

18 LEWISHAM’S WEST AREA

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Context and character

- 18.1 The West Area comprises the neighbourhoods of Telegraph Hill, Brockley, Ladywell, Crofton Park, Honor Oak, Blythe Hill, Forest Hill, Sydenham, and Sydenham Hill. These neighbourhoods have a distinctive character which is derived their historical development as a series of villages that formed around railway stations.
- 18.2 The area is characterised by its topography with open spaces at high ground providing views towards London and Kent, as well as prominent green spaces with remnants of the Great North Wood. The area remains noticeably wooded, with prominent mature street and garden trees. The railway line dissects the area and limits movement between many neighbourhoods. However, the sidings and embankments also support a significant variety of biodiversity and wildlife, which reinforce the area's green character. The Ravensbourne River and river valley corridor provide an important natural corridor through the area. Whilst there are many parks and open spaces the number and quality of walking and cycle links between these are varied, and many open spaces are poorly connected.
- 18.3 The residential areas are predominantly low-rise with linear terraces and narrow street sections resulting in relatively high densities. The West Area has a diverse built character that includes historic Victorian and Edwardian terraces, interwar 'garden city' inspired housing, post-war flats and Council estates, and 20th century infill. There are a number Conservation Areas and listed buildings, which strongly inform the character of the area.
- 18.4 The West Area contains the District Centres of Sydenham and Forest Hill that have a diverse town centre offer and serve their wider neighbourhoods. There are also a number of complementary Local Centres and parades catering to the day-to-day needs of residents and visitors. Some of the area's town centres contain a number of vacant buildings and underused sites, and have a poorer quality public realm. The area has a diverse land use mix, with a strong creative and digital industry clusters in Brockley and Forest Hill with links to Goldsmiths College and Lewisham College. The West Area contains the Horniman Museum which is a significant cultural destination within London and the southeast.
- 18.5 The West Area has a number of train stations and transport corridors, including the B218 Brockley Road/Brockley Rise and the A205 South Circular. The public realm is generally of a poorer quality along these roads and they are also dominated by vehicles, inhibiting movement by walking and cycling. Whilst many train stations are well positioned and in accessible locations, a number of stations have a poor sense of arrival and are not well-sited within the neighbourhood they serve.

Vision

18.6 By 2040 the historic fabric, landscape and woodland character of the West Area will be reinforced so that its neighbourhoods and centres retain their village qualities, including valued views towards London and Kent. The area will feature a distinctive, thriving and well-connected network of town and Local Centres that complement one another. The character and role of the main routes along which centres and train stations are located, including Brockley Rise / Brockley Road (B218), will be re-examined to enhance links between them. The delivery of the Brockley station interchange and other transport improvements will enhance access to central London, opening opportunities for everyone to benefit from.

18.7 The revitalisation of the area's District and Local Centres will ensure they remain thriving hubs of community and commercial activity, as well as focal points for new housing, including a high proportion of genuinely affordable housing. Public realm enhancements at the main entrances to the centres, as well as at their stations and approaches, will make them more accessible and inviting places. Forest Hill District Centre will evolve as a key employment location and lively Cultural Quarter, building on the presence of the Horniman Museum and Gardens and studios at Havelock Walk. New workspace will be delivered through the renewal of industrial sites within and around the centres, particularly at Forest Hill and Kirkdale. The B218 and South Circular (A205) will 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. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

18.8 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Many of these spaces will feature extensive views across Lewisham as well as natural woodland, the remnants of the Great North Wood. The river valley will have greater prominence with the River Ravensbourne better revealed around Ladywell. A connected network of high quality walking routes and cycleways will link open and green spaces both within and outside of the Borough.

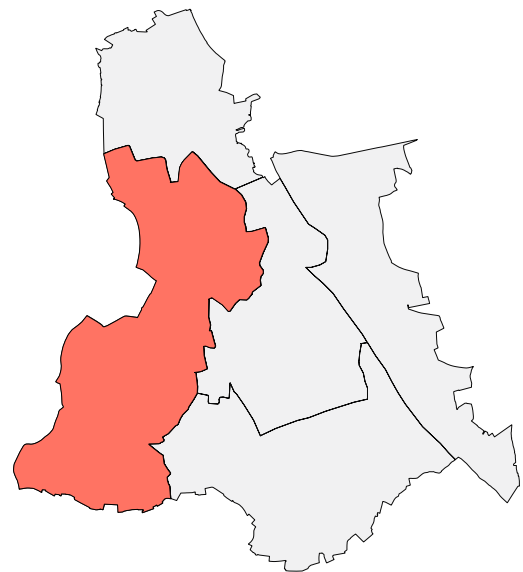


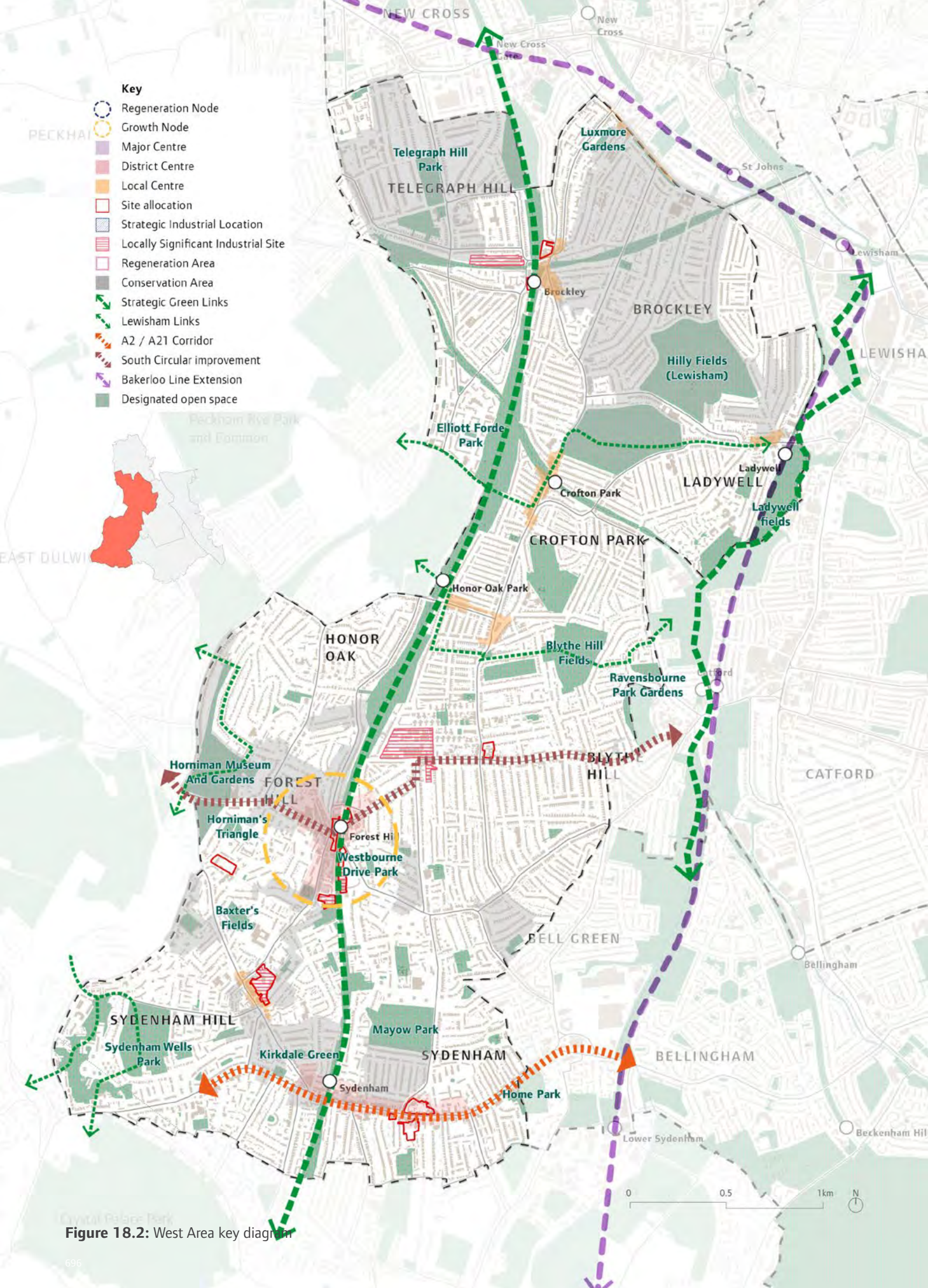
Figure 18.1: West area



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 Brockley station interchange to improve transport access and help ensure growth is appropriately supported by infrastructure.
2	Secure the long-term vitality and viability of the area's network of District and Local centres, and enhance walking and cycling connections between them. Ensure the centres retain their distinctive character and complement each other with a unique offer of shops, services and facilities.
3	Reinforce the role of Sydenham District Centre in supporting the neighbourhood. Deliver public realm improvements at key arrival points to make the centre a more accessible and welcoming place. Support new high quality development, including mixed-use development, on sites which detract from the distinctive character of the centre.
4	Strengthen and expand the role of Forest Hill District Centre as hub of community, commercial and cultural activity and a key employment location. Establish a new Cultural Quarter in the area, building on the presence of the Horniman Museum and Gardens and the cluster of creative industries at Havelock Walk and 118 Stansted Road.
5	Strengthen the role of Kirkdale Local Centre in supporting the neighbourhood. Deliver the renewal of industrial land at Willow Way to better complement the centre with new workspace and a wider mix of uses, along with improvements to the townscape and public realm.
6	Enable the delivery of new workspace and housing along with enhancements to the Forest Hill station approach through the renewal of industrial land at Perry Vale and Clyde Vale, as well as the redevelopment of sites around the station.
7	Protect and enhance the employment quarter at Malham Road, including by extending the employment area to include units at 118 Stanstead Road.
8	Transform the South Circular (A205) and Brockley Rise / Brockley Road (B218) by applying the Healthy Streets Approach, with public realm improvements that make walking, cycling and the use of public transport safer and more convenient.
9	Protect and enhance open and green spaces, including waterways, along with the distinctive woodland character of the area. Deliver a connected network of high quality walking routes and cycleways that link these spaces.



LWA1 West 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 West Area.
 - a. The redevelopment of strategic sites, and the renewal of other sites, within and around the area's linear network of town centres is facilitated to better connect the centres and to secure their long-term vitality and viability; in line with Policy LWA2 (Connected network of centres);
 - b. New development within and around Forest Hill district town centre supports and reinforces the centre's role as a key commercial, community and cultural hub, in line with Policy LWA3 (Forest Hill district centre and surrounds);
 - c. New development is directed to the main corridors of Brockley Road (B218) and Stanstead Road (A205 / South Circular), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
 - d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Endwell Road, Malham Road, Perry Vale, Clyde Vale and Willow Way;
 - e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on selected LSIS, along with improving the environmental quality of employment locations;
 - f. The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and
 - g. Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy TR1 (Sustainable transport and movement).
- B Development proposals must respond positively to the character and heritage value of established residential areas. This includes the historic character of the area's neighbourhoods, and particularly their town centres which are defined by their Victorian shopping parades and make an important contribution to local distinctiveness. The historic landscape character, including woodland and topography, is also a defining feature of the West Area, which was once covered by the Great North Wood. Development proposals must maximise opportunities to integrate urban greening measures to respond to and connect the remnants of the woodland, along with protecting and enhancing important views and vistas.

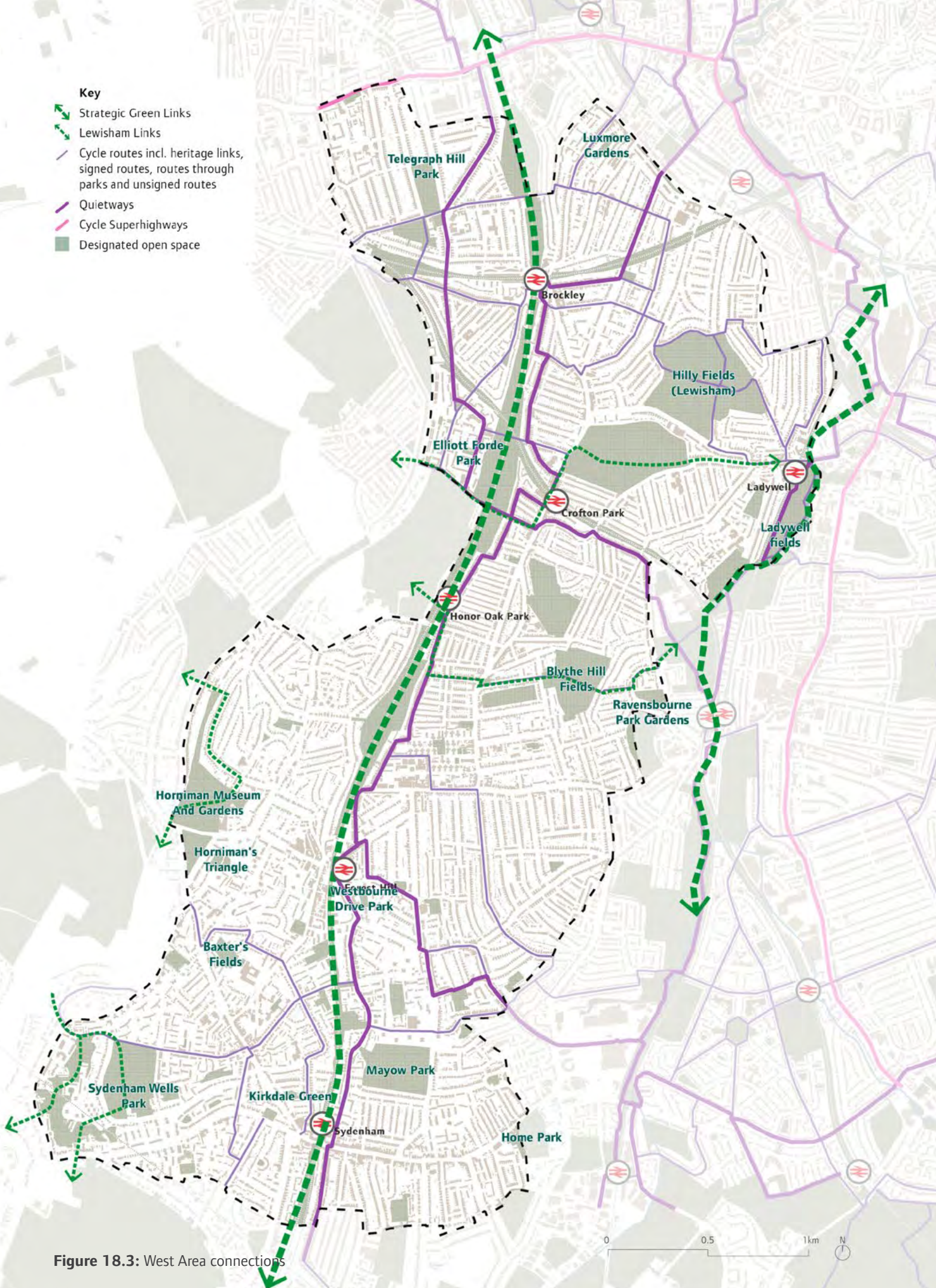


Figure 18.3: West Area connections

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| <p>C Development proposals incorporating new or re-purposed workspace should seek to ensure that this provision is designed to accommodate micro, small and medium-sized businesses, to complement and support existing clusters of cultural and creative industries, including in Brockley and Forest Hill.</p> | <p>Policy GR4 (Lewisham Links). Consideration should be given to improving connections between parks and open spaces that are located outside of the Borough, but which are within comfortable walking or cycling distance from the West area.</p> |
| <p>D The comprehensive redevelopment of sites within Willow Way LSIS will be supported where this retains and enhances industrial capacity and local employment provision, as well as improves the quality of the environment and townscape. Development proposals within the LSIS must ensure the design provides for a positive relationship with Kirkdale Local Centre, particularly to ensure the protection of amenity as well as to maximise opportunities to create safe and legible routes between and around the LSIS and the Local Centre. Development proposals must deliver high quality designs that help to establish a more cohesive, employment-led mixed-use quarter.</p> | <p>G Development proposals must respond positively to the historic character and setting of the Horniman Museum and Gardens, particularly to support its role as a key visitor destination within London and the southeast. Development proposals within the vicinity of the museum should provide for public realm enhancements to improve way finding and access to and from the museum.</p> |
| <p>E The sensitive intensification of established residential neighbourhoods will be supported where new development responds positively to their distinctive local and historic character, including the landscape setting. Development proposals must have regard to the Small Sites SPD, where appropriate.</p> | <p>H Development proposals must contribute to delivery of high quality public realm using the Healthy Streets Approach. Particular consideration should be given to enhancements at station entrances and around their approaches and along key movement corridors including Ladywell Road, South Circular (A205), Sydenham Road, Dartmouth Road, Brockley Road/Brockley Rise, and Drakefell Road/Celatl Road. Development proposals should contribute to delivery of high quality public realm, particularly on and around approaches to and from train stations, and along key movement routes including Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/Brockley Rise.</p> |
| <p>F Development proposals must help to ensure the West 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</p> | |
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LWA2 Connected network of town centres

- A The West Area contains an historic network of town centres that serve its neighbourhoods and communities. Development proposals must respond positively to this network and help to secure the long-term vitality and viability of the centres by:
- Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features;
 - Making provision for a wide range of appropriate main town centre uses that build on the economic strengths and unique attributes of each of the centres, whilst seeking to ensure they complement and do not compete with one another; and
 - Improving connections between the centres by:
 - Delivering public realm enhancements to facilitate safe and convenient movement by walking and cycling along main roads and routes linking the centres; and
 - Making provision for highly accessible, safe and attractive interchanges at key public transport nodes, including stations.
- B Brockley Cross, Crofton Park, Honor Oak / Brockley Rise and Kirkdale and Ladywell are designated as Local Centres reflecting the complementary role each plays in the provision of local services and community facilities within their neighbourhoods.
- C Within the West Area's town and local centres, development proposals for meanwhile uses on vacant sites and properties will be supported in order to facilitate their return to active use, in line with Policy DM5 (Meanwhile uses). Meanwhile uses of spaces catered for micro businesses, including independent traders, and community uses will be strongly encouraged.
- D Development proposals should support the growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity, in line with Policy LWA2 (Forest hill district centre and surrounds).
- E The renewal of Sydenham District Centre will be supported in order to secure its long-term vitality and viability. Development proposals should contribute to the renewal and revitalisation of the town centre by:
- Seeking opportunities to repair the structure and fabric of the centre through the sensitive redevelopment and infilling of sites, particularly those which detract from the historic character and urban grain that is still evident;
 - Delivering public realm improvements to make the centre a more accessible, welcoming and attractive place to visit, particularly at key arrival points around Sydenham station and at the western and eastern edges of the centre, along Kirkdale and Sydenham Road; and
 - Making provision for a diverse mix of main town centre uses (including shops, services and community facilities) that reinforce the role of the centre in Lewisham's town centre hierarchy, and ensure it both supports and complements significant new development planned in the Bell Green and Lower Sydenham area.

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- F The renewal of Kirkdale Local Centre will be supported in order to secure its long-term vitality and viability. Development proposals must contribute to area improvements through high quality designs that help to create a more cohesive and positive relationship between the centre and neighbouring properties and sites, including the Willow Way LSIS and redeveloped former Sydenham police station.
 - diverse mix of main town centre uses and improving shopfronts;
 - b. Delivering public realm enhancements to improve access and sense of arrival to and around train stations located in proximity to the centres; and
 - c. Seeking to alleviate vehicle congestion by improving the walking and cycle environment.
 - G The continued renewal of Brockley Cross Local Centre will be supported in order to secure its long-term vitality and viability. Development proposals must contribute to the renewal and revitalisation of the centre by:
 - a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character;
 - b. Seeking opportunities to support and make provision of workspace for the cultural and creative industries, building on the existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone; and
 - c. Delivering public realm improvements at the western approach to Brockley station to improve access and sense of arrival.
 - H Development proposals should help to secure the long-term vitality and viability of the Local Centres at Crofton Park, Ladywell, and Honor Oak/Brockley Rise by:
 - a. Reinforcing their distinctive and historic character, particularly by maintaining a
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LWA3 Forest Hill district centre and surrounds

- A Development proposals must support the long-term vitality and viability of Forest Hill District Centre by enhancing the townscape and other place qualities of the centre and its surrounds, as well as reinforcing its role as a key focal point for commercial, cultural and community activity. They must demonstrate how they will contribute to a coordinated process of town centre improvement that responds positively to the area's distinctive character. They must also deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant commercial, cultural and community role is maintained and enhanced.
- B The growth and evolution of Forest Hill District Centre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by:
 - a. Designating the Forest Hill Cultural Quarter along with promoting and seeking to protect cultural and creative uses and activities within it, in line with Policy EC18 (Culture and the night-time economy);
 - b. Designating the town centre as an area of local significance of night-time economic activity, and strengthening its role as a visitor destination, in line with Policy EC18 (Culture and the night time economy);
 - c. Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location:
 - i. Respond positively to its distinctive character and employment function;
 - ii. Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and
 - iii. Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location;
 - d. Extending the boundary of the Malham Road LSIS to include 118 Stansted Road, along with protecting and enhancing uses within the LSIS that make a positive contribution to the Cultural Quarter; and
 - e. Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, along with securing public realm enhancements that improve wayfinding and safe access to it.
- C Development proposals must contribute to enhancing the public realm in order to promote and enable walking and cycling within and around the centre, as well as to make it a significantly more accessible, safer, healthier and attractive place. Particular consideration will need to be given to movements along and across:
 - a. The main junction and major roads, including the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and Waldram Park Road; and
 - b. Station approaches and forecourts.
- D Development proposals designed to improve the quality of the station underpass (including its visibility, legibility and safe use) will be strongly supported.
- E Development proposals must respond positively to the evolving urban character of the town centre and its immediate surrounds. They must be designed to provide for an appropriate transition in scale, bulk, mass, height and character between the commercial core of the centre, its edges and surrounding residential neighbourhoods, taking into account the area's distinctive townscape, landscape and topography features.

Lewisham's West Area

18.9 Lewisham's West Area is characterised by the remnants of the Great North Wood along with its development as a series of historic villages on a north-south spine which have grown around railway stations. The West Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. The area's topography is another consideration. Its position at high ground, providing views towards London and Kent as well as to local landmarks, contributes to local character but also constrains certain types of development, such as tall buildings. Yet there remains a need to deliver new development in order to improve the liveability of the area's neighbourhoods as well as the viability of its centres and other employment locations. The Local Plan sets out a strategy to help facilitate new investment within the West Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets, including its topography.

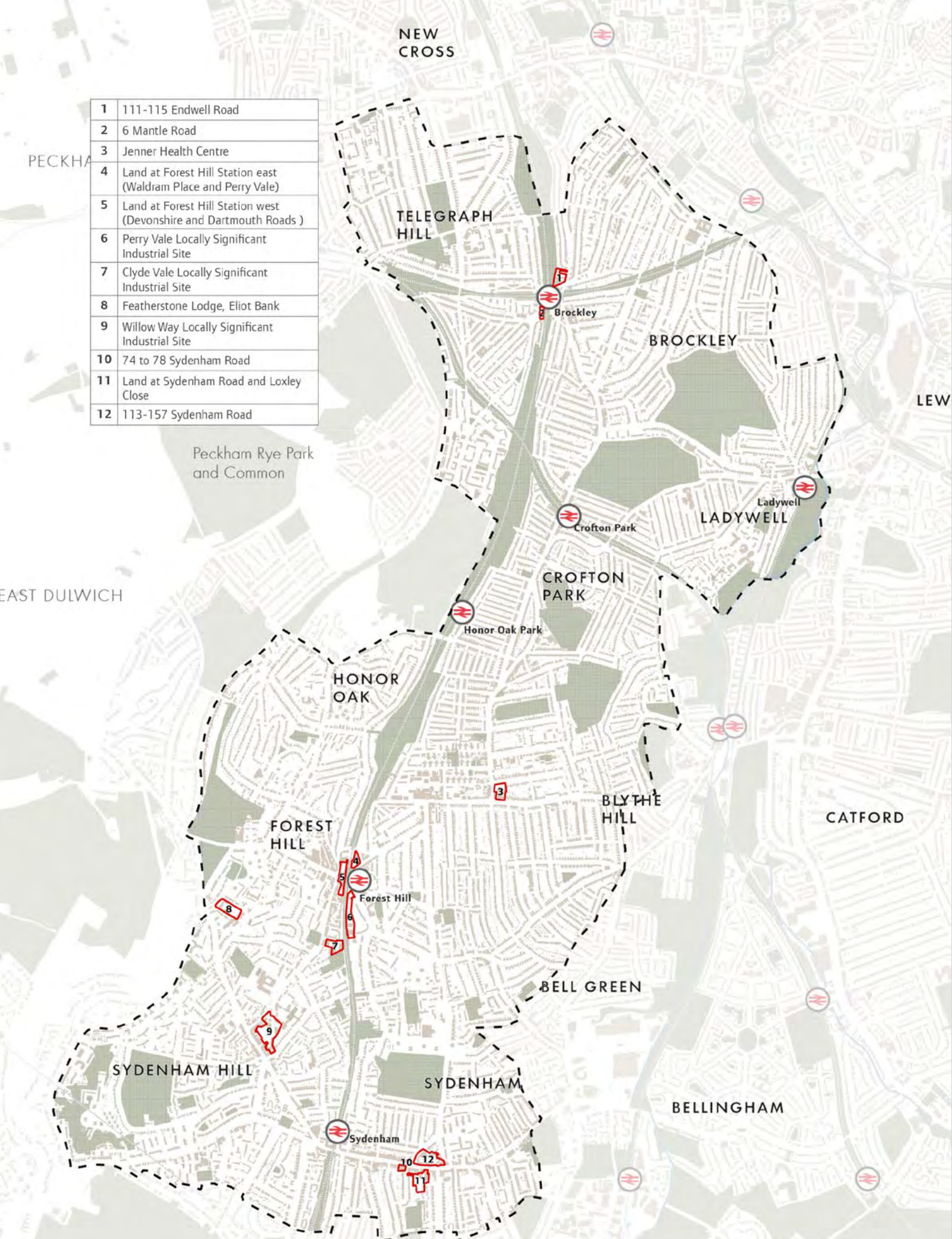
18.10 The West Area's network of town and local centres is one of its defining features. It also presents some of the main opportunities for accommodating growth. A key strategic priority is to secure the long-term viability and vitality of these centres by improving their place qualities, also responding to their position near stations and other transport routes. This can be achieved by facilitating new investment within the centres and enhancing connections between them. Public realm enhancements along the

B218, Stanstead Road (South Circular) and other key routes, using the Healthy Streets Approach, is necessary to support safe and convenient movement by walking and cycling, and to help make travel by public transport more efficient. The sensitive intensification of these strategic movement corridors will therefore be supported as a means to secure new investment. It is imperative that the town centres retain their distinctive qualities and maintain a complementary offer of retail provision, services and community facilities. Most of the area's main development opportunities are at site allocations located within or around the centres, particularly the District Centres of Forest Hill and Sydenham as well as the Local Centres of Brockley and Kirkdale. The redevelopment of these sites will help to generate new investment locally.

18.11 The continued evolution of Forest Hill District Centre into a thriving community, commercial and cultural hub is an important aspect of the spatial strategy for the Borough. The Local Plan seeks to build on the existing strengths of the centre as a key visitor destination. This includes taking advantage of its position as a gateway to the Horniman Museum and Gardens, and ensuring the centre is supported by a wide range of daytime and night time activities. Havelock Walk and 118 Stansted Road are unique commercial locations with a mix of cultural and creative industries. Their presence and value is recognised through the designation of the Forest Hill Cultural Quarter. Live-work accommodation has been successfully integrated at Havelock Walk, and is the only location in the Borough where this development typology is supported. Whilst the District Centre is well served by public transport its amenity is adversely impacted by

the South Circular. We will therefore work with key stakeholders, including Transport for London and Network Rail, to secure the delivery of public realm enhancements wherever feasible. This may include, for instance, improvements to road crossings, and the station approach.

- 18.12 There are a number of designated and non-designated employment sites in close proximity to the town centres that make an important contribution to the local economy. The renewal of these sites will be encouraged in order to deliver new modern workspace and jobs, as well as to improve the relationship between commercial and other neighbouring uses. In selected Locally Significant Industrial Sites, the co-location of commercial and other complementary uses will be supported. This includes sites in Forest Hill as well as Kirkdale, near Willow Way.
- 18.13 The West Area was once covered by the Great North Wood, which extended from New Cross to Croydon south of the Borough. Much of the woodland was lost by the 18th century, but a strong woodland character prevails with the abundance of large mature street and garden trees, nature reserves and green corridors along the railway embankments and cuttings, and allotments and other green spaces. The Lewisham Links are centred on the network of green infrastructure and other valued places, recognising the priority given to improving public access to them by walking and cycling.



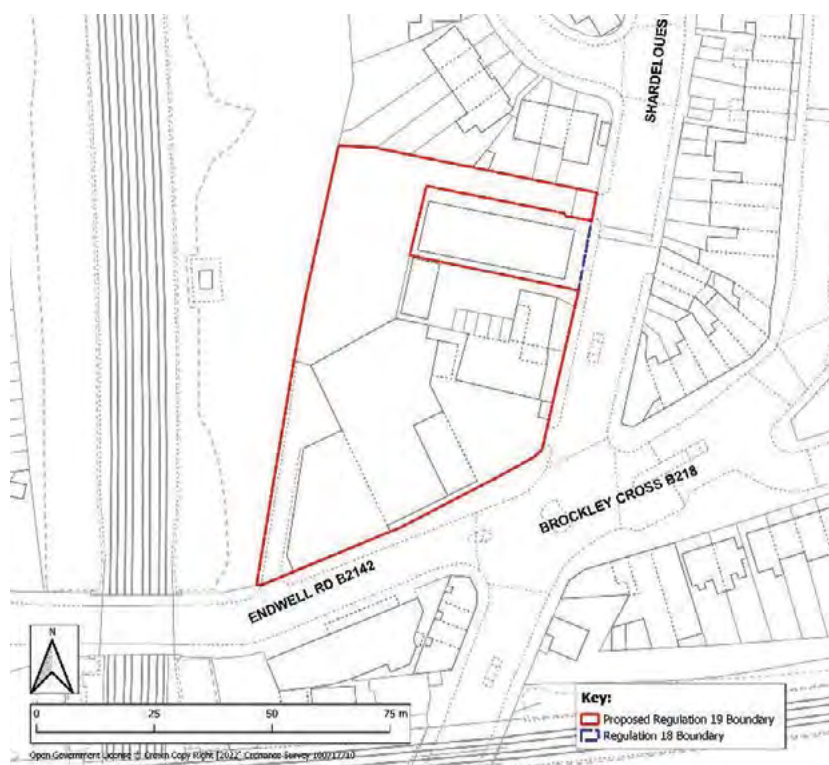
1	111-115 Endwell Road
2	6 Mantle Road
3	Jenner Health Centre
4	Land at Forest Hill Station east (Waldram Place and Perry Vale)
5	Land at Forest Hill Station west (Devonshire and Dartmouth Roads)
6	Perry Vale Locally Significant Industrial Site
7	Clyde Vale Locally Significant Industrial Site
8	Featherstone Lodge, Eliot Bank
9	Willow Way Locally Significant Industrial Site
10	74 to 78 Sydenham Road
11	Land at Sydenham Road and Loxley Close
12	113-157 Sydenham Road

Figure 18.4: West Area site allocations

Site allocations

1	111-115 Endwell Road	708
2	6 Mantle Road.....	710
3	Jenner Health Centre.....	712
4	Land at Forest Hill Station east (Waldram Place and Perry Vale)	714
5	Land at Forest Hill Station west (Devonshire and Dartmouth Roads).....	716
6	Perry Vale Locally Significant Industrial Site	718
7	Clyde Vale Locally Significant Industrial Site.....	720
8	Featherstone Lodge, Eliot Bank.....	722
9	Willow Way Locally Significant Industrial Site (LSIS).....	724
10	74 to 78 Sydenham Road	727
11	Land at Sydenham Road and Loxley Close.....	729
12	113-157 Sydenham Road	731

1 111-115 Endwell Road



SITE ADDRESS	111-115, Endwell Road, SE4 2PE				
SITE DETAILS	Site size (ha) 0.38	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Private	Current use Industrial, car services, place of worship
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 3, adjacent to Metropolitan Open Land.				
PLANNING STATUS	Full application DC/19/110715 granted in May 2019 (part of the site)				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 57		Gross non-residential floorspace Employment 1,975 Main town centre 0		

Existing planning consent

- 18.14 DC/19/110715 – Full application for part of the site with demolition of the existing single storey buildings on the site at R L Watson and Son, Shardeloes Road SE4 and construction of a part one/part two storey building to provide an MOT centre facilities.

Site allocation

- 18.15 Employment led mixed-use redevelopment with compatible commercial, community and residential uses.

Opportunities

- 18.16 The southern part of this site is located within Brockley Cross local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the local centre, including with new and improved workspace. Development will also enable public realm enhancements, including improvements to the station approach.

18.17 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. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
3. Positive frontages with active ground floor

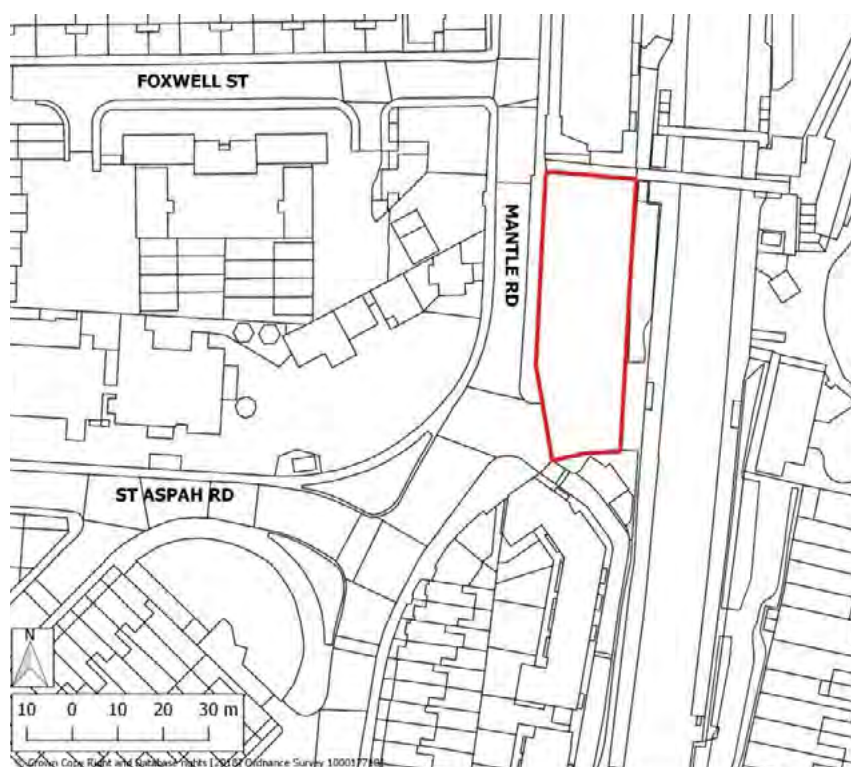
frontages on Endwell Road and Shardeloes Road,

4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to improve legibility, safety and access to the station.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

18.18 Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Building heights should respond positively to the site surroundings including the residential buildings along the site's northern and eastern boundaries. Taller elements should be sited on the western side of the site, facing the railway.
3. The wall surrounding the timber yard and the blank, ground level façade along Endwell Road should be removed in order to enhance natural surveillance, and the public realm.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

2 6 Mantle Road



SITE ADDRESS	6 Mantle Rd, London, SE4 2EX				
SITE DETAILS	Site size (ha) 0.12	Setting Suburban	PTAL 2015: 4-5 2021: 4-5 2031: 4-5	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Conservation Area, Site of Metropolitan Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air Quality Management Area , Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 3.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 20		Gross non-residential floorspace Employment 95 Main town centre 378		

Site allocation

- 18.19 Mixed-use development with compatible residential, commercial and main town centre uses.

Opportunities

- 18.20 The site lies adjacent to Brockley Cross local centre and in proximity to Brockley station. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. Development will also enable the introduction of positive frontages and public realm enhancements along Mantle Road to improve the townscape and station approach.

18.21 Development requirements

1. Positive frontages with active non-residential ground floor frontages along Mantle Road.
2. New and improved public realm in accordance with a site-wide public realm strategy, including to improve legibility and safe access to the station entrance from the western side of the railway.
3. Development proposals must protect and seek to enhance green infrastructure, including the Site of Metropolitan Importance for Nature Conservation and green corridor along the railway embankment.

18.22 Development guidelines

1. Consideration should be given to extending the existing parade of shops southwards on Mantle Road.
2. Transport for London and Network Rail should be consulted on development and design options, particularly for the railway station approach and entrance.
3. Building heights should respond positively to the site surroundings including the residential properties along the site's northern boundary, on the opposite side of the railway and the primary school on the opposite side of Mantle Road, which has historic interest. The Brockley Conservation Area is situated on the opposite side of the railway.
4. The wall that establishes a blank façade along Mantle Road and across the footbridge to the station should be removed, in order to enhance natural surveillance and the public realm.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

3 Jenner Health Centre



SITE ADDRESS	Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU				
SITE DETAILS	Site size (ha) 0.41	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Public	Current use Doctors surgery
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Node, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 30		Gross non-residential floorspace Employment 0 Main town centre 2,081		

Site allocation

- 18.23 Comprehensive mixed use redevelopment of existing health centre with residential and community uses.

Opportunities

- 18.24 The site comprises a health centre and associated car park. It is located on a corner plot, north of Stanstead Road (South Circular) and east of Brockley Rise. Redevelopment and site intensification will provide a more optimal use of the land whilst ensuring appropriate re-provision of health facilities.

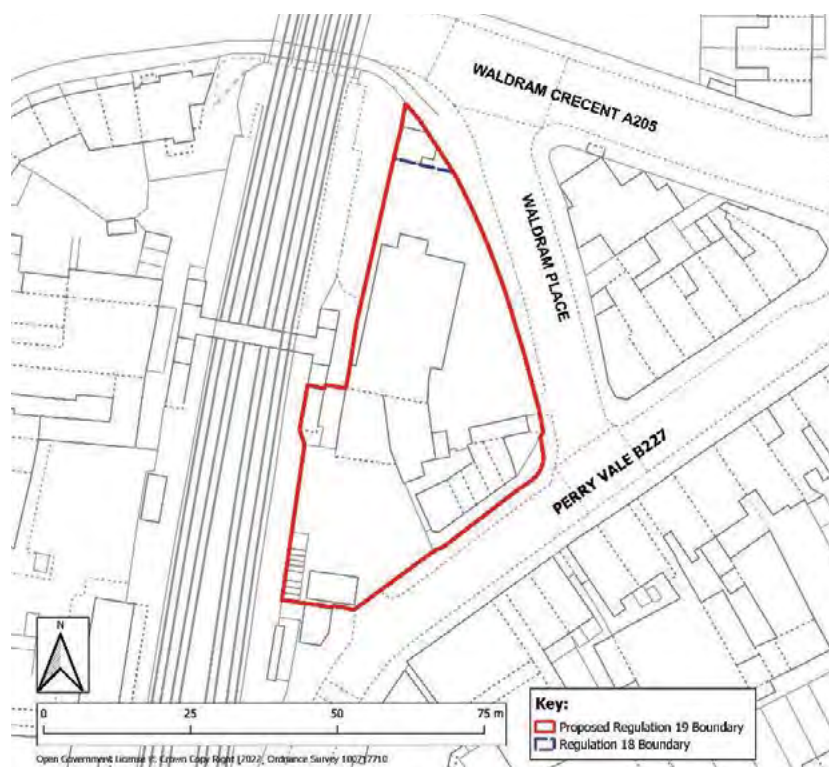
18.25 Development requirements

1. Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
2. Positive frontages along Stanstead Road, Brockley Rise and St Germans Road.
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.26 Development guidelines

1. The design of the development should take into account the operational requirements of any community uses, as well as their interface with residential and other uses.
2. The existing surface car park should be removed and redesigned.
3. Consideration should be given to realigning the street frontage along Stanstead Road, to align with, and respect, the existing buildings on either side of the site.
4. Development should respond positively to the retained properties on the corner of Brockley Rise and Stanstead Road.
5. Building heights should respond positively to the site surroundings. The central portion of the site may be suitable for taller buildings.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

4 Land at Forest Hill Station east (Waldram Place and Perry Vale)



SITE ADDRESS	East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD				
SITE DETAILS	Site size (ha) 0.21	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and landowner engagement (2019).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Node, Conservation Area, adjacent Site of Importance for Nature Conservation, District Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area				
PLANNING STATUS	None.				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 41		Gross non-residential floorspace Employment 191 Main town centre 764		

Site allocation

- 18.27 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to Forest Hill station approach.

Opportunities

- 18.28 This non-designated employment site is located near Forest Hill Station, east of the railway line, and within Forest Hill district centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also deliver public realm enhancements to improve the station approach and townscape.

18.29 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
3. Positive frontages along Waldram Place and Perry Vale, with active ground floor frontages.
4. New and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC along the railway.

18.30 Development guidelines

1. Development and design options should be considered through early consultation with Transport for London and Network Rail.
2. Generous setbacks should be provided, particularly along Perry Vale, to deliver public realm enhancements and an improved sense of arrival at the station.
3. Development should improve opportunities for walking, cycling and other active travel modes, creating a sense of arrival into the District Centre. Development should not result in a reduction in existing footway or carriageway space and where possible the width of the pavements should be increased. Development should also provide a new pedestrian crossing and should consider improvements to the layout and configuration of Perry Vale from its junction with Waldram Place to the South Circular.
4. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter
5. The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads)



SITE ADDRESS	Station forecourt, Dartmouth Road, west of railway line, London, SE23 3HB				
SITE DETAILS	Site size (ha) 0.44	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Main town centre uses, retail, dentist, industrial, car services, car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Node, Conservation Area, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building, adjacent to Strategic Open Space				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 80		Gross non-residential floorspace Employment 801 Main town centre 1,602		

Site allocation

- 18.31 Comprehensive mixed-use development with compatible, main town centre, commercial, community and residential uses. Public realm enhancements to improve Forest Hill station approach and forecourt.

Opportunities

- 18.32 The site is located adjacent to Forest Hill Station, west of the railway line and within Forest Hill district centre. Redevelopment and site intensification will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm enhancements to improve the station approach and forecourt.

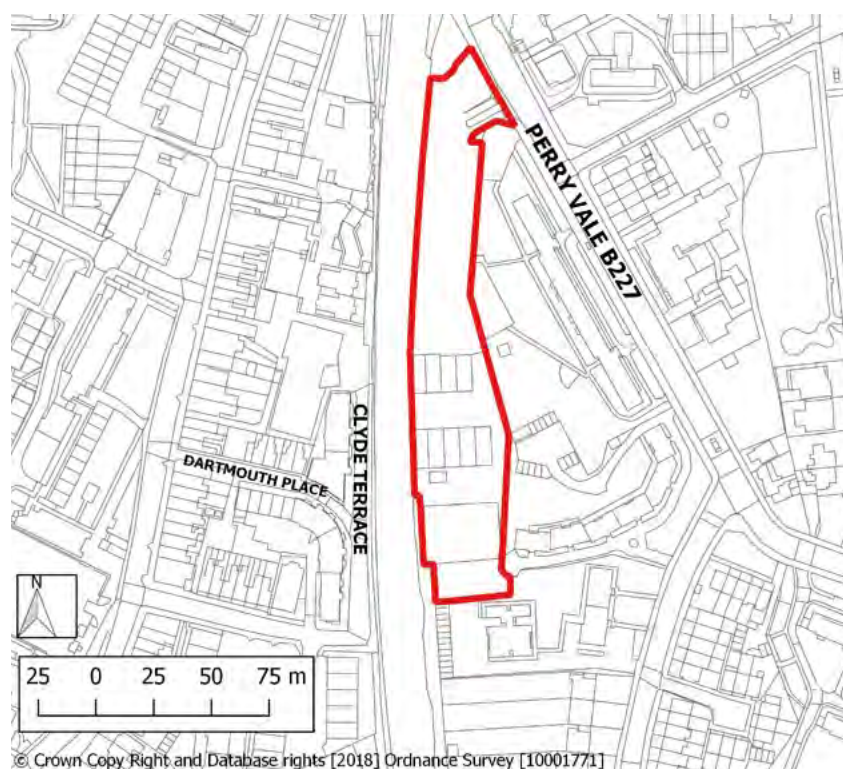
18.33 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Positive frontages along Devonshire (A205) and Dartmouth Roads, including active ground floor frontages
3. Appropriate re-provision of the existing dental surgery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
4. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
5. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. This must address legibility, safety and access to the station, including public realm enhancements at the station approach and forecourt.

18.34 Development guidelines

1. Development and design options should be considered through early consultation with Transport for London and Network Rail.
2. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
3. Public realm should form an integral part of the design, taking into account the existing trees and the slope of the ground that provides the opportunity to create different site levels and form public/semi-private/private spaces. Consideration should be given to creating a new public square outside of the station entrance, helping to enhance a sense of arrival, with improved interchange with buses.
4. The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area, and the locally listed building adjacent to the site's western boundary. New buildings should provide a strong relationship with the existing built form on the other side of Waldram Place and Perry Vale.
5. Development should improve opportunities for walking, cycling and other active travel modes, creating a sense of arrival into the District Centre. Development should not result in a reduction in existing footway or carriageway space and where possible the width of the pavements should be increased. Development should also enhance the pedestrian crossings across the South Circular.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There are no anticipated capacity concerns for the sewer on Devonshire Road.

6 Perry Vale Locally Significant Industrial Site



SITE ADDRESS	67A Perry Vale, London, SE23 3HW				
SITE DETAILS	Site size (ha) 0.72	Setting Urban	PTAL 2015: 4 2021: 3 2031: 3	Ownership Mixed, public and private	Current use Industrial, car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Node, Locally Significant Industrial Site, District Centre, Night-time Economy Hub, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent to Strategic Open Space.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 146			Gross non-residential floorspace Employment 10,206 Main town centre 0	

Site allocation

- 18.35 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial, main town centre and residential uses.

Opportunities

- 18.36 The site comprises a Locally Significant Industrial Site and public car park. The LSIS is currently occupied by warehouse units and a mail depot. The site is located within Forest Hill District Centre, in proximity to Forest Hill station and along the approach to its east entrance from Perry Vale. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS and town centre.

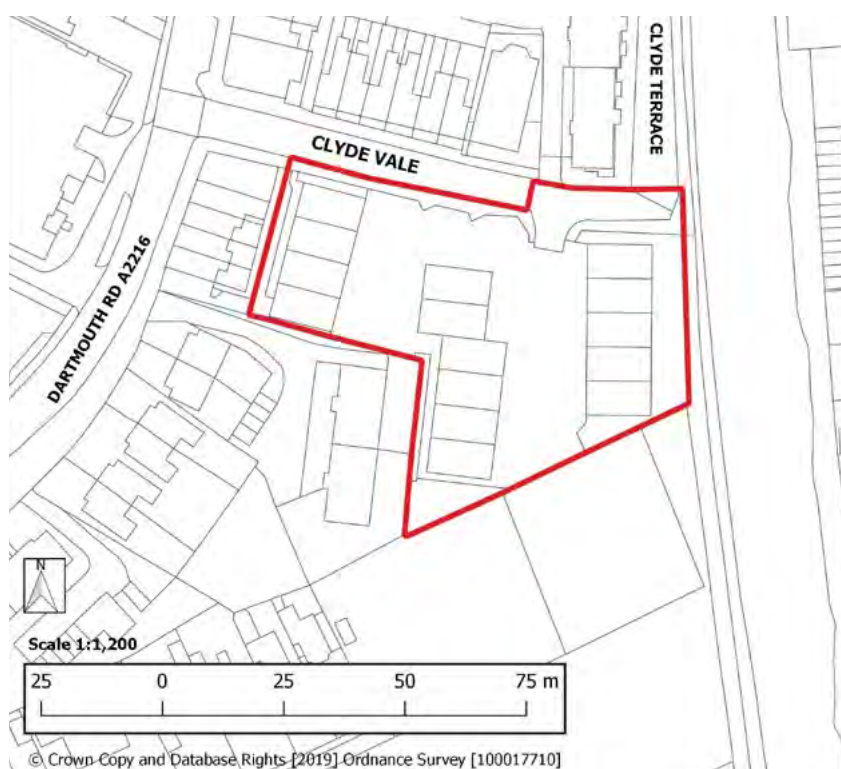
18.37 Development requirements

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

18.38 Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development should be designed to provide for improved legibility and access to Forest Hill station through the site, and from Perry Vale.
3. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter. The site is large enough to accommodate the retention or re-provision of some larger commercial / light industrial units.
4. Development proposals should investigate opportunities to widen the site access from Perry Vale to better accommodate commercial and servicing vehicles.
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.

7 Clyde Vale Locally Significant Industrial Site



SITE ADDRESS	Clyde Vale, London SE23				
SITE DETAILS	Site size (ha) 0.12	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Mixed, public and private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Node, Locally Significant Industrial Site, adjacent Conservation Area, adjacent to Strategic, Open Space, District Centre, Night-time Economy Hub, Cultural Quarter, Flood Zone 1, Critical Drainage Area, Adjacent to Site of Importance for Nature Conservation.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15	Beyond 15 years Yes	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 21		Gross non-residential floorspace Employment 1,701 Main town centre 0		

Site allocation

- 18.39 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial and residential uses.

Opportunities

- 18.40 The site comprises a Locally Significant Industrial Site, located adjacent to the railway and in proximity to Forest Hill District Centre as well as 3 residential units. The existing commercial units are older and site access via Clyde Vale is constrained by the road's narrow width. Redevelopment and site intensification, along with the co-location of commercial and other uses, will enable the delivery of new and improved workspace to complement the Forest Hill Cultural Quarter, and help to support the vitality and viability of the LSIS and town centre.

18.41 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
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 Clyde Vale.
4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.42 Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
3. Development should be designed taking into account the green infrastructure towards the site's southern boundary, which provides a natural buffer between commercial and surrounding residential uses.
4. Development proposals should investigate opportunities to widen Clyde Vale to improve access for commercial and servicing vehicles.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There is an opportunity to expand the surface water network and attenuation through green infrastructure to the south of the site.

8 Featherstone Lodge, Eliot Bank



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SITE ADDRESS	Featherstone Lodge, Eliot Bank, London, SE23				
SITE DETAILS	Site size (ha) 0.64	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Node, Flood Zone 1, Critical Drainage Area, Locally Listed Building on Site				
PLANNING STATUS	None, consent has lapsed				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 18.43 DC/14/086666 – this application was granted in November 2015 but has now lapsed for . al-terations and additions to the existing lodge building, demolition of existing out buildings and construction of 4 terrace houses and a 3 – 4 storey block of flats to the rear, totalling 33 new residential units for over 55s housing.

Site allocation

- 18.44 Redevelopment for residential use.

Opportunities

- 18.45 Featherstone Lodge is a locally listed mid-19th Century house located at Eliot Bank and sits within gardens. Redevelopment of the site will provide for new high quality specialist housing in a characterful setting.

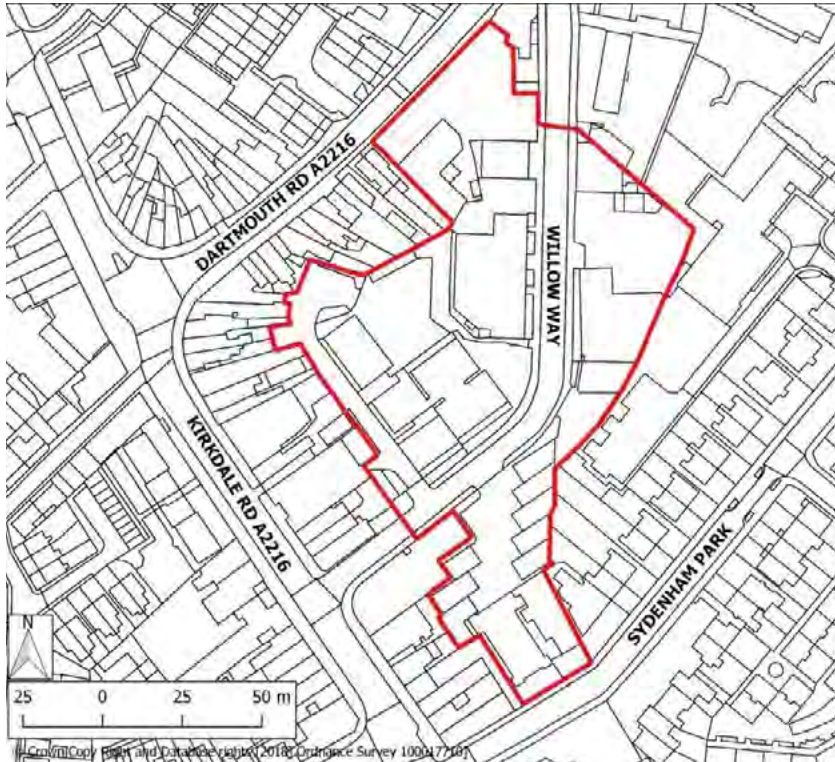
18.46 Development requirements

1. Delivery of predominantly specialist housing, with priority given to specialist older person's accommodation.
2. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, taking account of existing mature trees.
3. Retention and re-use of the main building, which is locally listed.

18.47 Development guidelines

1. The design of development should incorporate the re-use of the existing lodge as well as the provision of new buildings, in an integrated way across the whole site. Extensions to the Lodge should include pitched roofs to replicate the existing roofline.
2. A range of housing units should be provided to cater for varying needs of occupants, including flats within the Lodge as well as flats and houses set within the garden.
3. Consideration should be given to creating different elevational treatments for each building block, with architectural elements that match their surroundings and are appropriate to the rich visual character of the Lodge, and heritage assets within and adjacent to the site
4. The design of development should cater for the site elevations, sloping down from north-west to south-east.
5. A tree survey will be required to identify healthy, mature trees to be retained within the garden. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There are potential capacity concerns if connecting into Eliot Bank, connection should be downstream of manhole TQ34727802 where it increases to 229mm.

9 Willow Way Locally Significant Industrial Site (LSIS)



SITE ADDRESS	Willow Way Employment Location (comprising 10-24, 21-57, Council Offices and Depot Willow Way, Units 1-8 Willow Business Park and Church Hall and 1 Sydenham Park), SE26.				
SITE DETAILS	Site size (ha) 1.29	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Mixed, public and private	Current use Main town centre uses, retail, employment, industrial, car services, car park
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018).				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Locally Significant Industrial Site, adjacent Conservation Area, adjacent Local Centre, Area of Special Local Character, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10 Yes	Years 11-15	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 175		Gross non-residential floorspace Employment 6,705 Main town centre 0		

Site allocation

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

Opportunities

- 18.49 The site comprises the Willow Way Locally Significant Industrial Site, which is located adjacent to Upper Sydenham/Kirkdale local centre and spans both sides of Willow Way. The site includes vacant land and a mix of lower density employment uses and 19 existing residential units. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also enable public realm enhancements to improve the quality of the townscape around the local centre, and help to make the area a safer and more attractive place for business and community activity.

18.50 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). This must address the site's relationship with the Upper Sydenham / Kirkdale local centre, to improve the functional relationship with neighbouring uses and the public realm, along with townscape character.

2. The site contains an MOT centre which is in active use. Development proposals must adequately address the operational requirements of the MOT centre in order to secure a viable future for it. The landowner of the MOT centre must be consulted through the masterplan process.
3. 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).
4. Positive frontages along Willow Way, Dartmouth Road and Sydenham Park, with active ground floor frontages. Positive frontages elsewhere throughout the site, where new routes are introduced.
5. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area. This includes a clear hierarchy of routes, with a legible and safe network of walking and cycle routes, through the site. Particular consideration must be given to the access and servicing arrangements for commercial uses.
6. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
7. Development proposals must not adversely impact on the amenity of the public house located outside of the site boundary, in line with Policy EC19 (Public houses).

18.51 **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. Main town centre uses may be acceptable but these must be ancillary to the commercial uses and not detract from viability of the local centre.
3. Enhanced permeability off Willow Way will be an essential element of the design. Proposals will be expected to investigate, and where feasible, deliver a new route(s) linking from Willow Way to Kirkdale and Dartmouth Roads.
4. Additional planting and landscaping should be integrated to enhance the public realm and encourage movement by walking and cycling along Willow Way.
5. Development should provide for a coherent building line along Willow Way, taking into account the redevelopment of the former Sydenham Police Station site.
6. The design of development must respond positively to the local context, giving particular consideration to heritage assets, including the Sydenham Park Conservation Area, Halifax Street Conservation Area, Jews Walk Conservation Area, Area of Special Local Character, as well as listed building and locally listed buildings along Kirkdale.
7. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infra-structure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

10 74 to 78 Sydenham Road



SITE ADDRESS	74 to 78 Sydenham Road, SE26 5QE				
SITE DETAILS	Site size (ha) 0.09	Setting Other centre	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Gym
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Archaeological Priority Area, District Centre, Primary Shopping Area, Flood Zone 1.				
PLANNING STATUS	Full application DC/19/115113 was granted consent in July 2020 and has been implemented. None for future redevelopment				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15	Beyond 15 years Yes	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 16		Gross non-residential floorspace Employment 164 Main town centre 328		

Existing Planning Consent

- 18.52 DC/19/115113 - Full application for change of use from retail unit (Class A1) to a gym/leisure use unit (Class D2) at 74-78 Sydenham Road.

Site allocation

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

Opportunities

- 18.54 The site is located within Sydenham District Centre and situated at a prominent position on the High Street at Sydenham Road and Girton Road. It comprises of a two-storey building occupied by a gym. Future redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. The introduction of a new high quality building will also enhance the townscape and better complement the character of neighbouring properties.

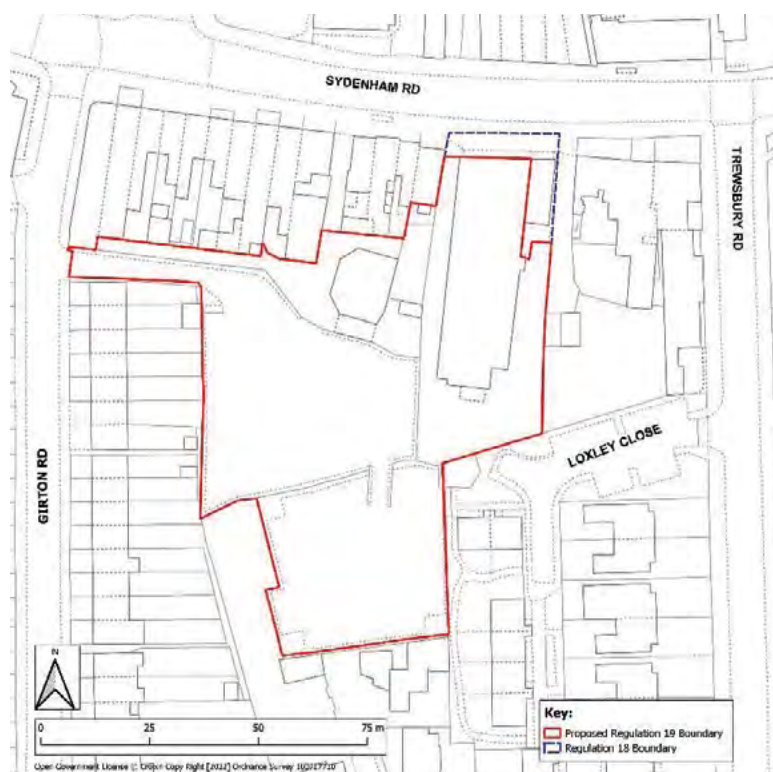
18.55 Development requirements

1. Positive frontages along Sydenham Road and Girton Road, with active ground floor frontages.
2. Public realm enhancements along Sydenham Road.

18.56 Development guidelines

1. Development should respond positively to the character of adjoining and neighbouring properties, particularly the terraced buildings along the High Street.
2. Consideration will need to be given to the amenity of residential properties and gardens to the rear of the site, along Girton Road and Tannsfield Road.
3. Public realm enhancements should include tree planting to complement existing trees along this part of the High Street.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

11 Land at Sydenham Road and Loxley Close



SITE ADDRESS	Loxley Close, Sydenham, SE26 5DU				
SITE DETAILS	Site size (ha) 0.64	Setting Other Centre	PTAL 2015: 4-5 2021: 4-5 2031: 4-5	Ownership Private	Current use Retail, residential, car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
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 125		Gross non-residential floorspace Employment 528 Main town centre 2,330		

Site allocation

- 18.57 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre and residential uses. Public realm and environmental enhancements.

Opportunities

- 18.58 The site is located within Sydenham District Centre, with buildings at the northern part of the site fronting the High Street, and a car park behind. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm enhancements and overall improvements to the townscape.

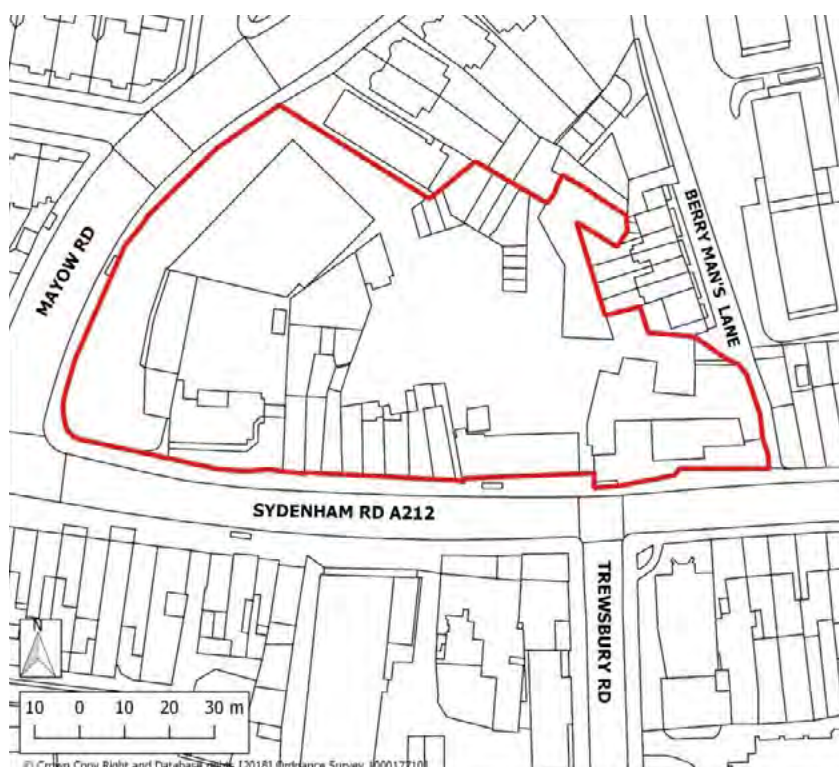
18.59 Development requirements

1. Positive frontages along Sydenham Road and Loxley Close, with active ground floor frontage on the High Street. The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
2. Development must not adversely impact on the public house near to the site's eastern boundary, in line with the Agent of Change principle.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

18.60 Development guidelines

1. Development should make a more optimal use of land by considering options for the car park, including rationalising the existing level of provision, taking into account needs of visitors and businesses along with public transport accessibility levels.
2. Development, including building heights, should be designed to transition from the urban character along the High Street, to the predominantly residential character at the south.
3. Boundary landscaping should be used to protect and enhance the amenity of neighbouring residential properties.
4. The design of development should respond positively to the Sydenham Thorpes Conservation Area, the listed building on Trewsbury Road, and locally listed building on the eastern part of the site.
5. Opportunities should be investigated to provide for new or improved access to the allotments adjacent to the site at its southern boundary.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

12 113-157 Sydenham Road



SITE ADDRESS	113-157 Sydenham Road, London, SE26 5UA				
SITE DETAILS	Site size (ha) 0.86	Setting Urban	PTAL 2015: 4-5 2021: 3-5 2031: 3-5	Ownership Private	Current use Main town centre uses, retail, public house, car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Growth Corridor, Archaeological Priority Area, adjacent Conservation Area, District Centre, Flood Zone 1, Critical Drainage Area, Locally Listed Building on site.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	Years 1-5	Years 6-10	Years 11-15 Yes	Beyond 15 years	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 157		Gross non-residential floorspace Employment 1,565 Main town centre 3,130		

Site allocation

- 18.61 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements.

Opportunities

- 18.62 The site is located within Sydenham District Centre, and fronts the northern side of the High Street. It is occupied predominantly by automotive commercial operators, including a car dealers and parts supplier. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm and townscape improvements, along with uses that better complement the neighbouring residential properties.

18.63 Development requirements

1. Positive frontages along Sydenham Road, Mayow Road and Berry Man's Lane, with active ground floor frontages on the High Street.
2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
5. Development must not adversely impact character or amenity of the public house within the site, which is locally listed.

18.64 Development guidelines

1. An assessment should be carried out to determine which buildings and spaces are of heritage value; which should be retained and those that may be more suitable for redevelopment. The locally listed Dolphin public house and garden must be retained, and development must conserve and enhance its historic significance and setting, including the attractive views of the west-facing gable end of the pub.
2. The design of development should respond positively to the existing residential properties surrounding the site. In particular it should preserve the setting of the Sydenham Thorpes Conservation Area to the west and provide a contextual response to the terrace of Victorian cottages on Berrymans Lane to the east.
3. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

