the Environment Agency.
4. The design of development must suitably address public health and safety, including the safe functioning of the railway.

17.44 Development guidelines

1. Development proposals will be considered having regard to Policy HO10 (Gypsy and traveller accommodation).
2. Applicants should consult with Network Rail and Transport for London on design and development options.

9 Catford Police station



SITE ADDRESS	333 Bromley Rd, London SE6 2RJ				
SITE DETAILS	Site size (ha) 0.32	Setting Urban	PTAL 2015: 3-4 2021: 3-4 2031: 3-4	Ownership	Current use Police Station
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and Landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area, Strategic Area of Regeneration.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 24		Gross non-residential floorspace Employment 1,072 Main town centre 0		

Site allocation

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

Opportunities

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

17.47 Development requirements

1. Positive frontages along Bromley Road and Conisborough Crescent.
2. Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
3. Development must be delivered in accordance with the A21 Development Framework.

17.48 Development guidelines

1. Development should respond positively to the proportions and features of terraced homes along Conisborough Crescent along the eastern edge of the site. Visual amenity should be enhanced with green buffers introduced along the street frontage.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.
3. Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.

4. Development should respond positively to the adjacent Locally Listed Army Reserves building, Hudson House.
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.

10 Homebase/Argos, Bromley Road



SITE ADDRESS	10 Beckenham Hill Road, Catford, London SE6 3NU, Downham				
SITE DETAILS	Site size (ha) 1.70	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Out of centre retail, car park
HOW SITE WAS IDENTIFIED	Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Open Space, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area				
PLANNING STATUS	Pre-application.				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 141		Gross non-residential floorspace Employment 0 Main town centre 5,694		

Site allocation

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

Opportunities

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

17.51 **Development requirements**

1. Development proposals must be delivered in accordance with the A21 Development Framework and consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (masterplans and comprehensive development) Longer term redevelopment of the site should not prejudice the continued operation of the site's retail uses in the short to medium term.
2. Positive frontages along Bromley Road and Beckenham Hill.

3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces, the site's surrounding neighbourhoods and Southend Village. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including retention of the pond.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, urban green space and public open space.

17.52 **Development guidelines**

1. Re-provision of the existing retail use is acceptable, providing other objectives for redeveloping the site (such as improved layout, walking, cycling, landscaping and alternative use of the surface car park) can be achieved.
2. Development should be designed to enhance walking and cycle movement, with improved permeability through the site, in particular from Bromley Road through to Beckenham Hill Road and from Bromley Road through to the sports ground to the west of the site.
3. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.
4. Landscaping design should optimise linkages to and opportunities associated with the many green features within and surrounding the site. The pond (designated SINC) in the eastern corner of the site, should form a key feature of the development and its biodiversity value should be enhanced. Proposals will also be expected to retain the existing mature tree coverage, whilst improving the amenity of the remainder of the site.

5. Development should respond positively to Southend Village and heritage assets located opposite the site on Bromley Road, including the three Grade II listed buildings associated with St John the Baptist Church, and their setting.
6. Development should create a positive relationship with the sports ground, which adjoins the site at its western boundary.
7. Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.

11 Beadles Garage



SITE ADDRESS	Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS				
SITE DETAILS	Site size (ha) 0.33	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Car showroom / MOT
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Site of Importance for Nature Conservation, adjacent Public Open Space, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15	Beyond 15 years Yes	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 25		Gross non-residential floorspace Employment 610 Main town centre 0		

Site allocation

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

Opportunities

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

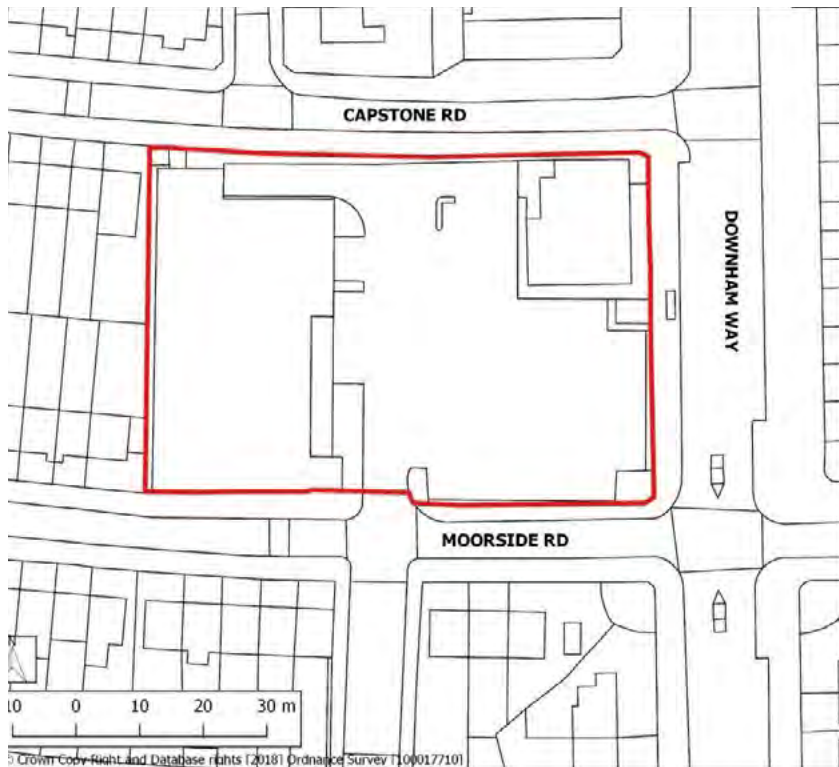
17.55 Development requirements

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

17.56 Development guidelines

1. Development should create positive frontages along Bromley Hill and Avondale Road along with public realm enhancements to strengthen the prevailing urban boulevard characteristic.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.
3. Consideration should be given to enhancing the relationship between the site and the designated public open space and SINC immediately to the north of the site, whilst respecting its character and context as an historic cemetery with archaeological value.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.

12 Downham Co-op



SITE ADDRESS	431-435 Downham Way, Bromley BR1 5HR				
SITE DETAILS	Site size (ha) 0.43	Setting Suburban	PTAL 2015: 3 2021: 4 2031: 4	Ownership Private	Current use Retail, public house, car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15	Beyond 15 years Yes	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 42		Gross non-residential floorspace Employment 0 Main town centre 1,440		

Site allocation

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

Opportunities

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

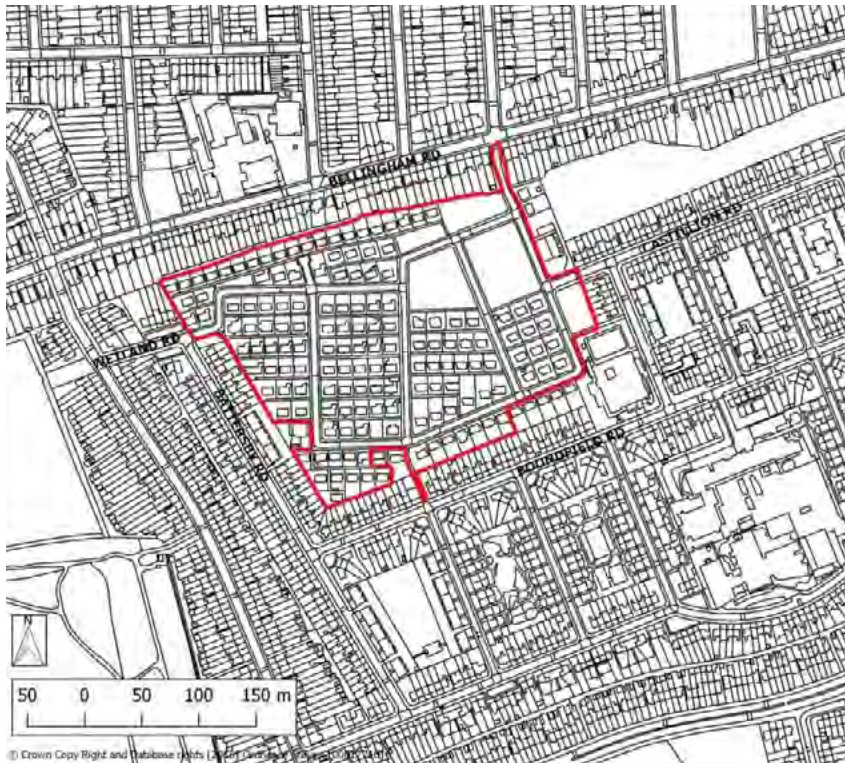
17.59 Development requirements

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

17.60 Development guidelines

1. Development should create positive frontages with public realm enhancements along Capstone Road, Downham way, Moorside Road.
2. The development should respond positively to the Downham Health and Leisure Centre, on the opposite site of Moorside Road, with public realm enhancements to improve access to the facility from Downham Way, particularly by walking and cycling.
3. Development should be designed to protect the amenity of neighbouring properties, including the public house in line with the Agent of Change principle.
4. Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
5. Existing trees along the site boundary should be retained.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

13 Excalibur Estate



SITE ADDRESS	Excalibur Estate, Baudwin Road, Whitefoot, SE6				
SITE DETAILS	Site size (ha) 6.14	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings.				
PLANNING STATUS	Full application DC/10/075973 granted March 2012. Various subsequent reserved matters and S73 applications granted up till November 2021. Started construction and 57 units have already been completed.				
TIMEFRAME FOR DELIVERY	Years 1-5 Yes	Years 6-10	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 287		Gross non-residential floorspace Employment 0 Main town centre 0		
REMAINING NET UNITS TO BE DELIVERED	230				

Existing planning consent

- 17.61 DC/10/75973 - The redevelopment of the Excalibur Estate SE6, seeking full planning permission (Phase 1) for 152 residential units, and outline planning permission (Phase 2) for 219 residential units, creating a total of 371 residential together with associated highway infrastructure, soft and hard landscaping including the provision of open space.
- 17.62 DC/17/100865 - Reserved Matters of design (internal layout, external appearance), landscaping, scale and massing (height), resulting in a reduction to 210 residential units for phases 4 and 5.
- 17.63 DC/21/120231 – S73 application for changes to the spine road and three additional residential units in Phase 1c.

Site allocation

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

Opportunities

- 17.65 The site is a housing estate is located in Bellingham within a predominantly residential area. Estate regeneration will replace 178 existing residential units with 362 new units to provide net 184 high quality affordable housing units, alongside public realm enhancements. 57 of the residential units in phases 1a and 1b have already been completed. Construction, with an additional three residential units, for phase 1c has started. Phase 2 (previously named Phases 4 and 5) has not yet started construction and is seeking to accommodate approximately additional 100 residential units above the initial consent.

17.66 Development requirements

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

17.67 Development guidelines

1. Connectivity through the site should be improved via a central landscaped spine route, with connecting home zones, and integrating with the existing street pattern and road network. Car parking should be integrated with soft and hard landscaping to ensure cars are not prominent in the streetscape.
2. The design of development should respond positively to the existing residential properties surrounding the site. A reduced scale should be used in the vicinity of the locally listed buildings adjoining the site's southern boundary.
3. Development should provide a clear pattern of public and private space, with a range of gardens and amenity areas and high quality landscape designed to integrate into the overall scheme. A range of play spaces should be provided for children, including pocket play spaces, local play spaces and youth spaces.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. New connections into the Evelyn Street trunk sewers will not be allowed.

14 Bestway Cash and Carry



SITE ADDRESS	1 St Mildreds Road, London, SE12 0RS				
SITE DETAILS	Site size (ha) 1.70	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Private	Current use Retail warehouse, car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 136		Gross non-residential floorspace Employment 0 Main town centre 0		

Site allocation

17.68 Redevelopment for residential use.

Opportunities

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

17.70 Development requirements

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

17.71 Development guidelines

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

4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

