

DRAFT



Surrey Canal Triangle Design Framework

Supplementary
Planning Document
September 2019











Introduction

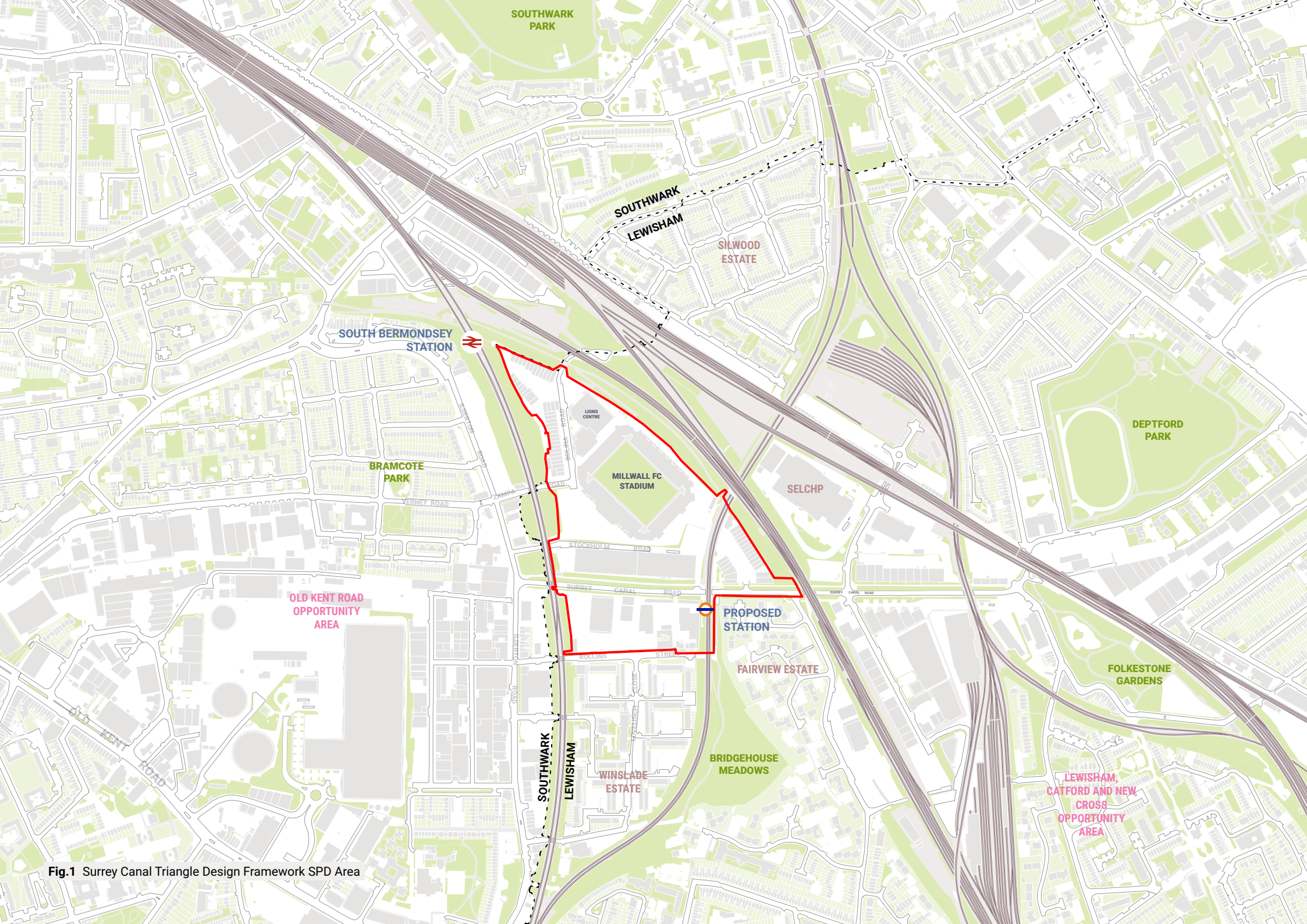


Fig.1 Surrey Canal Triangle Design Framework SPD Area

1.1 The Role of the SPD

This SPD has been produced to provide further guidance on the comprehensive masterplan for Surrey Canal Triangle, as allocated for redevelopment in the LB Lewisham Core Strategy 2011, to make the best use of available land close to transport hubs, increase the delivery of affordable new homes and to facilitate the future aspirations of Millwall Football Club at the heart of the site.

Supplementary planning documents (SPD) add further detail to policies in the Local Plan. They are a material consideration in the determination of planning applications but are not part of the Local Plan.

1.2 Background

The Development Area, known as Surrey Canal Triangle, is identified in the Adopted Core Strategy as Strategic Site Allocation 3 (SSA3). It covers an area of more than 10 hectares of land to the north west of the Borough. The land is bounded by railway lines and bisected by Surrey Canal Road. Millwall Football Stadium occupies the centre of the Development Area. The land is outlined in red on Fig.1.

The Development Area is strategic in nature and considered essential to the delivery of the Core Strategy. Therefore, it must be planned comprehensively to ensure cohesive development setting high standards of design quality and deliverability. To this end, piecemeal development will not be supported. (See Core Strategy Policy SSA1).

Outline planning permission was granted in March 2012 for the New Bermondsey redevelopment, under reference DC/11/76357. A subsequent S73 planning approval was granted on 18 December 2015 under reference DC/13/085143. This permission includes the Millwall Football Club Stadium and surrounding lands. The description of the currently approved development is included at Appendix A. In granting this outline permission, the Council allowed an extended period of up to 10 years for the submission of subsequent reserved

matters applications, recognising the scale of the development and its proposed phasing and delivery. This planning permission is extant and applications for reserved matters approval can be submitted until 30 March 2022 but for a variety of reasons this is unlikely.

1.3 History

Assessment of the historic maps dating from 1766 to 1995 shows that until the early 19th century the Site was part of a wider area of undeveloped open fields. The 1821 OS map shows the introduction of the Surrey Canal to the south of the Site, this was later in-filled to become Surrey Canal Road. The 1833 OS map also shows the early stages of the railway network which surround the Site today.

Aside from increased railway development the Site remained largely undeveloped until the late 19th Century which saw the introduction of a tight network of Victorian Terraces to the north of the canal, and warehouse development to the south (shown on the 1898 OS map).

The Site was subjected to heavy bomb damage in the 1940's resulting in a third of the Victorian street pattern being lost or cleared. As the 1967 OS map shows the Site then underwent post war redevelopment which saw the complete loss of the traditional Victorian building and street pattern.

In 1974 the Site was again cleared for sporting facilities including a recreational field. More recently this was developed to accommodate the current football stadium, which was completed on the Site in 1993, along with the surrounding industrial units. None of these buildings or development patterns are considered to be of heritage significance.



Fig.2 Surrey Canal OS Map - 1766



Fig.3 Surrey Canal OS Map - 1821



Fig.4 Surrey Canal OS Map - 1833



Fig.5 Surrey Canal OS Map - 1898



Fig.6 Surrey Canal OS Map - 1848



Fig.7 Surrey Canal OS Map - 1867



Fig.8 Surrey Canal OS Map - 1974



Fig.9 Surrey Canal OS Map - 1995



Fig.12 The New Cross Stadium and Old Den



Fig.10 Timber Wharf in Operation (1970's)



Fig.11 Surrey Canal (1970's)

With the exception of the engineering works associated with the railways, within the northern section of the Site no Victorian structures survive. To the south of Surrey Canal Road the Site is occupied by a variety of modern light industrial units of little architectural merit.

Remnants of the Victorian period are evident along Ilderton Road to the west of the Site notably along Ilderton Road Baptist Church and the Slipper Baths.

- New jobs, in a variety of sectors, including the creative industries.
- An expanded and enhanced stadium for Millwall Football Club hosting football matches and associated events.
- A sustainable development that also seeks to promote and engender healthy and active living.



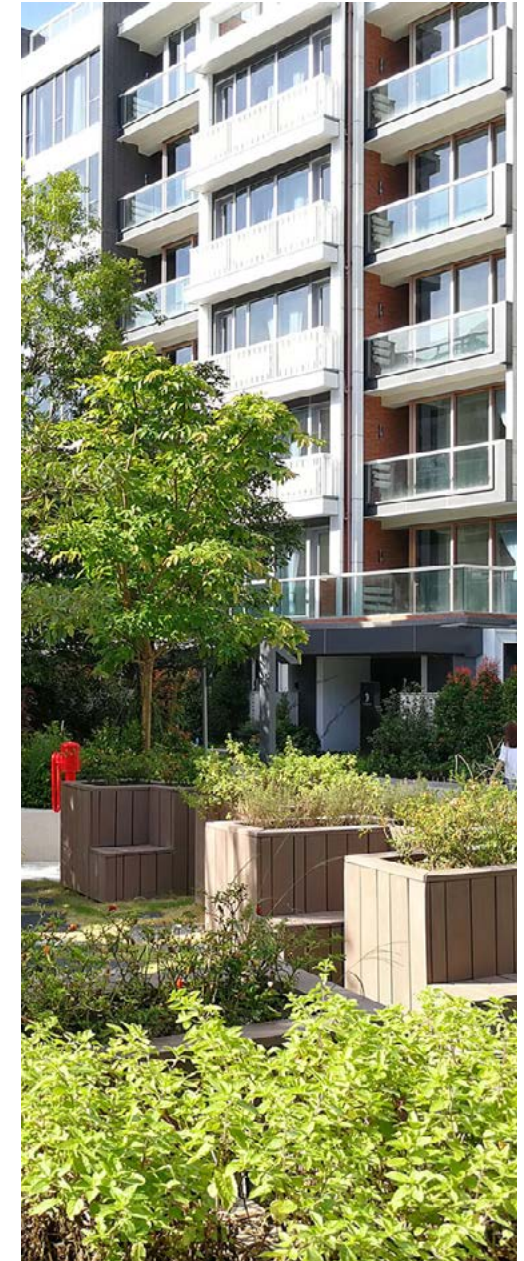
1.4 The Vision

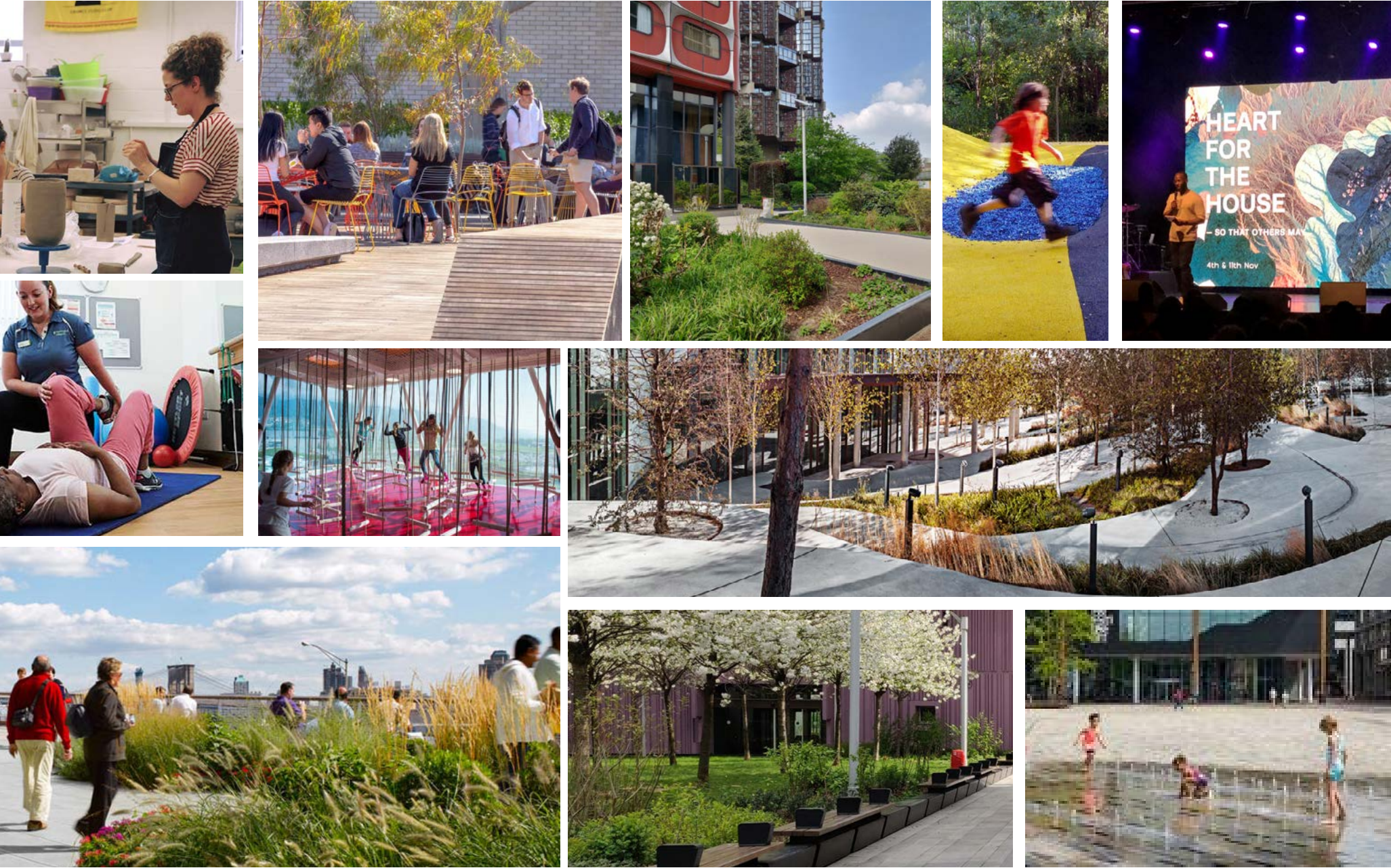
Surrey Canal Triangle will be transformed from a somewhat fragmented part of the borough into a thriving new area for London. This will be achieved through:

- The reconnection of the Development Area (which is largely separated from its surroundings by railway embankments) with the wider area.
- The creation of an exciting new development which makes the most of its highly accessible location, building on the opportunities created by the existing station at South Bermondsey and a new station at Surrey Canal Road on the East London Overground Line.
- The provision of new high quality homes for families with children, couples and sharers, as well as for people living alone.
- The delivery of a mix of residential tenures, maximising the number of genuinely affordable homes for existing and future residents of the borough.


The regeneration of the Development Area is much needed and will be ambitious, exciting and challenging; its delivery will lead to a significant step change in the socio-economic and physical characteristics of this part of North Lewisham and bring significant benefits to the adjoining areas of Lewisham and Southwark.

As part of the vision and aspiration for the Development Area, a unique identity needs to be developed for it, with distinct drivers and attractors, through positive and careful regeneration. However, at the heart of the vision, it is essential not to ignore or forget the existing strengths of the area which must be built upon and strengthened, including its multicultural community, its young population and creative enthusiasm, its location in relation to London as a whole, and its sporting heritage established through greyhound racing, boxing and Millwall Football Club.









The Surrey Canal Triangle Development Area Today

2.1 Existing Site and Uses

Surrey Canal Triangle is situated at the north west of the London Borough of Lewisham close to the boundary with Southwark. Millwall Football Club's stadium sits at the heart of the Development Area and the surrounding land is characterised by low rise employment and warehousing units. The site covers more than 10 hectares of previously developed land.

The Development Area is currently comprised of the following areas:

- Millwall Football Club stadium which currently provides capacity for around 20,000 spectators. Surface car parking and hardstanding surrounds the stadium. Fencing marks the boundary of this land. Vehicular access to this land is currently via Stockholm Road and Zampa Road.
- The Millwall Community Trust at The Lions Centre which provides sports facilities for the local community. Vehicular access to this area is via Zampa Road and Bolina Road.
- The Orion Industrial Estate, a triangular area of land currently occupied by industrial and light industrial buildings. It is accessed directly from Surrey Canal Road to the south. The Thameslink and East London Overground railway lines delineate the western and eastern boundaries of this part of the Development Area.
- Excelsior Works comprising Guild House, Rollins House and various industrial units is located to the southeast of Surrey Canal. The area is currently occupied by a number of light industrial and workshop spaces together with a limited number of residential units let on short term tenancies.
- Land, formerly occupied by the builders' merchant, Jewsons, which currently accommodates a large single storey light industrial unit to the south west of Surrey Canal Road.
- A continuous run of single storey industrial units located to the north of Surrey Canal Road and south of Stockholm Road. These buildings are occupied by a waste transfer station and Hillsong Church as well as The Thunderdome which is home to London Thunder Basketball Club and Fusion Table Tennis Club.
- The largely rectangular site to the north west of the Development Area is occupied by light industrial uses, including the Bolina and Enterprise Industrial Estates. The site is bounded by Network Rail lines and by Zampa and Bolina Roads.

The site is largely level. There are no designated heritage assets within the Development Area. The closest listed buildings are the Church of St Augustine and its vicarage on Lynton Road, Bermondsey, and others on Old Kent Road and New Cross Road. The closest conservation area is the Hatcham Conservation Area.

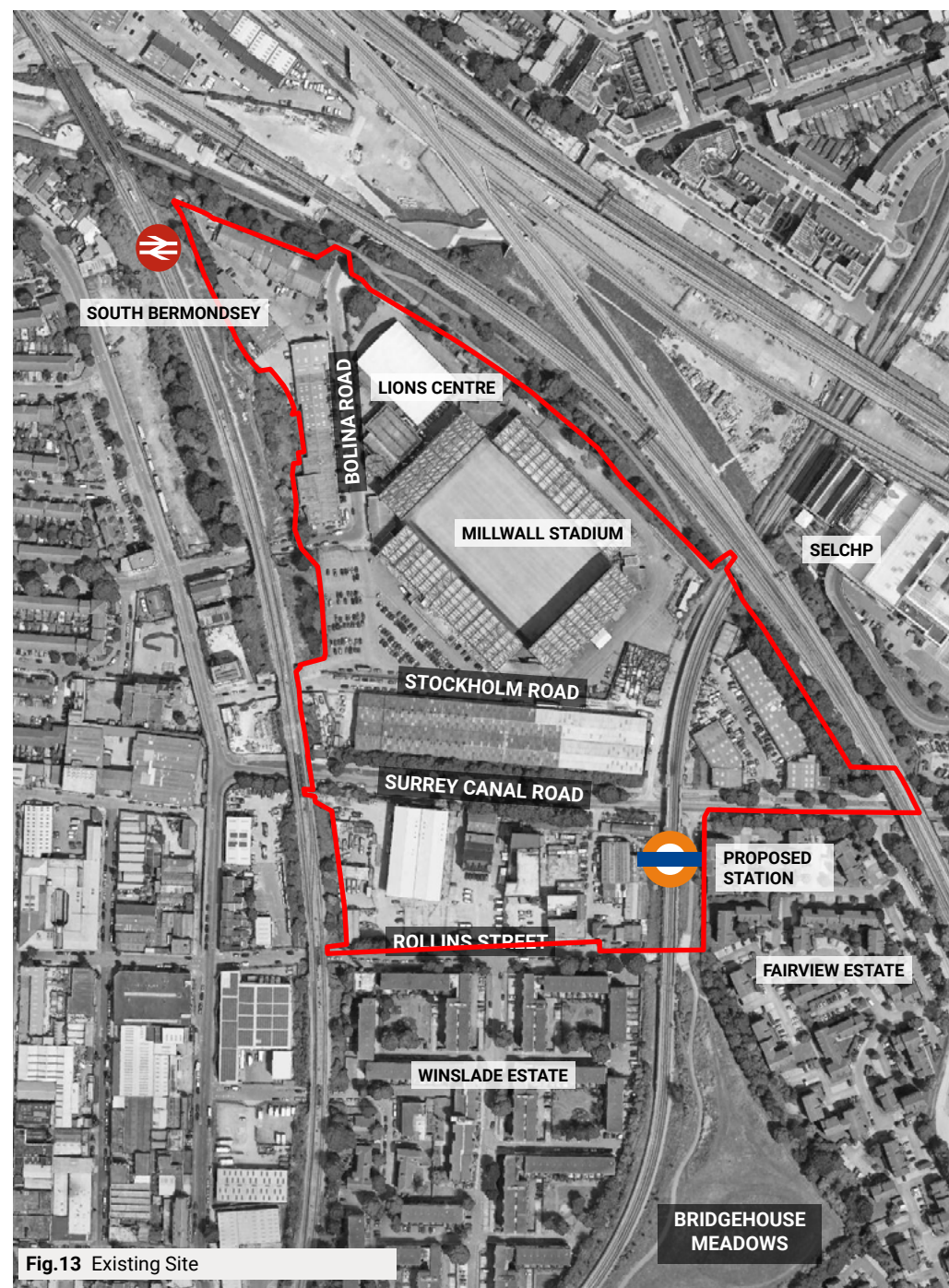


Fig.13 Existing Site

In terms of non designated heritage assets within close proximity of the Development Area, to the west along Ilderton Road, there are a modest number of noteworthy non listed Victorian buildings, although these are not identified on the local list. These buildings have the potential of contributing to the setting of the development however their context is of little significance.

A Site of Importance for Nature Conservation lies to the immediate east of the Development Area, running along the railway embankment.

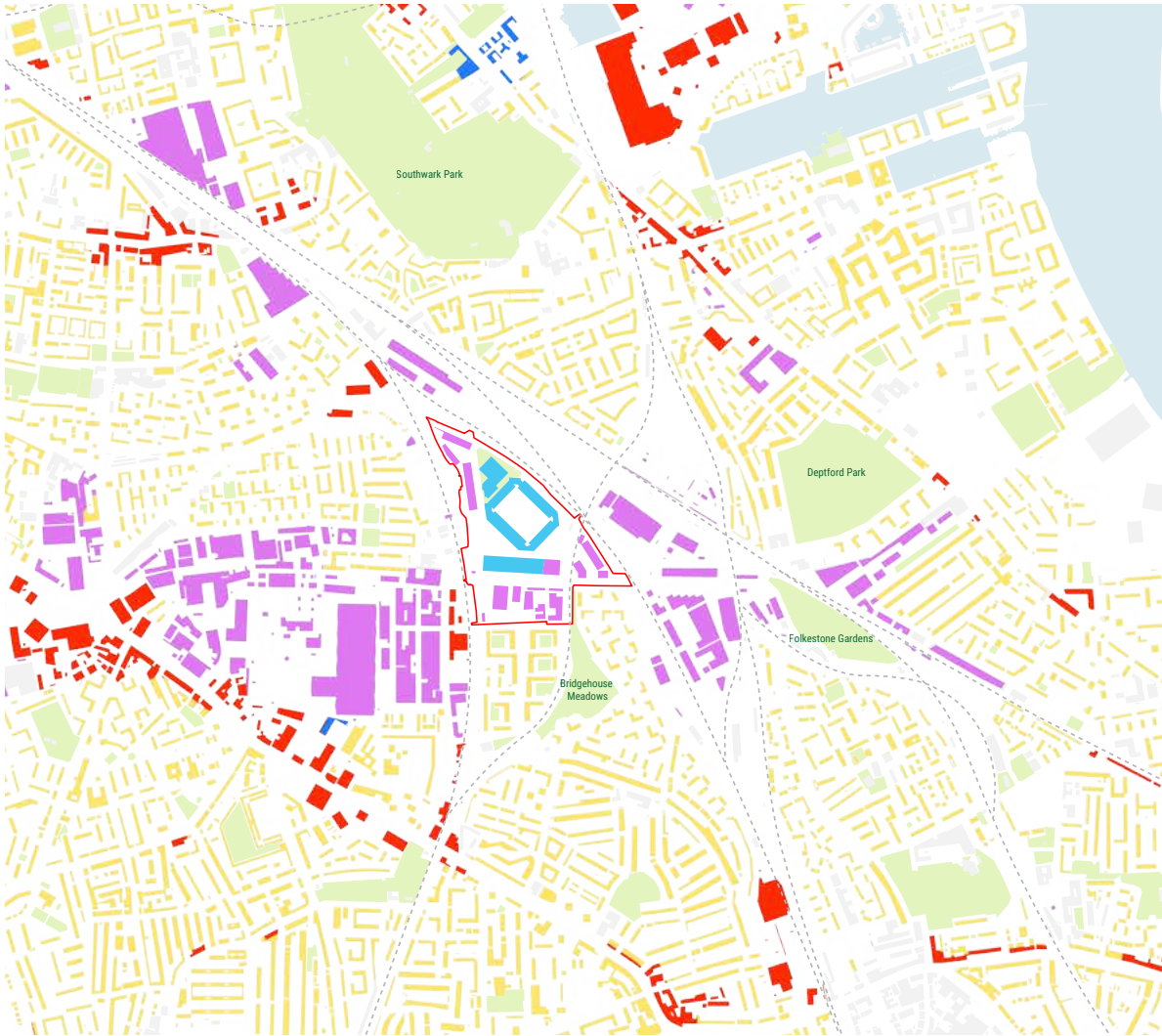


Fig.14 Prominent Existing Landuses

- Residential
- Sports & Leisure
- Industrial
- Commercial
- Town centre uses, including retail, F&B, etc.

2.2 Access and Movement Network

The Development Area is bounded by railway lines and bisected by a number of existing roads, notably Surrey Canal Road, an important local route which runs east-west through the Development Area. The existing Network Rail line served by Southern Railway generally establishes the western boundary of the Development Area, whilst the Thameslink line sets the northern and part of the eastern boundary, and the new East London Overground Line routes north-south through the Site and marks the eastern boundary south of Surrey Canal Road.

Rail

Two stations will serve the Development Area; South Bermondsey station located to the north west of the area has been operational for many years, and a new station at Surrey Canal Road to the southeast on the Overground Line. There is currently no clear route between the existing station at South Bermondsey and the future new station at Surrey Canal Road.

The East London Overground Line provides services southwards towards New Cross, Crystal Palace, West Croydon and Clapham Junction, and northwards to Highbury and Islington and the wider underground and Overground networks. Currently the closest Overground station is Surrey Quays some 0.8 miles to the north via a pedestrian and cycle route.

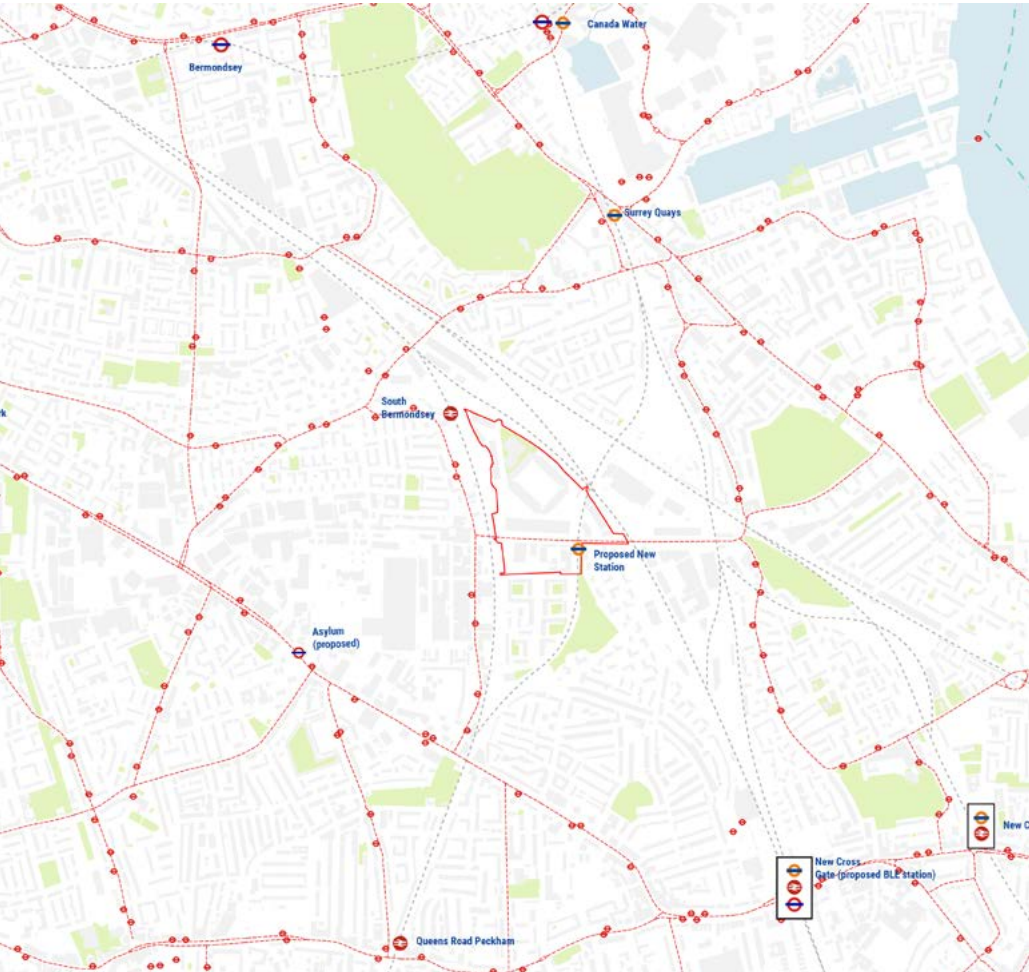
The future Surrey Canal Road Station is located to the south east of the Development Area. Basic infrastructure for the station has been delivered as part of the delivery of the rail line but will need completion and require platform extensions to accommodate the new 5-carriage trains.

South Bermondsey station is served by Southern Rail from London Bridge. There is a disused pedestrian walkway to South Bermondsey Station at the north west point of the Development Area.



Fig.15 Rail Network

The potential extension to the Bakerloo Line to Lewisham via the Old Kent Road and New Cross Gate, which is actively supported by the LB of Lewisham, will further improve the accessibility of the area.

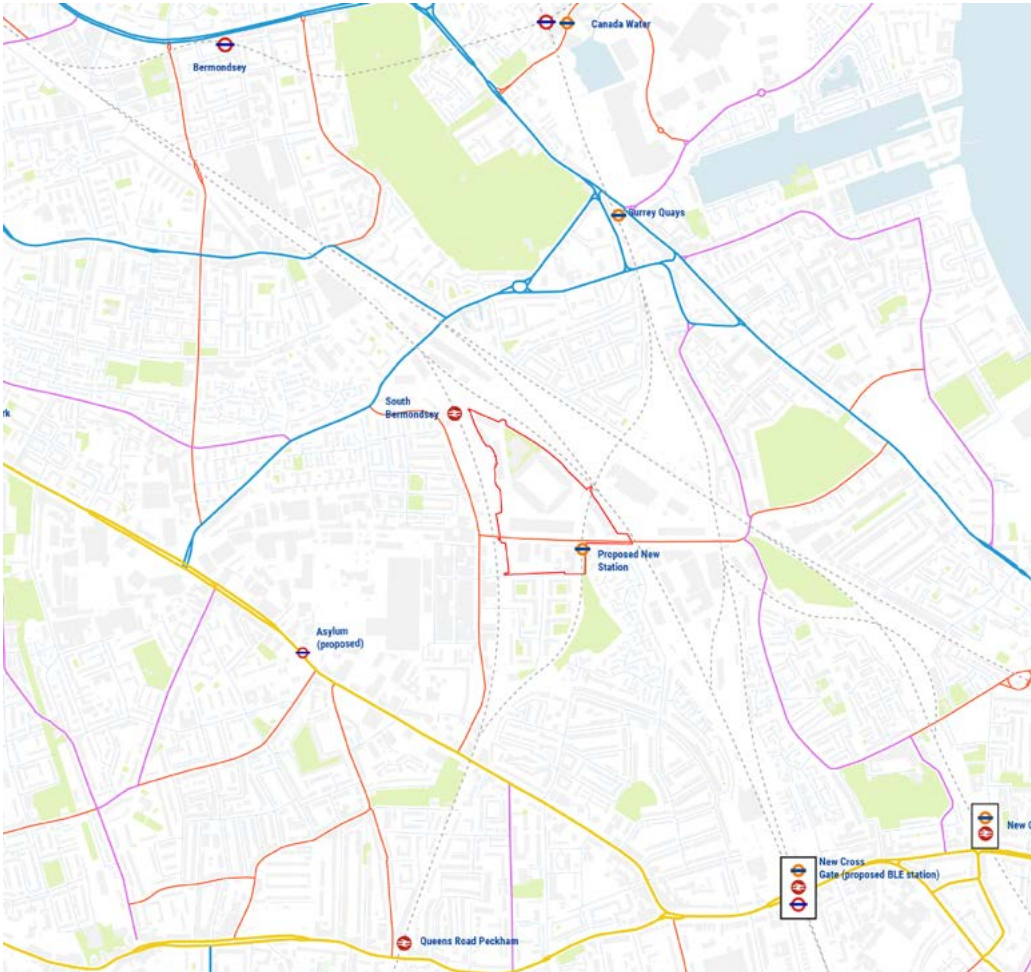


Bus

The Development Area is currently served by the P12 bus and the following nearby service routes : 1, 381, N1 and N381, as shown on Fig.16.

Fig.16 Existing Bus Network

- Bus routes
- ⊗ Bus stops
- - - River service



Road

Surrey Canal Road runs east-west through the Development Area, linking Trundleys Road to Ilderton Road. Bus services run along these roads.

Rollins Street marks the southern boundary of the Development Area. Zampa Road and Stockholm Road from Ilderton Road provide vehicle access into

Fig.17 Existing Road Network

- Trunk
- Primary
- Secondary
- Tertiary
- Residential
- - - Service

the Development Area from the west, and Senegal Road and Bolina Road provide north-south circulation within the land. Non-public circulation routes exist around the perimeter of the Stadium for use on match days.

Vehicular accesses beneath the railway lines are provided around the perimeter of the Development Area, often beneath brick arches dating from the Victorian era.

Cycling

Quietway 1 lies to the immediate east of the Development Area, connecting to South Bermondsey Station to the northwest and beyond, and into and beyond the Silwood Estate to the east. Surrey Canal Road is also a cycle route, part of the network connecting Folkestone Gardens to Bramcote Park.

Walking

A new pedestrian route has been provided beneath the East London Overground Line on axis of Stockholm Road towards the Orion Business Centre.

Pedestrian access is provided along the existing roadways, and informally along the cycle way to the north of the Development Area (Quietway 1). Existing industrial buildings and fencing enclosures prevent north-south circulation for pedestrians and cyclists.

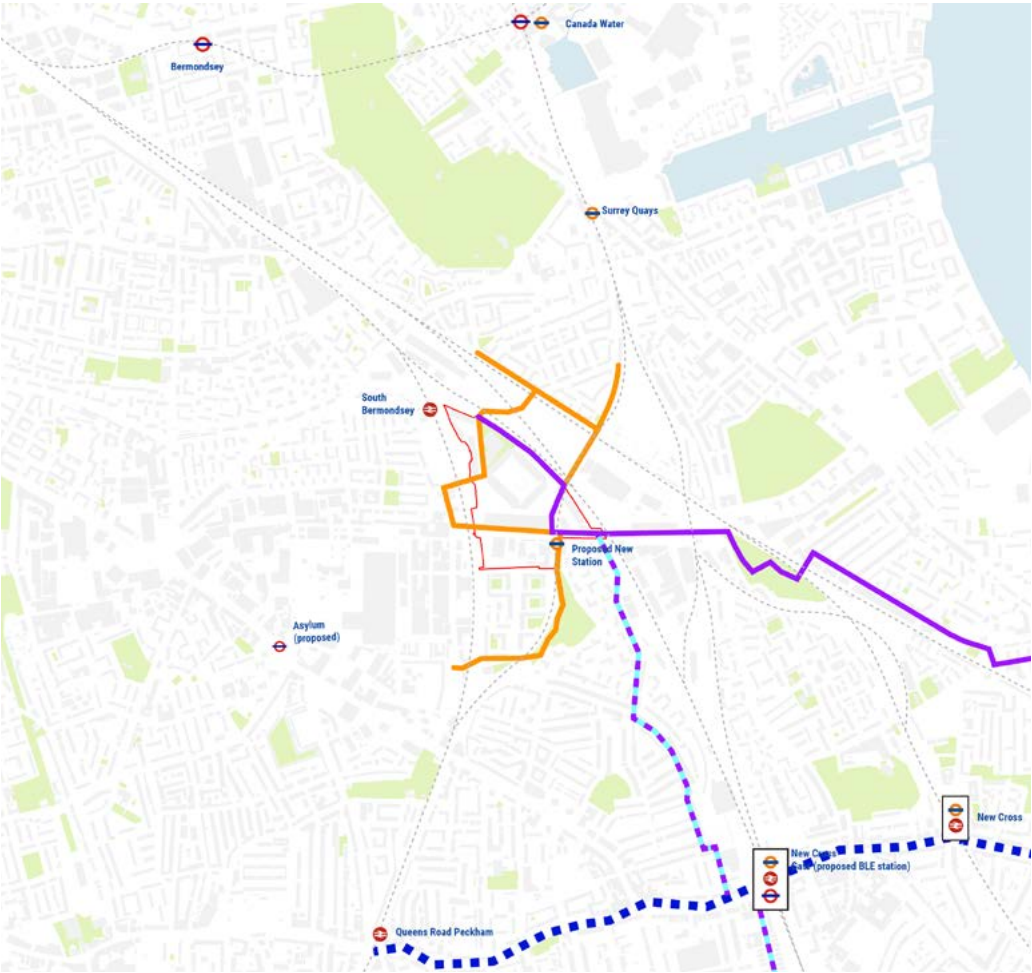


Fig.18 Existing and Proposed Cycling Routes

- Quietway
- Unsigned Routes
- Signed Routes
- Funded Superhighways
- Unfunded Superhighways

2.3 Existing Open Space Network

Bridgehouse Meadows lies to the immediate south east of the Development Area. Formerly the Deptford Greyhound Stadium, it is a significant local open space, but despite its size it currently has no playground or other facilities. The closest formal facilities are a children's play area and basketball court based around Bramcote Grove and Verney Road.

Southwark Park and Deptford Park accommodate the closest formal outdoor sports pitches.

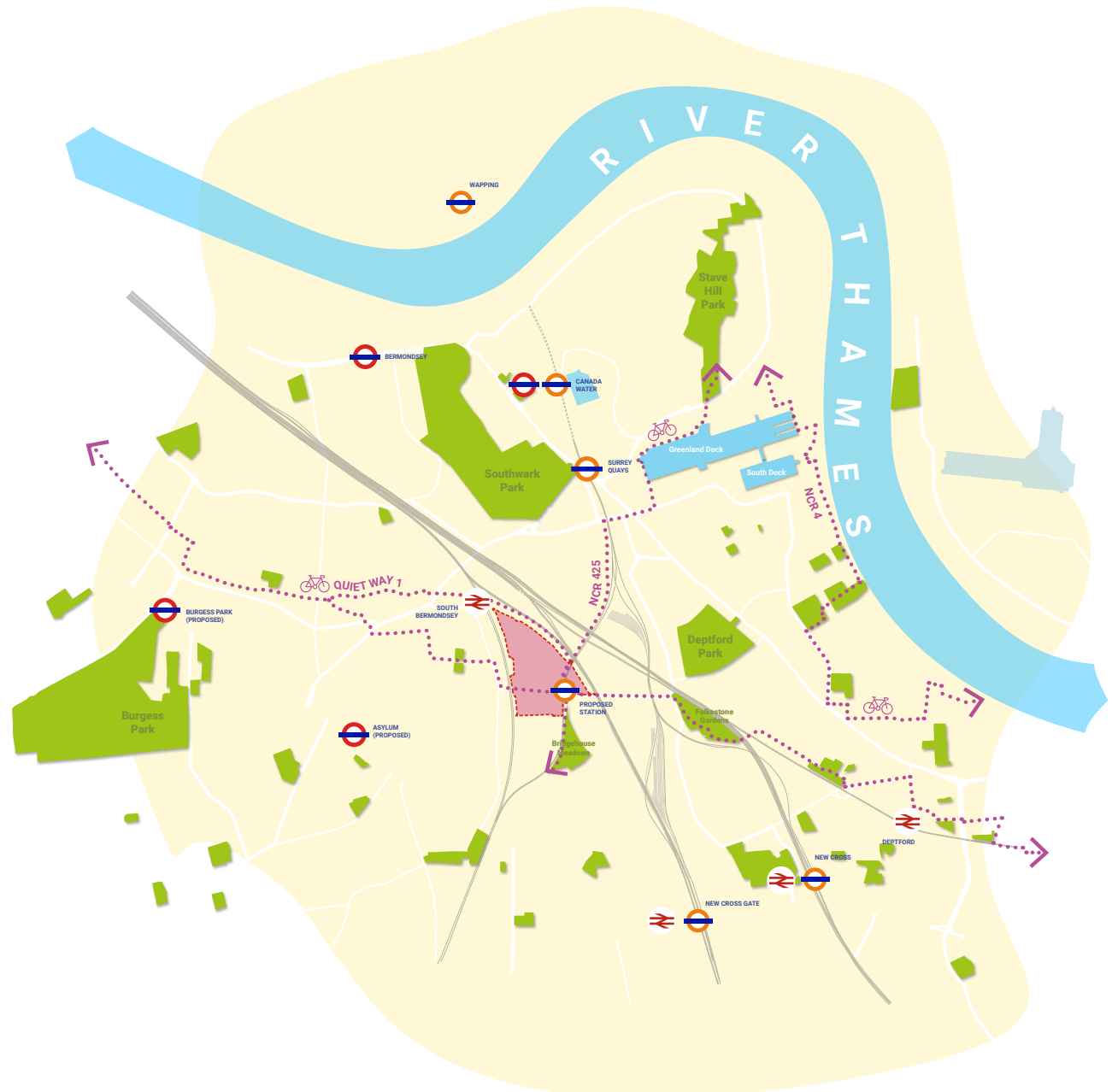


Fig.19 Existing Open Space Network

2.4 Existing Community Provision

The Millwall Community Scheme (Lions Centre) is within the Development Area and is a local venue for sport and health related activities and community activities, with a meeting room, multi-purpose room and sport facilities on site. Other community facilities close by are the Tustin Community Centre to the south and the Silwood Community centre to the north.

Two local retail parades on Ilderton Road provide limited shopping facilities for the existing communities.

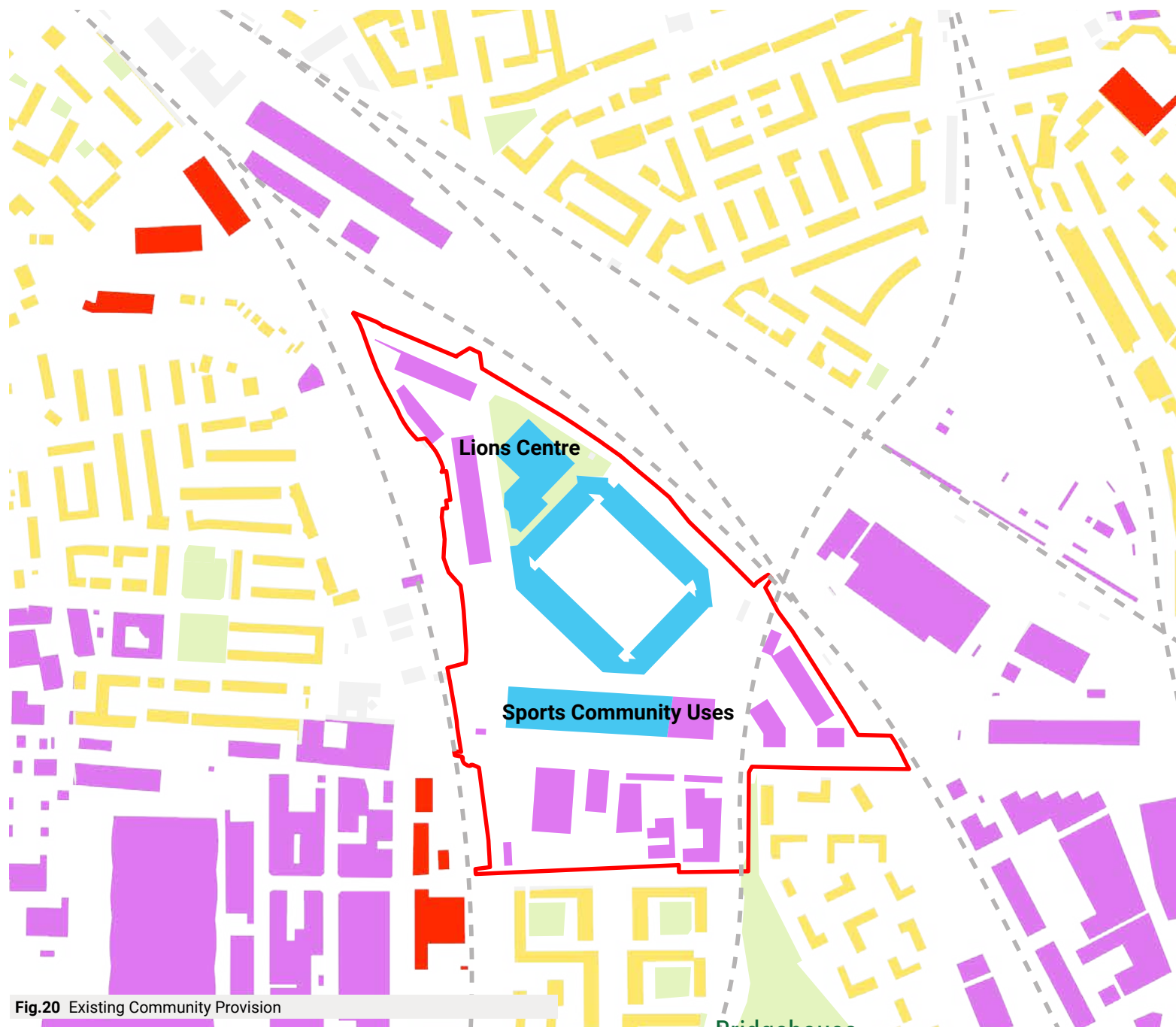


Fig.20 Existing Community Provision

2.5 Wider and Strategic Context

The area in which the Development Area lies is in the midst of a significant area of development and change.

Ilderton Road is located to the west of the Network Rail line and comprises a mixture of residential and employment uses, including a primary school at the junction of Ilderton Road and Verney Road. It has recently been incorporated into the Old Kent Road Opportunity Area where extensive residential led mixed use regeneration is being realised. The Opportunity Area anticipates 20,000 new homes, 10,000 new jobs, schools, colleges and a new town centre.

Further significant mixed use development is proposed across 53 acres at Canada Water including shops, offices, hotels, homes, leisure and entertainment, and community uses.

The Development Area is also deceptively close to London Bridge and the City of London, taking only four minutes by train from South Bermondsey Station.

The future extension of the Bakerloo Line into this part of London and the proposed new station on the East London Line at Surrey Canal Road will open up further opportunities for growth.

The residential areas of the Winslade Estate and Silwood Estate lie to the south and north of the Development Area respectively.

The South East London Combined Heat and Power Plant (SELCHP) is located to the north east of the Thames link railway line. It influences the local townscape and also offers the potential to be used as part of a district heat network for the Development Area.

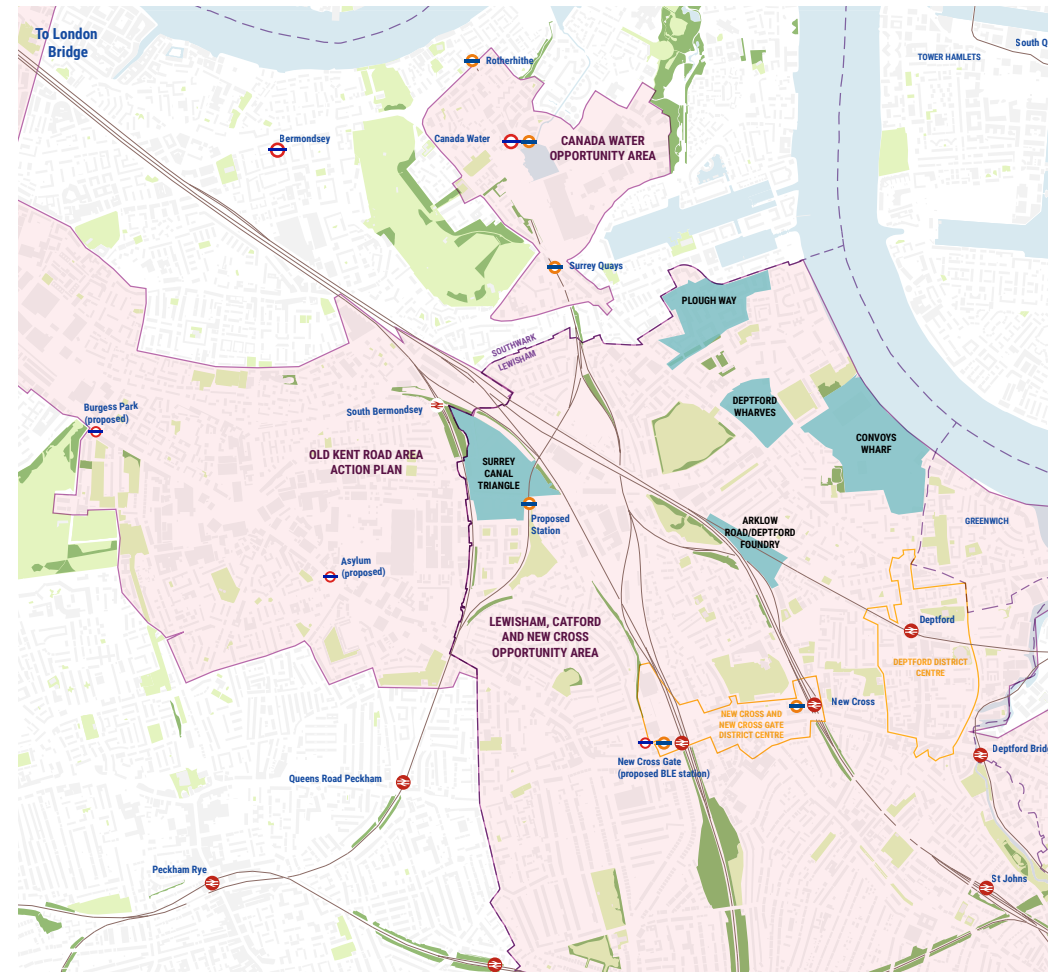













Fig.21 Wider and Strategic Context

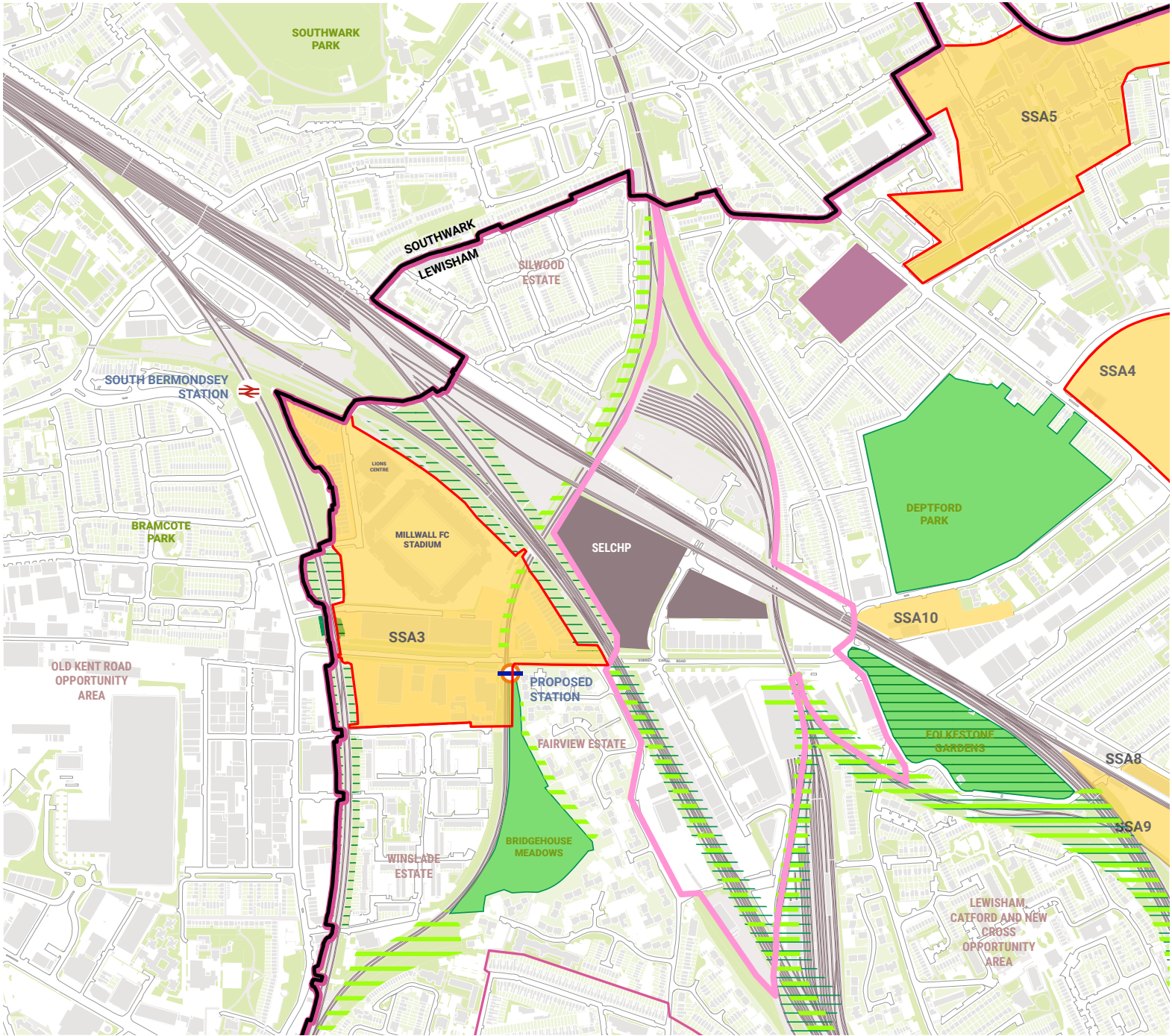
- Opportunity Areas
- Lewisham Strategic Development Sites
- Borough Boundary
- District Centres

Policy Designations

The Development Area is Strategic Site Allocation 3 as defined in the Core Strategy where significant and comprehensive mixed use development is required, adjacent to a proposed new station at Surrey Canal Road on the East London Line. The railway embankments to the east and west of the Development Area are identified as Sites of Importance for Nature Conservation under polices CS11 and CS12 of the Core Strategy. Bridgehouse Meadows is identified as part of a Green Chain under Policy CS12 which continues north east along the railway line from the proposed new station through to the Silwood Estate. The whole Development Area falls within an Area of Archaeological Priority under Policy CS16.

Fig.22 Policy Designations

Constraints	
	Strategic Site Allocation
	Site of Archaeological Priority
	Mixed Use Employment Location
	Site of Importance for Nature Conservation
	Green Chain Area
	Strategic Industrial Location
	Local Employment Location
	Conservation Area
	Borough boundary
	Safeguarded waste sites
	New Overground station



Heights

The heights and massing across the Development Area need to have regard to the London Views Management Framework SPG published by the GLA in March 2012. This document sets out important views across the capital, from parks and other public spaces that take in important buildings, to urban landscapes that help define London.

Fig.23 illustrates the maximum building height constraints based on LVMF Viewing Location 23A (Bridge over the Serpentine to Westminster).



Panorama from Assessment Point 23A.1 Bridge over the Serpentine – at the centre of the bridge

Fig.24 Viewing Location 23A (Source: London Views Management SPG, 2012)

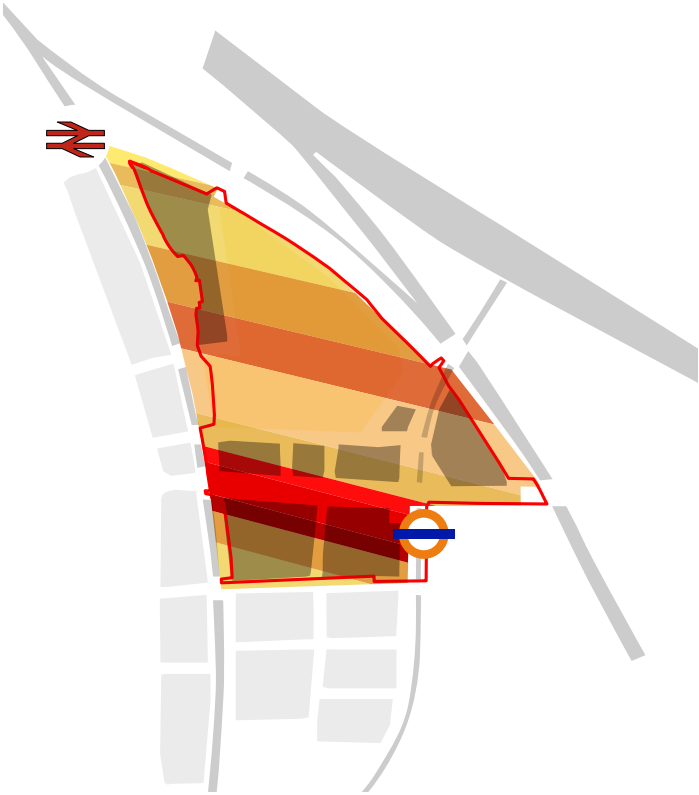
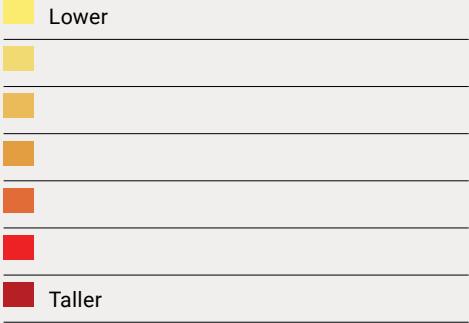


Fig.23 Heights Constraints determined by LVMF 23A





An aerial photograph of a residential area, likely the Surrey Canal Triangle, showing a canal, railway tracks, and surrounding buildings. The image is partially obscured by a green overlay on the right side.

Strategic Planning Objectives

3.1 Strategic Objectives

The following strategic objectives as established in planning policy are key:

- Employment
- Affordable housing
- Improved transport facilities and connectivity
- New public realm and wider connections
- Community infrastructure

The following sections consider the hierarchy of planning guidance as it relates to these strategic objectives.

The National Planning Policy Framework (NPPF)

- 1.1** The revised NPPF was updated in February 2019. Its overall objective is to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It stipulates that strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. In terms of housing supply, it places a greater emphasis on freeing up land for housing with an onus on making more effective use of brownfield land and on speeding up housing delivery.
- 1.2** In particular, it gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs; supports appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; and promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified need for housing where land supply is constrained and available sites could be used more effectively.
- 1.3** The NPPF emphasises that planning policies and decisions should support development that makes efficient use of land, taking into account:
 - a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing

character and setting (including residential gardens), or of promoting regeneration and change; and

- e) the importance of securing well-designed, attractive and healthy places.

The London Plan

- 1.4** The London Plan 2018 (consolidated with alterations since 2011) is the overall strategic plan for London, setting out an integrated economic environmental, transport and social framework for the development of London over the next 20-25 years. The Mayor of London is in the process of creating a New London Plan. The Plan has been through a period of consultation and an Examination in Public.
 - 1.5** Both the existing and new draft of the London Plan identify a number of opportunity Areas (OA) across London, for the delivery of large scale development. The Development Area lies within the 815 ha Lewisham, Catford and New Cross OA, which is identified to accommodate 8,000 new homes and 6,000 new jobs.
 - 1.6** Key policies in the emerging London Plan relevant to this SPD are as follows:
- Policy GG2 – Making the best use of land:
- 1.7** To create high-density, mixed-use places that make the best use of land, those involved in planning and development must, inter alia:
 - a) prioritise the development of Opportunity Areas, brownfield land, surplus public sector land, sites which are well-connected by existing or planned Tube and rail stations, sites within and on the edge of town centres, and

small sites.

- b) proactively explore the potential to intensify the use of land, including public land, to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected by public transport, walking and cycling, applying a design-led approach.

Policy H1 – Increasing Housing Supply

- 1.8** The ten-year targets for net housing completions which each local planning authority should plan for are set out in a table.

To ensure that ten-year housing targets are achieved:

1. boroughs should prepare delivery-focused Development Plans which:
 - a) allocate an appropriate range and number of sites that are suitable for residential and mixed-use development and intensification
 - b) encourage development on other appropriate windfall sites not identified in Development Plans through the Plan period, especially from the sources of supply listed in B2
 - c) enable the delivery of housing capacity identified in Opportunity Areas, working closely with the GLA.
2. boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:
 - a) sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary...
 - b) housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses...
 - c) small housing sites

Growth Corridors and Opportunity Areas

- 1.9** Part B of Policy SD1 Opportunity Areas requires boroughs to support development that creates employment opportunities and housing choice and supports wider regeneration and ensure that proposals integrate with surrounding areas.

Design

- 1.10** Part A of Policy D6 – Optimising Housing Density states:

“Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. *the site context*
2. *its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)*
3. *the capacity of surrounding infrastructure...”*

Proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

- 1.11** In the supplementary text, paragraph 3.6.1 explains that to optimise housing density, it will mean developing at densities above those of the surrounding area on most sites. A design-led approach to optimising density should be based on an evaluation of the site’s attributes, its surrounding context and capacity for growth and the most appropriate development form.

Housing

1.12 The draft London Plan has significantly increased the housing targets for boroughs. Policy H1 Increasing housing supply sets out in Table 4.1 the ten-year targets for net housing completions. For Lewisham, the ten-year target is a net completion of 21,170 no. units at 2,117 no. units per annum. In part B (2), Policy H1 states:

"...boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:

a.sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary...

f.industrial sites that have been identified through the processes set out in... ..Policy E7 Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function..."

Economy

1.13 Policy E7 Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function in part D states:

"Mixed-use or residential development proposals on Non-Designated Industrial Sites will be supported where:

1.there is no reasonable prospect of the site being used for the industrial and related purposes set out in part A of Policy E4 Land for industry, logistics and services to support London's economic function;..."

The Core Strategy

1.14 The Lewisham Core Strategy constitutes the overarching planning policy document for the emerging Local Development Framework (LDF) and identifies the Spatial Vision and Strategic Objectives for development within the London Borough of Lewisham for the period up to 2026.

1.15 Spatial Policy 1: Lewisham Spatial Strategy sets out the strategy which identifies the hierarchy for the location of new development across the borough. Specifically, it identifies Regeneration and Growth Areas covering key localities within Lewisham, Catford, Deptford and New Cross/New Cross Gate.

1.16 The majority of the borough's new housing, retail and employment uses will be focused within the Regeneration and Growth Areas, which provide a clear basis and focus for the provision of new homes and jobs, which can contribute to local regeneration.

1.17 In reflecting the London Plan Opportunity Area Designations, Spatial Policy 2: Regeneration and Growth Areas identifies that the Deptford, Deptford Creekside, New Cross/New Cross Gate area will, inter alia, accommodate up to 2,300 additional new homes by 2016 and a further additional 8,325 new homes by 2026. It contains five Strategic Sites for significant redevelopment (including the Surrey Canal Triangle Site) which will act as a catalyst for the regeneration of the area.

1.18 Of the Strategic Sites in the north of the Borough. Four of these are designated as "Mixed Use Employment Locations" with an emphasis on offices, workshops and other industrial and commercial uses.

1.19 The sites are considered to be Strategic Sites because their redevelopment will collectively help to transform the physical and economic environment in some of the

Council's most deprived areas, creating a significant number of new homes, a wide range of economic benefits including employment, training opportunities and improvements to the public infrastructure.

- 1.20** In addition, Spatial Policy 2 also supports the redevelopment of designated under-utilised employment sites for a mix of uses including residential and employment space, at Mixed Use Employment Locations (MELs), of which the Surrey Canal Triangle Site is one.
- 1.21** The regeneration and growth areas provide opportunities to improve connectivity throughout the area for pedestrians and cyclists and to provide new accessible public spaces.
- 1.22** The Core Strategy also contains specific Strategic Site Allocation (SSA) Policies. Policy SSA1: requires a site masterplan for each Strategic Site Allocation and a Delivery Strategy to identify how the development will be implemented and managed once occupied.
- 1.23** Strategic Site Allocation 3: Surrey Canal Triangle is allocated for mixed use development. The SSA seeks a comprehensive phased approach to redevelopment in line with an approved Masterplan that delivers the following priorities:
- *“a new ‘destination’ development that capitalises on the opportunities presented by Millwall Stadium ensuring that the existing football and sports facilities are enhanced and made accessible to the public including appropriate supporting uses in support of this aim.*
 - *provides at least 20% of the built floorspace developed on the site (excluding the Millwall Stadium area) for a mix of business space (B1(c), B2, B8) as appropriate to the site and its wider context.*
 - *creates a sustainable high density residential environment at a density commensurate with the existing PTAL (public transport accessibility) rating for the site or the future PTAL rating achieved through investment in transport infrastructure and services.*
 - *provides for a mix of dwelling types accommodating, subject to an acceptable site layout, scale and massing, up to 2,500 new homes (C3) with a proportion of on-site affordable housing.*
 - *makes provision for the Surrey Canal Road Overground Station which will be located to the south of Surrey Canal Road and a new pedestrian and cycle bridge adjacent to*

the East London Line Phase 2 extension.

- *provides retail uses to serve local needs that do not adversely impact existing town centres (A1, A2).*
- *provides for a mix of restaurant, food and drink uses to serve the site and immediate neighbourhood.*
- *enhances Bridge House Meadows and provides appropriate amenity open space within the development including children's play space to provide health and recreational opportunities for new residents.*
- *improves connectivity of the site and locality to the other strategic sites, the rest of the borough and adjoining sites within the London Borough of Southwark, through the provision of new pedestrian and cycling facilities and public transport services to increase permeability and accessibility.*
- *ensures the design enables the continued functioning of the adjoining Surrey Canal Road Strategic Industrial Location, including the waste transfer and processing uses on Surrey Canal Road.*
- *ensures appropriate noise mitigation against the surrounding railway viaducts*
- *take opportunities to use power generated by the South East London Combined Heat and Power Station (SELCHP) for district heating or other suitable sources of decentralised energy”.*

1.24 In addition to the above, SSA3(2) identifies the following urban design principles as key features of any Masterplan for the Site:

- *“The layout of the development will ensure that the new business and industrial uses are capable of functioning minimising disturbance to the occupiers of the residential portions of the site.*
- *The layout will also ensure that Millwall Stadium can continue to function as a mass spectator destination with appropriate access for emergency services and evacuation arrangements and that disturbance to residents is minimised.*
- *The commercial industrial units should be designed to ensure viability and flexibility of use with appropriate floor to ceiling heights, internal space layouts and partitioning, and delivery and goods handling arrangements.*
- *The location and design of buildings will need to respond to the height of the railway viaducts surrounding the site and the location of the SELCHP facility to the east of the site.*
- *Access and links to the site should be improved”.*

1.25 Policy CP 15: High quality design for Lewisham requires all new development to:

- *“Apply national and regional policy and guidance to ensure highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character;*
- *Ensure design acts to reduce crime and the fear of crime;*
- *Apply the housing densities as outlined in the London Plan, except where this is not appropriate to preserving or enhancing the characteristics of conservation areas;*
- *Use Building for Life standards to assess major planning applications to ensure design quality in new housing schemes, and*
- *Ensure development is flexible and adaptable to change”.*

1.26 Development in the Regeneration and Growth Areas should also achieve, inter alia, the following design aims:

- *“In the Deptford and New Cross area, urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. Tall buildings may be appropriate in certain locations subject to Core Strategy Policy 18.*
- *Development within the Mixed Use Employment Locations (MELs) will need to create new places in areas that currently lack identity and will build on existing landscape features to preserve local distinctiveness”.*

1.27 In developing the Spatial Strategy identified in policies SP1 and SP2, the Core Strategy Policy CP1: Housing Provision, Mix and Affordability identifies that the Council will seek the maximum provision of affordable housing with a strategic target for 50% affordable housing from all sources. Contributions will be sought on sites capable of providing 10 or more dwellings and provided at 70% social rented and 30% intermediate

housing. That said, CP1 also acknowledges that where a site falls within an area which has existing high concentrations of social rented housing, the Council will seek affordable housing contributions to be provided in a way which assists in securing a more balanced social mix as well as an appropriate mix of market housing.

1.28 The provision of family housing (three+ bedrooms) will be expected on sites of 10 or more dwellings. All new housing is to be built to Lifetime Homes standards and 10% of all housing is to be wheelchair accessible (or easily adapted for those using a wheelchair) in accordance with London Plan policy (CP1).

