

Site allocations local plan

Adoption version - Full Council

June 2013



Site Allocations Local Plan Adoption Version

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1.1 What is the Site Allocations Local Plan?

- 1.1** The Lewisham Site Allocations Local Plan identifies sites, usually 0.25 hectare and above, which are likely to be developed during the lifetime of the Lewisham Local Development Framework (LDF) (2011-2026).⁽¹⁾
- 1.2** The Government requires all local planning authorities to produce planning guidance, which sets out the planning strategy and policies for an area. In Lewisham, this is collectively known as the Local Development Framework (LDF). The Lewisham Core Strategy, adopted in June 2011, is the main LDF document. The LDF will eventually replace the remaining saved policies in Lewisham Unitary Development Plan (UDP).⁽²⁾
- 1.3** The adopted Core Strategy sets out the Council's vision, objectives and strategy for the borough. All of the Council's subsequent planning documents, including the Site Allocations Local Plan, must align and implement the Core Strategy. The Site Allocations Local Plan will implement relevant Core Strategy objectives and policy priorities, which need to be developed further through the allocation of appropriate sites.
- 1.4** The five key objectives of Lewisham's Site Allocations Local Plan are as follows:⁽³⁾
- To facilitate development by allocating sites to meet the Core Strategy's strategic objectives and priorities and implement its spatial strategies
 - To facilitate development which protects and enhances the amenity of the local area, identifying key environmental, historic and cultural features
 - To ensure a high standard of design from new developments
 - To create safe and attractive environments
 - To secure development that helps create a more sustainable Lewisham
- 1.5** The Site Allocations Local Plan sets out proposals for the allocation and development of sites and, for designated and safeguarded sites, as follows:
- Housing (in line with Core Strategy Policy 1)
 - Local Employment Locations (LELs) (in line with Core Strategy Policy 3)⁽⁴⁾
 - Smaller Mixed Use Employment Locations (MELs) designated but not detailed in the Core Strategy and, at Thanet Wharf (in line with Core Strategy Policy 4)⁽⁵⁾
 - Designate primary and secondary areas within the Major and District Town Centres (in line with Core Strategy Policy 6)
 - Designate new Sites of Importance to Nature Conservation (in line with Core Strategy Policy 12)
 - Safeguard land for waste management facilities (in line with Core Strategy Policy 13)
 - Safeguard land for social infrastructure provision, such as schools (in line with Core Strategy Policies 19 and 20)
- 1.6** All sites will be shown on a Policies Map.

1 Sub-section 2.1, paragraph 2.3 of this document indicates instances where sites below the 0.25 hectare threshold may be included

2 The UDP was adopted in 2004 and some policies are still relevant

3 These objectives are also reflected in the Sustainability Appraisal of the Site Allocations Local Plan

4 The LELs are located at Creekside, Evelyn Street, Lewisham Way, Clyde Vale, Perry Vale, Endwell Road, Blackheath Hill, Malham Road, Manor Lane, Stanton Square, Willow Way and Wordsley Bridge Road. Core Strategy Appendix 3, Figure A3 indicates the location of the LELs

5 Arklow Road, Childers Street, Grinstead Road, Sun and Kent Wharf and Creekside are designated in the Core Strategy and are indicated in Core Strategy Appendix A3, Figure 3.

- 1.7** This Site Allocations Local Plan does not include the five strategic site allocations in the LDF Core Strategy⁽⁶⁾ and sites within the Lewisham and Catford town centres, which will be included in the Lewisham Town Centre Local Plan and the Catford Town Centre Local, respectively.

1.2 How has this document been prepared?

- 1.8** Planning policy at the local level needs to be developed within the context of national, regional and local policies, strategies and various best practice. This Site Allocations Local Plan has been prepared with regard to these. Details are summarised below.

National planning policy

- 1.9** The government produces national planning policy which sets out a general framework for planning at the local level. This Site Allocations Local Plan is in accordance with the National Planning Policy Framework (NPPF) which directs local authorities to have up-to-date Local Plans in place as soon as practical. The NPPF further directs those plans to set out the opportunities for development and to 'allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate'⁽⁷⁾.
- 1.10** The NPPF also states that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (NPPF paragraphs 14 and 15).

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions which mean that proposals secure development that improves the economic, social and environmental conditions in the borough.

Planning applications that accord with the policies in the Lewisham LDF (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

London Plan

- 1.11** As defined in the Planning and Compulsory Purchase Act (2004), the Development Plan for the London Borough of Lewisham comprises both the Regional Spatial Strategy, which is the London Plan⁽⁸⁾ and the Lewisham LDF.

6 Convoys Wharf, Surrey Canal Triangle, Oxestalls Road, Plough Way (Cannon and Marine Wharves) and Lewisham Gateway

7 NPPF paragraph 157

8 The Mayor of London, The London Plan, July 2011

- 1.12** The London Plan has important implications for this document as it sets out the London-wide context for borough planning policies, with which the Lewisham LDF documents must be in general conformity. For example, the London Plan establishes Opportunity Areas for Deptford Creek/Greenwich Riverside, an annual housing target for the provision of additional dwellings within the borough and apportions the amount of waste the borough must manage.

Sustainable Community Strategy

- 1.13** The LDF implements certain aspects of the vision for Lewisham's Sustainable Community Strategy 2008-2020, titled 'Shaping the Future'.⁽⁹⁾ Lewisham has many other strategies and programmes that have been taken into account, to show how these may influence the use of land in the borough to bring about positive change, particularly for the benefit of the local community.

London SHLAA

- 1.14** As part of the work in producing the LDF, including the Site Allocations Local Plan, the Council is required to produce a Strategic Housing Land Availability Assessment (SHLAA), as set out in paragraph 149 of the NPPF. The primary role of the SHLAA is to identify as many sites as possible with the potential for housing development and estimate when they are likely to be developed. This is in order to assess how Lewisham could meet its housing requirements for a minimum ten year period.
- 1.15** In the special circumstances of London, the Greater London Authority (GLA) co-ordinated a London-wide SHLAA (which included a Housing Capacity Study) with input from all boroughs. The SHLAA identified large sites (defined as 0.25 hectare or larger) across London. An assessment of the housing capacity for each site was made using a model developed by the GLA based on the site area, the public transport accessibility level (PTAL) and the setting of the site. The model used the mid-point of the density ranges in the Sustainable Residential Quality matrix in the London Plan to generate a default density for each site. The London SHLAA has informed the selection of housing sites (and their indicative capacity) for this document and also forms part of the Lewisham LDF evidence base.⁽¹⁰⁾

Public consultation

- 1.16** The Site Allocations Local Plan has been the subject of consultation with key government departments, neighbouring local planning authorities, local residents and interest groups, local third sector organisations, landowners, developers, users of the planning system and other individuals and organisations with an interest in planning in Lewisham. Consultation has been in accordance with the adopted Lewisham's Statement of Community Involvement (SCI), and the relevant government guidance.⁽¹¹⁾ The representations from this process have helped to shape this Site Allocations Local Plan.⁽¹²⁾

⁹ Section 4 of the Core Strategy explains this in more detail

¹⁰ View at: <http://www.london.gov.uk/sites/default/files/uploads/strategic-housing-land-study-09.pdf>

¹¹ The SCI can be viewed at

<http://www.lewisham.gov.uk/myservices/planning/policy/LDF/Pages/Statement-of-community-involvement-.aspx>

¹² The Statement of Consultation can be viewed at

<http://www.lewisham.gov.uk/myservices/planning/policy/LDF/site-allocations/Pages/default.aspx>

Equality Analysis Assessment

- 1.17** The Site Allocations Local Plan must be in general conformity with the London Plan and Lewisham's Core Strategy. Equalities Impact Assessments have been carried out for both these higher level policy documents which look at the effects on different groups that are likely to arise from the implementation of the policies.⁽¹³⁾
- 1.18** The Site Allocations Local Plan aligns with both the London Plan and the Core Strategy and the existing Equalities Impact Assessments (now called Equality Analysis Assessments) for these documents therefore provide a thorough assessment for this secondary policy document. The introduction of the Equality Act 2010 includes the new Equality Duty that adds to the six original equalities, resulting in nine protected characteristics, some of which have not been included in previous assessments.⁽¹⁴⁾ Therefore an update of the six original equalities has been undertaken, including an assessment of the three new protected characteristics.⁽¹⁵⁾

Sustainability appraisal

- 1.19** In line with national and European requirements, a sustainability appraisal (SA), incorporating a Strategic Environmental Assessment (SEA), has been undertaken alongside this Site Allocations Local Plan. The SA process promotes sustainable strategies and policies through an assessment of their environmental, social and economic impacts. This has involved a separate and concurrent evaluation of the site proposals set out in this document. By undertaking a SA of the site allocations, together with alternative options, the SA Report seeks to ensure that the principles of sustainability are embedded within the Site Allocations Local Plan such that the opportunities to enhance positive performance and address negative performance are identified.⁽¹⁶⁾

Flood risk

- 1.20** All flood risk information provided for each site in Section 2 of this document should be read together with Lewisham Strategic Flood Risk Assessment (SFRA) and the Sequential Test (ST), in consultation with the Environment Agency (EA) at the earliest possible stage in the pre-planning application process.⁽¹⁷⁾ To accord with NPPF paragraphs 102-104, a site specific flood risk assessment (FRA) is required for all sites of one hectare or more. Requirements are also outlined in Core Strategy Policy 10.
- 1.21** The Ravensbourne River Corridor Improvement Plan provides guidance and advice on opportunities to enhance the river corridor for those development sites that may lie alongside the River Ravensbourne.⁽¹⁸⁾

13 The London Plan's Integrated Impact Assessment, October 2009, includes an Equalities Impact Assessment. An Equalities Impact Assessment was carried out for the Core Strategy Options Report, November 2008

14 The nine protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; age; religion or belief; sex; sexual orientation; and marriage and civil partnership.

15 This assessment can be viewed at: <http://www.lewisham.gov.uk/myservices/planning/policy/LDF/site-allocations/Pages/default.aspx>

16 The SA can be viewed at: <http://www.lewisham.gov.uk/myservices/planning/policy/LDF/site-allocations/Pages/default.aspx>

17 The SFRA and ST can be viewed at: <http://www.lewisham.gov.uk/myservices/planning/policy/LDF/evidence-base/Pages/LDF-evidence-base-environment.aspx>

18 This forms part of the evidence base for the Core Strategy and subsequent LDF documents.

- 1.22** Applicants are advised to establish whether works are proposed in a tidal stretch of river. If works are under tidal influence applicants should be clear about the regulatory framework and refer to the Marine and Coastal Access Act 2009, the Marine Management Organisation, Marine Policy Statement, marine planning and marine licensing.

Decentralised energy networks

- 1.23** All new major developments with a floorspace of 1,000 sq.m or 10 or more residential dwellings will need to comply with Core Strategy Policy 8(c) regarding decentralised energy networks.

Infrastructure provision

- 1.24** To support the Core Strategy and help facilitate growth in Deptford, New Cross, Lewisham and Catford, and manage development elsewhere, the Council has produced an Infrastructure Delivery Plan (IDP). The IDP identifies infrastructure needs and costs for the borough (including where possible phasing of development, funding sources and responsibilities for delivery). Appendix 7 of the Core Strategy identifies infrastructure projects from the IDP that are considered essential for the delivery of the Core Strategy. These are projects that must happen if the Council's planning policy objectives are to be met in full and should be considered by prospective developers.
- 1.25** The IDP integrates with the Council's adopted Planning Obligations Supplementary Planning Document (SPD) and the forthcoming Community Infrastructure Levy charging schedule (CIL). The Planning Obligations SPD sets out a tariff-based approach to the negotiation of financial contributions from developers. The Council may pool contributions in order to meet significant infrastructure requirements (including those set out in the IDP). The CIL Regulations (April 2010 and 2011 amendments) introduce a new tariff for raising funds from developers to help deliver infrastructure (but not affordable housing) and the Council is currently preparing a charging schedule in compliance with the Regulations. On the adoption of the local CIL charging schedule (early 2014) the Regulations restrict the local use of planning obligations for pooled contributions, however, money generated through CIL will be available to deliver the identified infrastructure.
- 1.26** Allocated sites with planning permission may include an agreed financial contribution which supports the delivery of infrastructure needs. In cases where planning permission has not yet been granted further information regarding the expected financial contribution from developers can be found in the Planning Obligations SPD.

Water supply and sewerage infrastructure

- 1.27** Applicants will be required to demonstrate that there is adequate water supply, waste water capacity and surface water drainage both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for applicants to fund studies to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure. Drainage on the site should maintain the separation of foul water and surface flows. Applicants are advised to contact Thames Water to discuss the infrastructure necessary to serve the development on 0845 850277, as part of the pre-application process.

Transport infrastructure

- 1.28** Protection will be afforded to all rail corridors, including the East London Line extension (part of the London Overground network), adjacent to allocated sites. Future transport projects such as potential extensions to the Bakerloo Line and Docklands Light Railway may impact on allocated sites, depending on the routes chosen. These two future projects are identified

in the London Plan as unfunded schemes anticipated for completion post 2020. The Council will take account of guidance on policies as set out in the Mayor of London Supplementary Planning Guidance (SPG) on 'Land for Transport functions'.⁽¹⁹⁾

Character and design

- 1.29** In addition to informal urban design frameworks, Conservation Area character appraisals and the Deptford New Cross Masterplan, the Council has produced a Tall Buildings Study. This Study assesses the suitability of particular locations for tall buildings as part of higher density, mixed use regeneration programmes within the Core Strategy's defined Regeneration and Growth Areas.⁽²⁰⁾ The Borough Wide Character Study provides a further detailed examination of the borough's places, character areas and the typology of development. These evidence based documents support the Council's approach to development throughout the Core Strategy and provide an assessment of how the borough's heritage and character is relevant to planning and development.

Protecting heritage assets

- 1.30** The Core Strategy sets out overarching policies for directing and managing development, including how development relates to heritage assets. The Core Strategy Vision for Lewisham states that 'local, including historic, character will be at the heart of new design' and that the borough's heritage assets will be preserved and enhanced. The high-level objectives and spatial strategies of the Core Strategy set out how this vision will be achieved through protecting local character, heritage assets and their settings and managing growth and development by applying spatial policies appropriate to the locality.⁽²¹⁾ While the Spatial Policies outline the type and intensity of development appropriate in different locations across the borough, the Core Strategy Policies apply to all development and ensure that development does not negatively impact on the historic environment.⁽²²⁾
- 1.31** Each of the allocated site entries in this Site Allocations Local Plan identifies whether the site is within an archaeological priority area, within or adjacent to a Conservation Area and whether there are any Listed Buildings in close proximity. Applicants will be required to show how proposed developments preserve and enhance relevant heritage assets in accordance with the requirements of government planning policy guidance, the London Plan policies, Core Strategy and other local planning documents, and English Heritage best practice.

Evidence base

- 1.32** In preparing the LDF, it is necessary to have up-to-date, relevant and reliable data on what is happening at present and likely to happen in the future. As such, the Council has commissioned or undertaken a number of technical studies, several of which support the development of the proposals put forward in this document. Where necessary, reference is made in this document to the appropriate evidence based documents. A comprehensive list is provided in Appendix 1 of the Core Strategy.⁽²³⁾

19 The key aim of this guidance is to ensure that efficient and effective use of land for transport purposes is delivered in order to meet broader sustainability objectives

20 Using the methodology developed by the Commission for Architecture and the Built Environment and English Heritage

21 Core Strategy Objective 10: Protect and enhance Lewisham's character and Spatial Policies 1 - 5

22 In particular see Core Policy 15: High quality design for Lewisham and Core Policy 16: Conservation areas, heritage assets and the historic environment

23 These documents can be viewed at:

<http://www.lewisham.gov.uk/myservices/planning/policy/LDF/evidence-base/Pages/default.aspx>

Development Management Local Plan

- 1.33** The emerging Development Management Local Plan will detail policies to support implementation of the Core Strategy and the London Plan, which in turn will help deliver the Sustainable Communities Strategy and other relevant policies and strategies. The Development Management Local Plan will also be used in the assessment of relevant planning applications for sites set out in this Site Allocations Local Plan.

1.3 Structure of this document

This Site Allocations Local Plan is structured as follows:

- Section 2 identifies and sets out proposals for the identified sites. Safeguarded sites, such as those for education and waste management facilities are identified. New Sites of Importance for Nature Conservation (SINC), including additions or deletions to existing SINC sites are included in this section as well as details of the primary and secondary shopping frontages for Major and District shopping centres
- Section 3 provides details on delivery, implementation and monitoring of this Site Allocations Local Plan.
- The appendices provide additional information.

- 2.1** This section provides an overview of how the identified sites were selected and then goes on to provide specific details for each proposed site allocation. Lewisham is a largely developed urban area, nonetheless there are a number of significant development opportunities in the borough which can help deliver the Core Strategy's objectives, priorities and spatial strategies.

2.1 How were sites selected?

- 2.2** To ensure the Core Strategy can be delivered, sites allocated must be available, realistic and with reasonable prospects of development. The sites identified in this Local Plan were selected from a variety of sources including:
- The Unitary Development Plan (UDP) land use schedule (Schedule 1)
 - Lewisham supplementary planning documents, regeneration strategies and programmes such as the then New Deal for Communities and the Building Schools for the Future Programme
 - Sites suggested as part of the emerging Local Development Framework consultation process - engagement with the local community, landowners and developers⁽²⁴⁾
 - Planning applications and pre-application discussions
 - Lewisham adopted Core Strategy
 - London Strategic Housing Land Availability Assessment and Housing Capacity Study (London SHLAA/HCS) 2009
 - Lewisham Employment Land Study, November 2008
 - London Plan and Sub Regional Development Frameworks
- 2.3** As mentioned earlier, sites considered for allocation and inclusion in this document will generally be 0.25 hectares or larger, which is consistent with the site threshold in the SHLAA. Smaller sites forming part of a group are included in order to co-ordinate comprehensive redevelopment of an area or where a site would significantly contribute to achieving the Core Strategy housing provision targets.⁽²⁵⁾ Where comprehensive redevelopment of an area is indicated, the Council may choose to use its compulsory purchase powers.⁽²⁶⁾
- 2.4** Other sites may have the potential for development and be important to local residents, land owners and developers but this document focuses on those most likely to make a significant contribution to delivering the Core Strategy's targets, particularly housing for the period 2011 to 2026. Planning decisions on other sites, including those which may come forward after the adoption of the Site Allocations Local Plan, will be guided by policies contained in the Core Strategy and other Local Plans as appropriate.
- 2.5** The inclusion of a site within the Site Allocations Local Plan does not automatically mean that a development proposal will be approved. To be approved, a proposal will need to comply with a range of policies found in the London Plan, the Lewisham Core Strategy and other Local Plans that may be in place.⁽²⁷⁾

24 Call for sites, Issues and Options, Preferred Options and Further Options

25 For example, sites at Brockley Cross, Nightingale Grove and Forest Hill Station

26 For further details refer to the adopted Core Strategy, page 164, sub-section 9.6: Use of Compulsory Purchase Powers

27 Examples found in the cross cutting and thematic policies set out in Section 7 of the Core Strategy, covers areas such as 'Housing provision, mix and affordability' (Core Strategy Policy 1) and High quality design for Lewisham (Core Strategy Policy 15)

2.2 Delivering the Core Strategy objectives and spatial policies

- 2.6** The Core Strategy, as the overarching LDF document, sets out the spatial strategy that guides the allocation of sites for main development types and land uses across the borough, whilst taking into account cross-borough issues.⁽²⁸⁾ When the Site Allocations Local Plan is considered in the context of the Core Strategy, the Council's policy approach is the standard 'Plan - Monitor - Manage' approach that broadly applies to all types of development. The basic framework is detailed in the following box.

Plan

Each site allocation will:

- Identify the site and allocate a use;
- Designate areas (including mixed use employment and local employment locations); and
- Safeguard land for social and physical infrastructure, such as schools and waste management facilities as appropriate, and in line with each core policy thematic heading.

Monitor

The Council will monitor as appropriate:

- Development on identified, allocated and safeguarded sites;
- Changes to and the quality of designated areas; and
- Progress on the implementation of identified schemes.

Report

The Council will:

- Report annually on the above through the Implementation, Monitoring and Review Framework set out in the Core Strategy and, more specifically, through the submission and publication of the Local Development Framework (LDF) Annual Monitoring Report.

Manage

The Council will:

- Regularly review the status/current position of each site or designated area;
- Make additional allocations or designations as necessary to meet development targets or enable desirable improvements to enhance the quality of designated areas or facilities; and
- Carry out a full formal review of all the site allocations in the context of any formal review of the London Plan.

28 These concern sites falling on or close to the boundary of Southwark, Greenwich, and Bromley

Allocating sites

A. Land for housing

- 2.7** The Core Strategy seeks to allocate sufficient sites that will enable a continuous delivery of housing over a 15 year period from its adoption to 2026.⁽²⁹⁾ The Core Strategy further indicates a total provision of 18,165 net additional new dwellings by 2026 to meet local housing need and to comply with the London Plan requirement.⁽³⁰⁾ Of this, the strategic sites allocated within the Core Strategy seek to provide at least 9,445 additional dwellings (just over 50 per cent) with the remaining 8,720 being provided from sites identified within the Site Allocations Local Plan and the forthcoming Local Plans for the Lewisham and Catford town centres.
- 2.8** Sites identified within the Site Allocations Local Plan are expected to deliver between 3,670 and 3,710 additional dwellings by 2026. This provision is broken down into four spatial areas, as follows:
- 2,440 additional dwellings in the Regeneration and Growth Area
 - 340-380 additional dwellings in the District Hubs
 - 510 additional dwellings in the Local Hubs
 - 380 additional dwellings in the Areas of Stability and Managed Change
- 2.9** As Lewisham is a largely developed urban area with little opportunity to identify vacant sites for solely housing development, provision has been made for the allocation of mixed-use sites, incorporating housing, commercial, business, retail and community uses. These sites are often located in or around existing shopping areas and have been collectively titled 'Mixed Use housing sites' as, in addition to residential, a range of other uses, usually at ground floor is generally considered appropriate.
- 2.10** The indicative housing capacities detailed under the Site Characteristics of each site are derived from the Strategic Housing Land Availability Assessment, the London Plan's Density Matrix, and where relevant from sites with planning permission that includes residential development.

B. Safeguarding sites

- 2.11** There are various community uses, public uses and schemes for which land needs to be safeguarded to ensure that the Core Strategy's objectives and targets are capable of being delivered. These uses and schemes may include proposals by Lewisham Council itself as well as those of local public service partners and various implementing agencies. The Council's role, as a local planning authority, is to ensure that no development is allowed within these areas that might negatively affect the implementation of these proposals.
- 2.12** This document not only identifies and allocates sites but sets out proposals for designated and safeguarded sites and locations in line with the Core Strategy. Details are provided for sites proposed to be safeguarded for education, waste management facilities and sites of importance to nature conservation.

29 This is in line with NPPF paragraph 47.

30 Refer to Core Strategy Objective 2 on 'Housing provision and distribution'

C. Designated employment locations

- 2.13** This document details smaller, designated Mixed Use Employment Locations (MELs) and Local Employment Locations (LELs).⁽³¹⁾ The employment land designations are evidenced and justified through the Lewisham Employment Land Study.
- 2.14** The proposed MELs, excluding the Thanet Wharf MEL, were designated as Defined Employment Areas (DEA) in the adopted Lewisham UDP (2004). However, these sites are considered to represent areas of older and poorer quality industrial use of low densities. Some have suffered from piecemeal development that disrupts the continuing industrial functioning of the area and others have been occupied by uses incompatible with adjoining residential areas.
- 2.15** On balance, the Council considers that the sites present opportunities for regeneration which far outweigh retention as existing industrial uses. This could increase employment appeal of the sites and increase the contribution the sites would make to the borough overall regeneration aims.
- 2.16** LELs were all designated in the adopted Lewisham Unitary Development Plan (2004) as Defined Employment Areas. These are coherent areas of land in employment uses which are not considered to provide undue disturbance to residential property or other noise and pollution sensitive uses nearby. The LELs provide goods and services important to the local economy and are conveniently located to residents.
- 2.17** As employment land is in short supply, the Council needs to protect as much of its land as possible and where possible intensify business uses on these sites. In general the LELs comprise purpose built buildings but some of the areas have non standard buildings or sheds that may be difficult to convert to modern business use. These buildings may be suitable for redevelopment to provide cheaper, modern premises for creative and cultural industries, and for 'start-up' businesses. This is particularly important to growing the local and relatively small borough economy, which is a key priority of the Core Strategy.⁽³²⁾

D. Managing growth

- 2.18** Figure 2.1 illustrates conceptually Lewisham's Spatial Strategy as shown in the Key Diagram taken from the Core Strategy.⁽³³⁾ The Core Strategy seeks to manage growth by identifying four spatial policy areas.⁽³⁴⁾ Accordingly, the sub-sections that follow each site allocation are set out under the four policy areas as follows:⁽³⁵⁾
- Sites falling within the Regeneration and Growth Areas (Spatial Policy 2)
 - Sites falling within the District Hubs (Spatial Policy 3)
 - Sites falling within the Local Hubs (Spatial Policy 4)
 - Sites falling within the Areas of Stability and Managed Change (Spatial Policy 5)

31 In line with Core Strategy Policy 4 and Policy 3 respectively

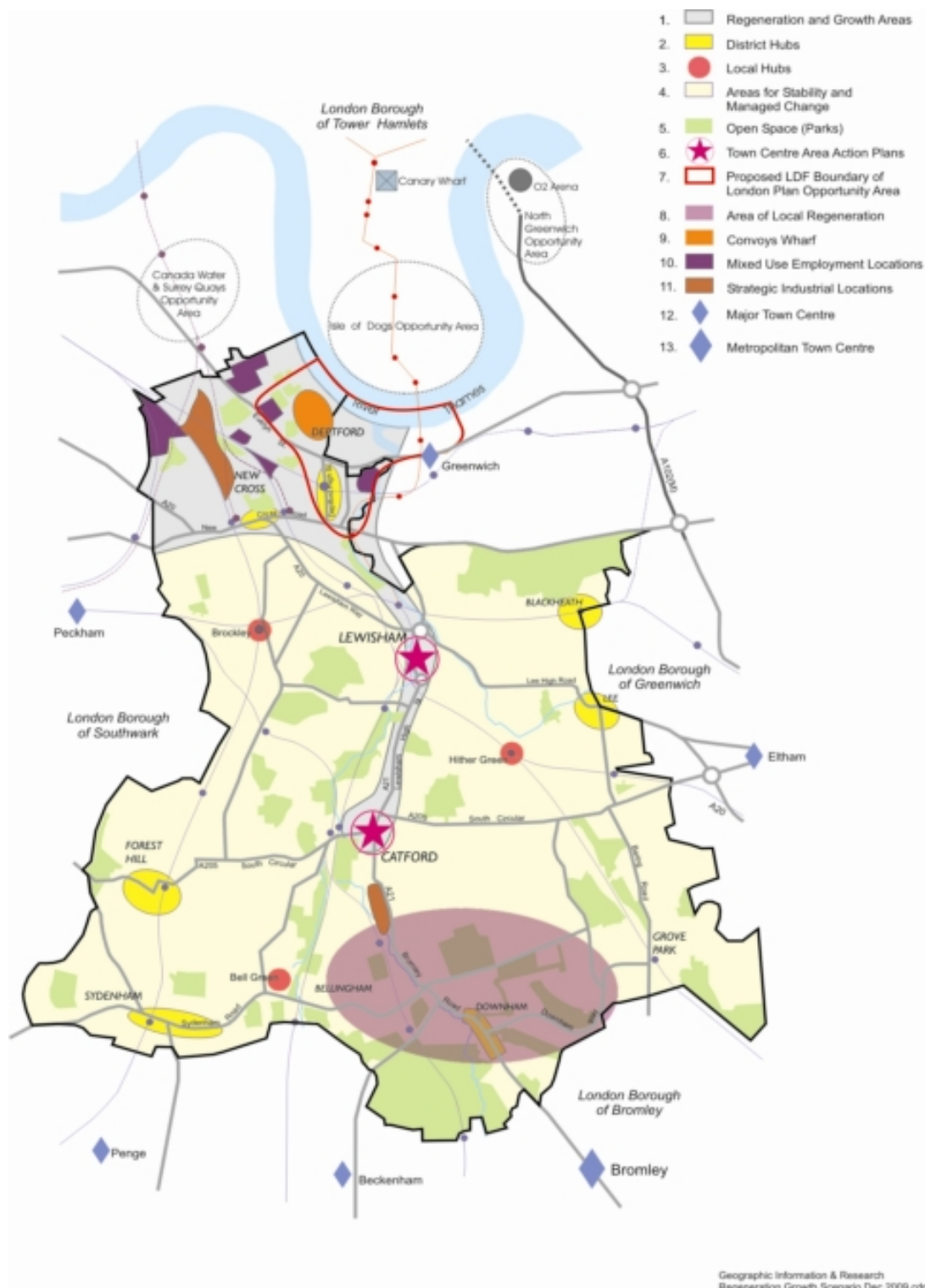
32 See Core Strategy, section 3, paragraph 3.3 'Growing the local economy'

33 Figure 6.1 in the Core Strategy

34 Core Strategy, Section 6

35 Except for the proposed Sites of Importance for Nature Conservation (SINC), detailed in sub-section 2.7, and the waste management sites, detailed in sub-section 2.8

Figure 2.1 Lewisham's Core Strategy Key Diagram

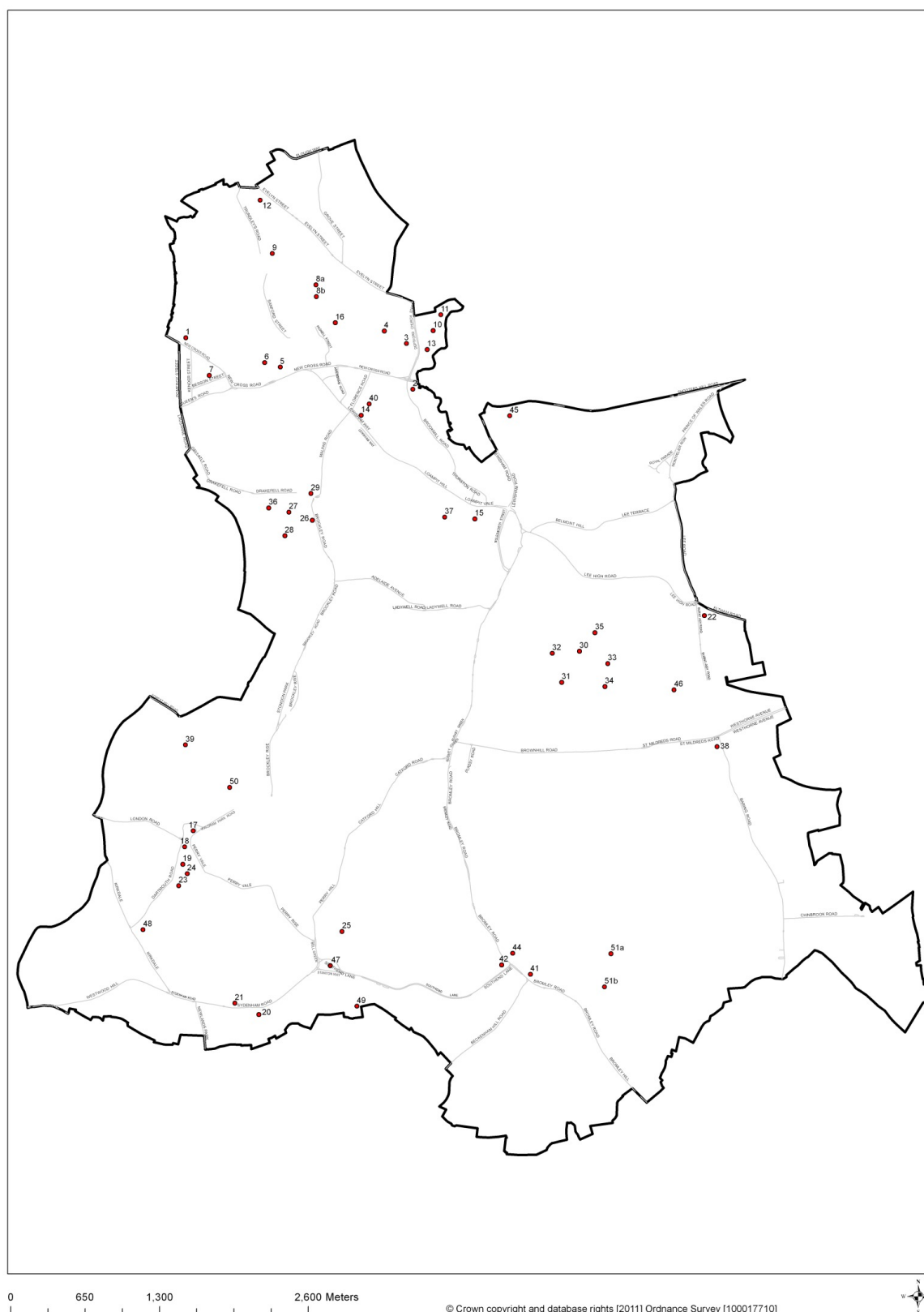


Index to the proposed site allocations identified in sub-sections 2.3 to 2.8, and shown on Figure 2.2

Site Ref	Address	Page No
SA1	Former New Cross Hospital Site Avonley Road, New Cross Gate, SE14 5ER	19
SA2	Seager Buildings, Brookmill Road, Deptford, SE8 4HR	22
SA3	Giffin Street Redevelopment Area, Deptford, SE8 4RJ	25
SA4	Octavius Street & Deptford Station, Deptford High Street, SE8 4LW	28
SA5	Site between New Cross Station, 267 New Cross Road & 23-27 and 29 Goodwood Road, SE14	31
SA6	New Cross Gate Retail Park/Sainsbury's Site, New Cross Road, SE14 5UQ	33
SA7	New Cross Gate Trust Site, Kender Estate, New Cross Gate, SE14	36
SA8	Childers Street MEL, New Cross, SE14	39
SA9	Arklow Road MEL, New Cross, SE14	42
SA10	Grinstead Road MEL, Deptford, SE8	45
SA11	Sun and Kent Wharf MEL, Deptford, SE8	48
SA12	Thanet Wharf MEL, Deptford, SE8 3DA	51
SA13	Evelyn Street LEL, 2 Evelyn Street, SE8 5DL	54
SA14	Creekside LEL, 1-7 & 2-14 Creekside, Deptford, SE8	56
SA15	Lewisham Way LEL, SE14 6QP	59
SA16	Prendergast Vale College, Elmira Street, SE13	61
SA17	Deptford Green School, Edward Street/Amersham Vale, SE8	63
SA18	East of Forest Hill Station - at Waldram Place/Perry Vale, SE23	67
SA19	West of Forest Hill Railway Line (incl.car park & storage yard), SE23	69
SA20	Fairway House, Forest Hill, SE23	71
SA21	O'Rourke Transport/Sivyer Transport 154-160 Sydenham Road, SE26	73
SA22	113 – 157 Sydenham Road, SE26	75
SA23	Leegate Centre, Lee Green, SE12 8SS	77

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SA24	Clyde Vale LEL, Forest Hill, SE23	80
SA25	Perry Vale LEL, Forest Hill, SE23	82
SA26	Former Bell Green Gasworks (Phases II & III), Sydenham, SE26	86
SA27	Site at 1-6 Coulgate Street, Brockley Cross, SE4	89
SA28	6 Mantle Road, Brockley Cross, SE4	92
SA29	5 St. Norbert Road, Brockley Cross, SE4	94
SA30	Site at 111 & 115 Endwell Road (Timber Yard & Community College), Brockley Cross, SE4	96
SA31	72 to 78 Nightingale Grove, Hither Green, SE13 6DZ	98
SA32	Nightingale Mews & Adjoining Works, 80-84 Nightingale Grove, Hither Green, SE13	101
SA33	Driving Centre, Nightingale Grove, Hither Green, SE13 6DZ	104
SA34	35 Nightingale Grove Hither Green, SE13 6HE	107
SA35	37 to 43 Nightingale Grove, Hither Green, SE13 6HE	110
SA36	9 Staplehurst Road & Rear of Leahurst Road, Hither Green, SE13 5ND (Former Plumb Trade Centre)	113
SA37	Endwell Road LEL, SE4	116
SA38	16a Algernon Road, SE13 7AT	120
SA39	Former United Dairies Depot Site Baring Road, Lee, SE12 0PW	122
SA40	Tyson Road (Rear of Christian Fellowship Centre) Forest Hill, SE23 3AA	125
SA41	120, 122a, 136 & 136a Tanners Hill, St Johns, SE8	127
SA42	Former Green Man Public House, 355-357 Bromley Road, Downham, SE6 2RZ	130
SA43	Former Tiger's Head Public House, 350 Bromley Road, SE6 2RZ	133
SA44	Former Courts Site, 335-337 Bromley Road, Downham, SE6 2RP	136
SA45	Blackheath Hill LEL, SE10 8BA	139
SA46	Manor Lane LEL, 203 Manor Lane, SE12 0TX	141

Site Ref	Address	Page No
SA47	Stanton Square LEL, Stanton Way SE26	143
SA48	Willow Way LEL, SE26	145
SA49	Worsley Bridge Road LEL, SE23	147
SA50	Malham Road LEL, SE23	149
SA51	Bonus Pastor Catholic College, BR1 5PZ	151
SINC1	Hither Green Cemetery	155
SINC2	Pool River Linear Park	156
SINC3	Hillcrest Estate Woodlands	157
SINC4	Grove Park Nature Reserve	158
SINC5	Forster Memorial Park	159
SINC6	Loats Pit	160
SINC7	Grove Park Cemetery	161
SINC8	Nunhead Cutting	162
SINC9	St Johns to Lewisham Railsides	163
SINC10	Lewisham Railway Triangles	164
SINC11	Hither Green Railsides	165
SINC12	Hither Green Sidings	166
SINC13	New Cross/ New Cross Gate Railsides	167
SINC14	Mountsfield Park	168
SINC15	Chinbrook Allotments	169
SINC16	Chinbrook Meadows	170
SINC17	Bromley Hill Cemetery	171
SINC18	Gilmore Road Triangle	172
Waste Sites	Waste Site 1 (SELCHP), Waste Site 2 (Hinkcroft) & Waste site 3 (Landmann Way, New Cross SE14)	173

Figure 2.2 Location of Allocated Sites Across the Borough

2.3 Sites falling within the Regeneration and Growth Areas

2.19 The following provides a summary of the site allocations within the Regeneration and Growth Areas. Deptford and New Cross/New Cross Gate centres are characterised by small scale buildings and a fine urban grain. Deptford Creek is an industrial area that includes large scale shed and warehouse development as well as smaller scale areas such as those around railway arches.⁽³⁶⁾

2.20 The anticipated larger scale development within the Regeneration and Growth Areas makes use of land that is available and deliverable and is appropriate to the existing environment as well as the higher level of public transport accessibility. The areas will become a focus of change and significant regeneration integrating and respecting important heritage assets.

2.21 Table 2.1 identifies those sites allocated for 100% housing development.

Table 2.1 Housing sites (100%)

Ref	Site	Allocation
SA1	Former New Cross Hospital Site, Avonley Road, New Cross Gate, SE14	Housing 100%

2.22 Table 2.2 identifies those sites allocated for mixed use housing development.

Table 2.2 Mixed Use housing sites

Ref	Site	Allocation
SA2	Seager Buildings, Brookmill Road, Deptford, SE8	Mixed use housing with employment/commercial and community use.
SA3	Giffin Street Redevelopment Area, Deptford, SE8	Mixed use commercial/ creative floorspace, relocation of Tidemill School, relocation of library, housing and community use (work/office space and community café).
SA4	Octavius Street and Deptford Station, Deptford High Street, SE8	Mixed use commercial and housing.
SA5	Site between New Cross Station & 267 New Cross Road & 23-27 and 29 Goodwood Road, SE14	Mixed use retail, business and housing.
SA6	New Cross Gate Retail Park (adjoining Sainsbury's Superstore), New Cross Road, SE14	Mixed use retail, housing, community facilities and a new station access and public space (station square)
SA7	New Cross Gate Trust Site, Kender Estate New Cross Gate, SE14	Community facilities (including doctor's surgery, library, gym, community hall, café, crèche and public space) with residential above.

2.23 Table 2.3 identifies those sites allocated for mixed use employment locations (MELs).

36 See Lewisham Borough Wide Character Study, 2009

Table 2.3 Mixed Use Employment Locations (MELs)

Ref	Site	Allocation
SA8	Childers Street MEL, New Cross, SE14	Mixed use employment location – Providing Use Class B1 light industrial and offices with housing
SA9	Arklow Road MEL, New Cross, SE14	Mixed use employment location – Providing Use Class B1 light industrial and offices with housing
SA10	Grinstead Road MEL, Deptford, SE8	Mixed use employment location – Providing Use Class B1(a) office type uses with housing
SA11	Sun and Kent Wharf MEL, Deptford, SE8	Mixed use employment location – Providing employment uses including creative industries, office and workshops, with housing
SA12	Thanet Wharf MEL, Deptford, SE8	Mixed use employment location – Providing Use Classes B1 (business), A1 (shops), A3 (restaurants and cafés), A4 (pubs and bars) and housing

2.24 Table 2.4 identifies sites allocated for local employment locations (LELs).

Table 2.4 Local Employment Locations (LELs)

Ref	Site	Allocation
SA13	Evelyn Street LEL, 2 Evelyn Street, SE8	Local Employment Location
SA14	Creekside LEL, 1-7 & 2-14 Creekside, SE8	Local Employment Location
SA15	Lewisham Way LEL, SE14	Local Employment Location

2.25 Table 2.5 identifies those sites safeguarded for educational uses.

Table 2.5 Safeguarded sites

Ref	Site	Allocation
SA16	Prendergast Vale College, Elmira Street, SE13	Safeguard for new through-school under the Building Schools Future Programme (BSF). Site currently a primary school.
SA17	Deptford Green Secondary School Site, Amersham Vale, SE8	Redevelop Amersham Vale/upper school site for new public open space (39%) and residential (615)

SITE REF: SA1

Site Name/Address: FORMER NEW CROSS HOSPITAL SITE, AVONLEY ROAD, NEW CROSS GATE, SE14

Allocation: Housing

Current use: Vacated by NHS in 2009. Research and administrative buildings on site currently being cleared.

Location and site description: This is part of a former National Health Service hospital site. Approximately three quarters of the original site has been developed forming a residential estate with buildings ranging from two to four storeys in the northern part. The remaining site is bounded by railway lines along most of the eastern side, the A2 New Cross Road to the south and Avonley Road to the west. It is within easy reach of New Cross Gate and Queens Road railway stations.

Site characteristics

Area	0.90 hectares
PTAL	3 & 4 (mainly 3)
Within/adjacent to a Conservation Area	Part of Hatcham Conservation Area is on the opposite side of Avonley Road, north of Barlborough Street
Within an Area of Archaeological Priority	Yes
Flood Zone (FZ)	FZ2: 5%; FZ3a: 95%
Listed Building/located close to a Listed Building	Yes. 3-41 New Cross Road
Other	Adjacent to Green Corridor
Implementing body	Private/Registered Provider
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning permission granted for housing, March 2011 (Ref: DC/10/75036). Currently being implemented.
Indicative housing capacity (dwellings)	124
Core Strategy Objectives	CSO 1, 2, 3, 5, 6, 8, 9, 10
Core Strategy Policies	SP1, SP2, CSP1, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP21

Other comments: This allocation contributes to meeting the borough's housing provision targets and provide the opportunity for a link to the ambulance station and surgery, located to the west of the site. Development proposals would need to be sensitive to small scale development north and south of the site and the ground floor and elevation overlooking Avonley Road; and create a strong relationship between the development and the main access route.

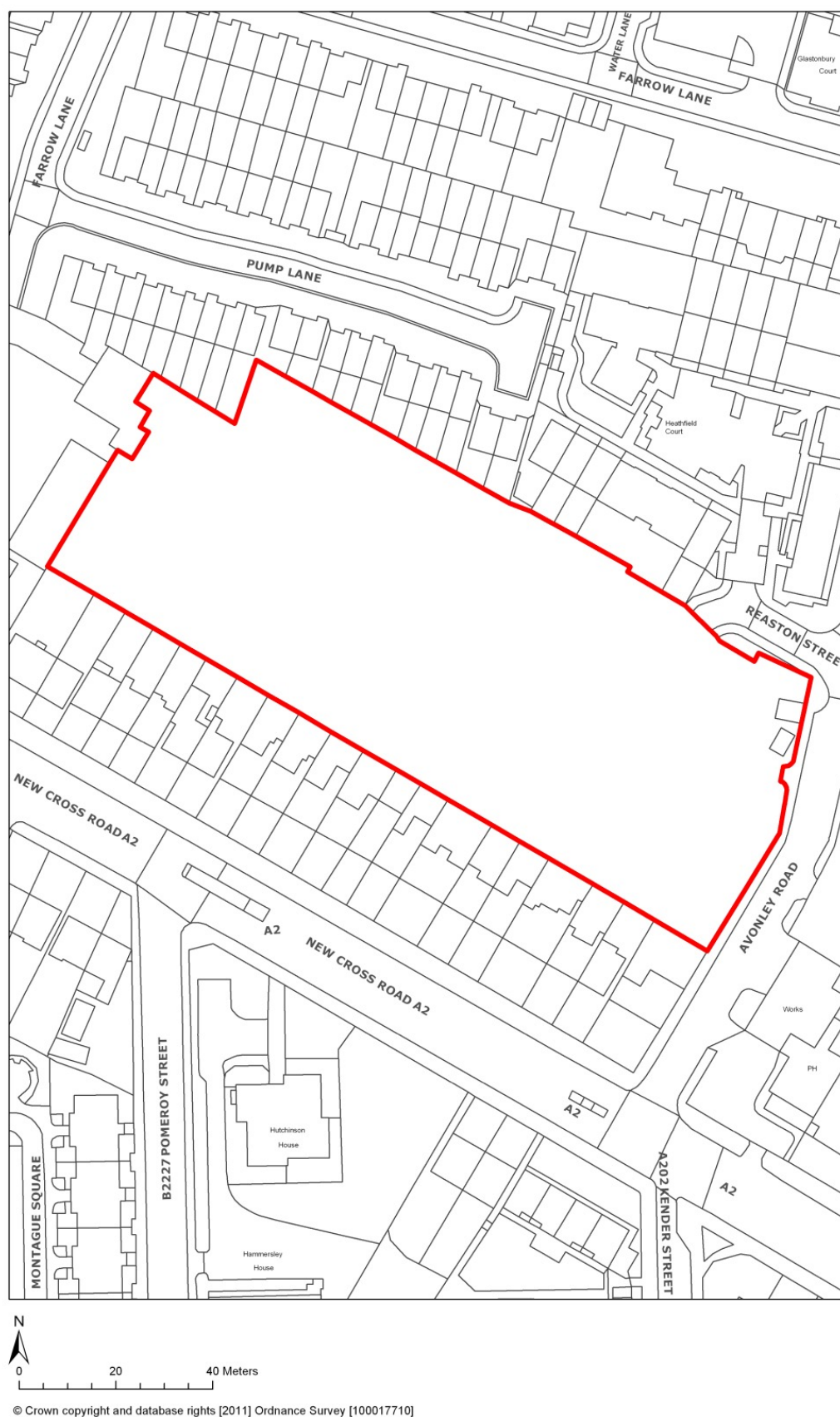
Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site is located in Flood Zone 2 (5% site area) and 3a (95% site area). A Flood Risk Assessment would need to be undertaken, in line with NPPF paragraph 102, (Sequential Test Report Reference: DC03).

Sustainability Appraisal: Mitigation measures will need to address flood risk, impact on listed buildings, waste management and potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Map 2.1 New Cross Hospital Site, Avonley Road



SITE REF: SA2

Site Name/Address: SEAGER BUILDINGS, BROOKMILL ROAD, DEPTFORD, SE8

Allocation: Mixed use housing with employment/commercial and community use

Current use: Building site/proposal being implemented.

Location and site description: This site comprises two parcels of land: the site of the former Seager Distillery which had its frontage onto Deptford Bridge; and the former Norfolk House site with its frontage onto Brookmill Road. The site is bounded to the north by the A2 Deptford Bridge and to the west by Brookmill Road. The eastern boundary is formed by the Ravensbourne River, with the elevated Docklands Light Railway (DLR) on the eastern side of the River. Downstream of Deptford Bridge the Ravensbourne River is known as Deptford Creek and is tidal. The southern boundary of the site is formed by Broadway Fields that is designated as Metropolitan Open Land.

The site is adjacent to the Deptford Bridge DLR station, giving ready access to Lewisham, Docklands and the City. Deptford Bridge, which is a major distributor road, is served by numerous bus routes. The site is also within close walking distance of the Deptford railway station, which provides links to central London. There are four mainline railway stations within 12 minutes walk distance of the site. The surrounding land use is predominantly residential, with office and retail uses fronting onto Deptford Broadway and Deptford High Street. Lewisham College Deptford campus is situated opposite the site next to the DLR station.

Site characteristics

Area	0.7 hectares
PTAL	5
Within/adjacent to a conservation area	Adjacent to the conservation areas of Deptford High Street & Brookmill Road
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	Grade II listed: Mereton Mansions, opposite on Brookmill Road; Nos. 14 to 16 Deptford Bridge adjoins the site; Nos. 17 to 21 Deptford Broadway located diagonally opposite adjacent to Deptford Church Street
Flood Zone (FZ)	FZ2 50%; FZ3a 50%
Other	Adjacent to MOL; edge of Deptford district centre; traversed by proposed pedestrian waterway link way; Deptford Creek is a Site of Metropolitan Importance for Nature Conservation
Implementing body	Private (Galliard Homes)
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning permission granted (Ref: DC/08/69448) for residential, live/work and commercial. Phase 1 (of 2 phases) is being implemented
Indicative housing capacity (dwellings)	310
Indicative floorspace (employment uses)	4,697 square metres commercial
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 6, 7, 8, 10, 11

Core Strategy Policies

SP1, SP2, CSP1, CSP4, CSP7, CSP8, CSP10, CSP11, CSP12, CSP13, CSP14, CSP15, CSP21

Other comments: The allocation provides new employment, contributes to meeting the borough's housing provision targets, social infrastructure needs and, to the wider regeneration of Deptford. The development provides opportunity to increase the density on an under-used site in a high profile location with good transport accessibility.

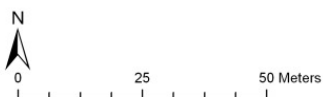
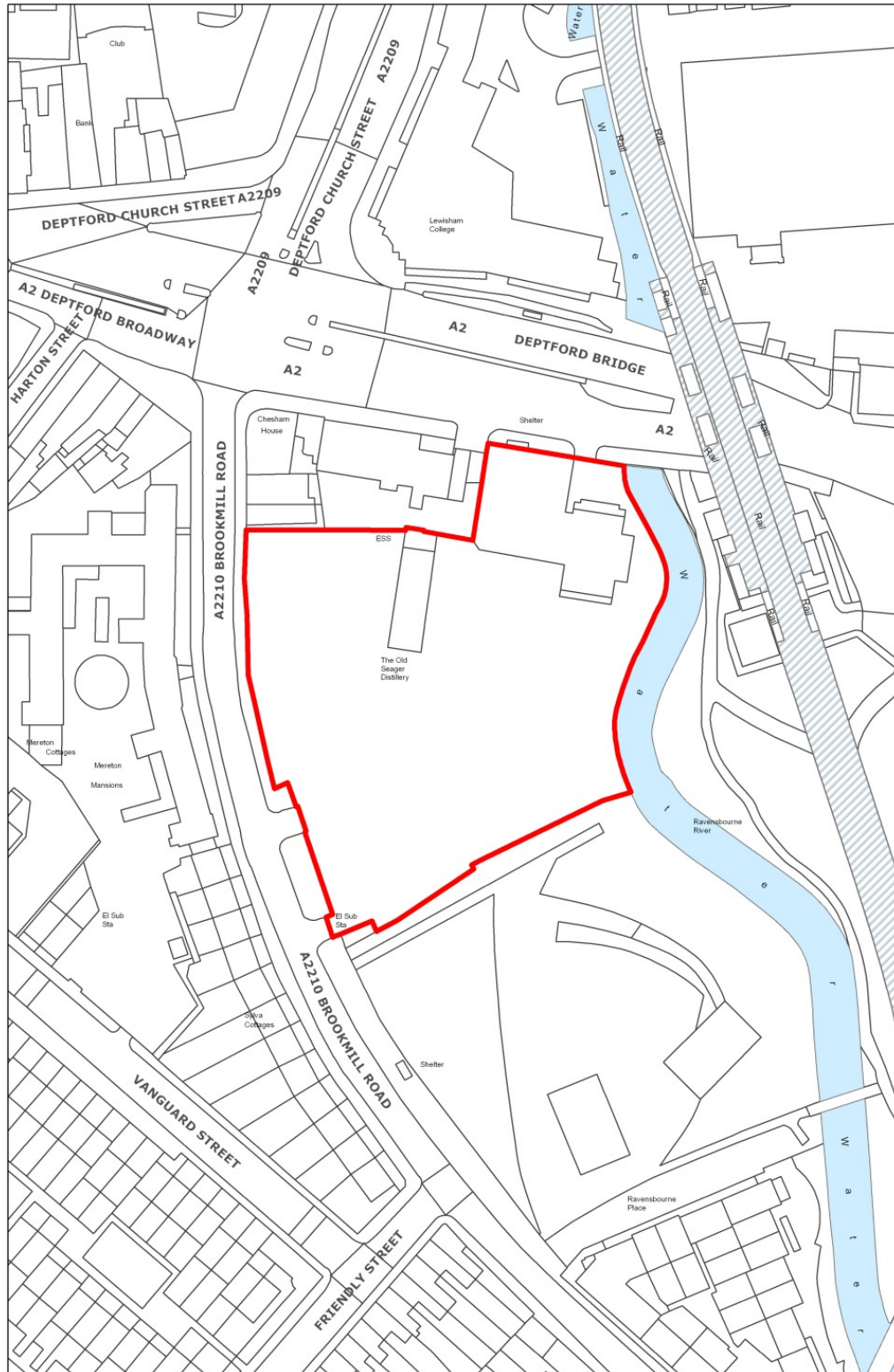
Thames Water have concerns regarding water supply but have no current concerns regarding waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site area (50%) affected by Flood Zone 2 satisfies the Sequential Test. The site area (50%) located in Flood Zone 3a would need to satisfy the Exception Test if used for residential or educational development (Sequential Test Report Reference: DC08).

Sustainability Appraisal: Mitigation measures will need to address flood risk, impact on listed buildings and the adjoining conservation area, waste management, air quality, noise and vibration and potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Ravensbourne River Corridor Improvement Plan: Provides design guidance specific to this part of the river corridor.

Map 2.2 Seager Buildings, Brookmill Road

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SITE REF: SA3

Site Name/Address: GIFFIN STREET REDEVELOPMENT AREA, DEPTFORD, SE8

Allocation: Mixed use commercial/creative floorspace, relocation of Tidemill School, relocation of library, housing and community use (work/office space and community café)

Current use: A mix of civic uses including library, pool, school and adjoining residential

Location and site description: The Giffin Street redevelopment area is bounded to the north by Resolution Way beyond which is the railway viaduct severing the site from the St. Paul's Conservation Area. To the east are Creekside and the Crossfield Estate which are severed by the wide road on Deptford Church Street. To the west are the rear of the various buildings which, together with Giffin Square, front onto Deptford High Street. The south-eastern part of the site is bounded by Reginald Road. Both Frankham Street and Giffin Street cut through the site from Deptford Church Street to the east to Deptford High Street to the west. Deptford High Street is a historic high street that is culturally diverse with a varied townscape. The Tidemill Primary School fronts onto Frankham Street. There are good public transport access links to central London via the national rail network at Deptford Station and the DLR at Deptford Bridge.

Site characteristics

Area	4.01 hectares
PTAL	4/5
Falling within or adjacent to a Conservation Area	Adjacent to Deptford Conservation Area
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	Viaduct listed
Flood Zone (FZ)	FZ1 40%; FZ2 58%; FZ3a 2%
Other	Within boundary of Deptford District Centre. St Paul's Church forms an important local landmark. Deptford Creek is within close proximity.
Implementing body	Lewisham Council and private sector partners
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning permission granted Dec 2008 (Ref: DC/08/69668) for the portion of the site north of Giffin Street. These works are now complete.
Indicative housing capacity (dwellings)	438
Core Strategy Objectives	CSO 1, 2, 3, 5, 8, 9,10,11
Core Strategy Policies	SP1, SP2, CSP1, CSP7, CSP8, CSP10, CSP11, CSP12, CSP13, CSP14, CSP15, CSP21

Other comments: The allocation is in line with the regeneration strategy and objectives for this area and will: enhance Deptford as a functioning commercial and leisure destination for local people; contribute to meeting the borough's housing provision targets and to the implementation of the Building Schools for the Future (BSF) programme; retain and reuse the existing Tidemill Primary School Building; support the functioning of the local economy including new and improved premises for the creative industries; and provide opportunity to reinforce the existing street pattern and grain of development compatible with Deptford.

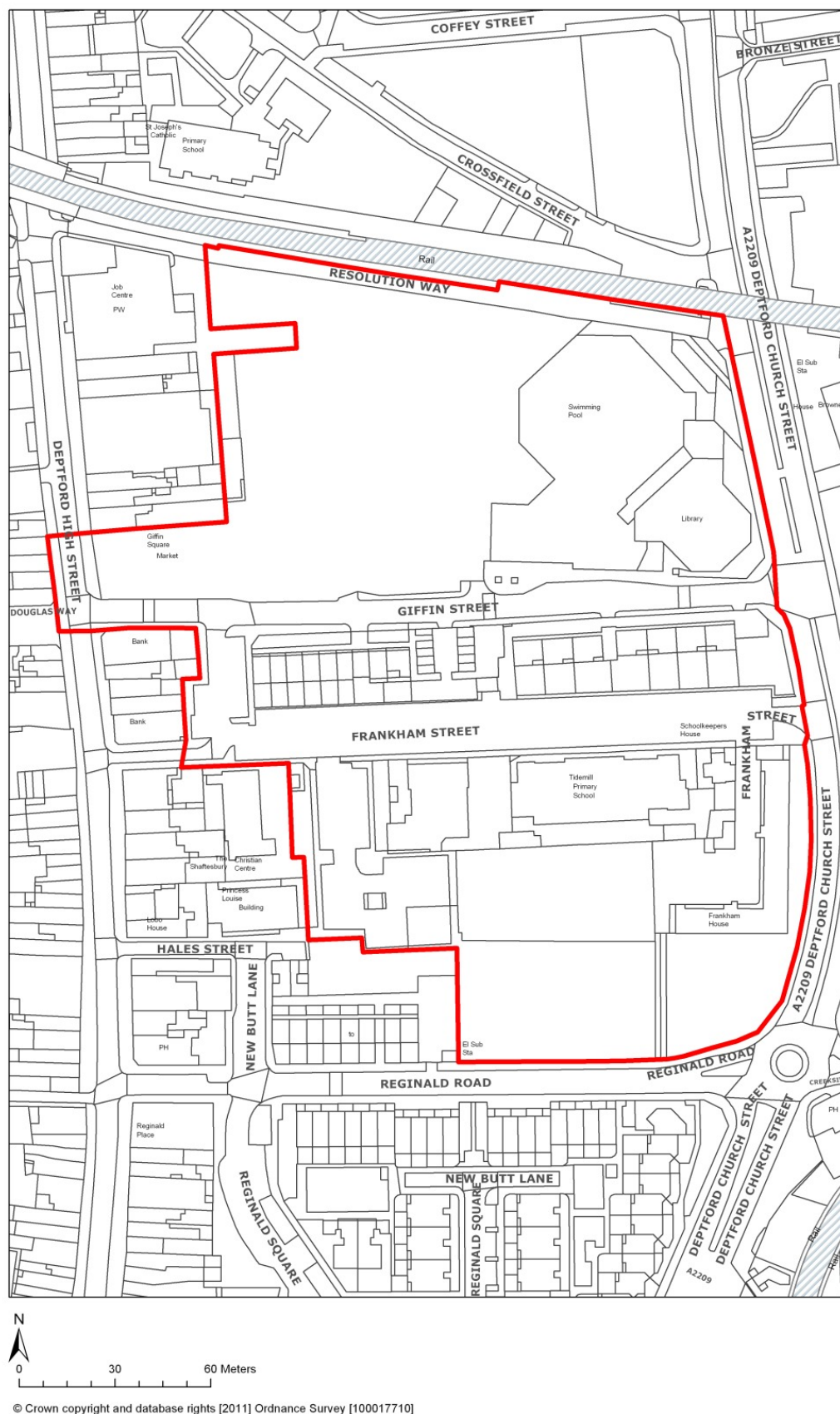
Thames Water have concerns regarding both the water supply and waste water capabilities to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site area (40%) falling within Flood Zone 1 satisfies the Sequential Test. The site area (58%) affected by Flood Zone 2 and the site area (2%) affected by Flood Zone 3a fails the sequential test as reasonably available alternative sites are identified in Flood Zone 1. If for some reason alternative sites cannot accommodate the proposals, then the Flood Zone 2 area of the site should be allocated before Flood Zone 3a (Sequential Test Report Reference: DC13).

Sustainability Appraisal: Mitigation measures will need to address flood risk, impact on Listed Buildings, waste management and traffic management. Refer to Appendix 4 of the SA.

Map 2.3 Giffin Street, Deptford



SITE REF: SA4

Site Name/Address: OCTAVIUS STREET/DEPTFORD STATION, DEPTFORD HIGH STREET, SE8

Allocation: Mixed use commercial and housing; Station redevelopment and renovation of the Carriage Ramp

Current use: Railway station, carriage ramp, car park, former Rose Apple Day Centre site is now in use for temporary market traders' storage

Location and site description: This site comprises the Deptford Station, which is located within its north-west corner; the Carriage Ramp which is adjacent to the railway station and just off the High Street; the Octavius Street car park within the north-western boundary; and the former Rose Apple Day Centre site within the south-western boundary.

Site characteristics

Area	0.87 hectare
PTAL	4
Within/adjacent to a Conservation Area	Partly within Deptford Conservation Area
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	Carriage Ramp & Viaduct are both Grade II Listed
Flood Zone (FZ)	FZ1
Other	Primary Shopping Area is located on Deptford High Street
Implementing body	London Borough of Lewisham, private sector partners, Network Rail
Expected development timescale	Period 1: 2011-2016
Planning status	Planning permission granted for station redevelopment only (Ref: DC/05/58693). Being implemented. Planning permission granted, March 2012, for mixed use on the remainder of the site (Ref: DC/11/78175).
Indicative housing capacity (dwellings)	132
Indicative floorspace (employment uses)	20% of overall built floorspace
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 7, 8, 9, 10
Core Strategy Policies	SP1, SP2, CSP1, CSP7, CSP8, CSP11, CSP12, CSP13, CSP14, CSP15, CSP21

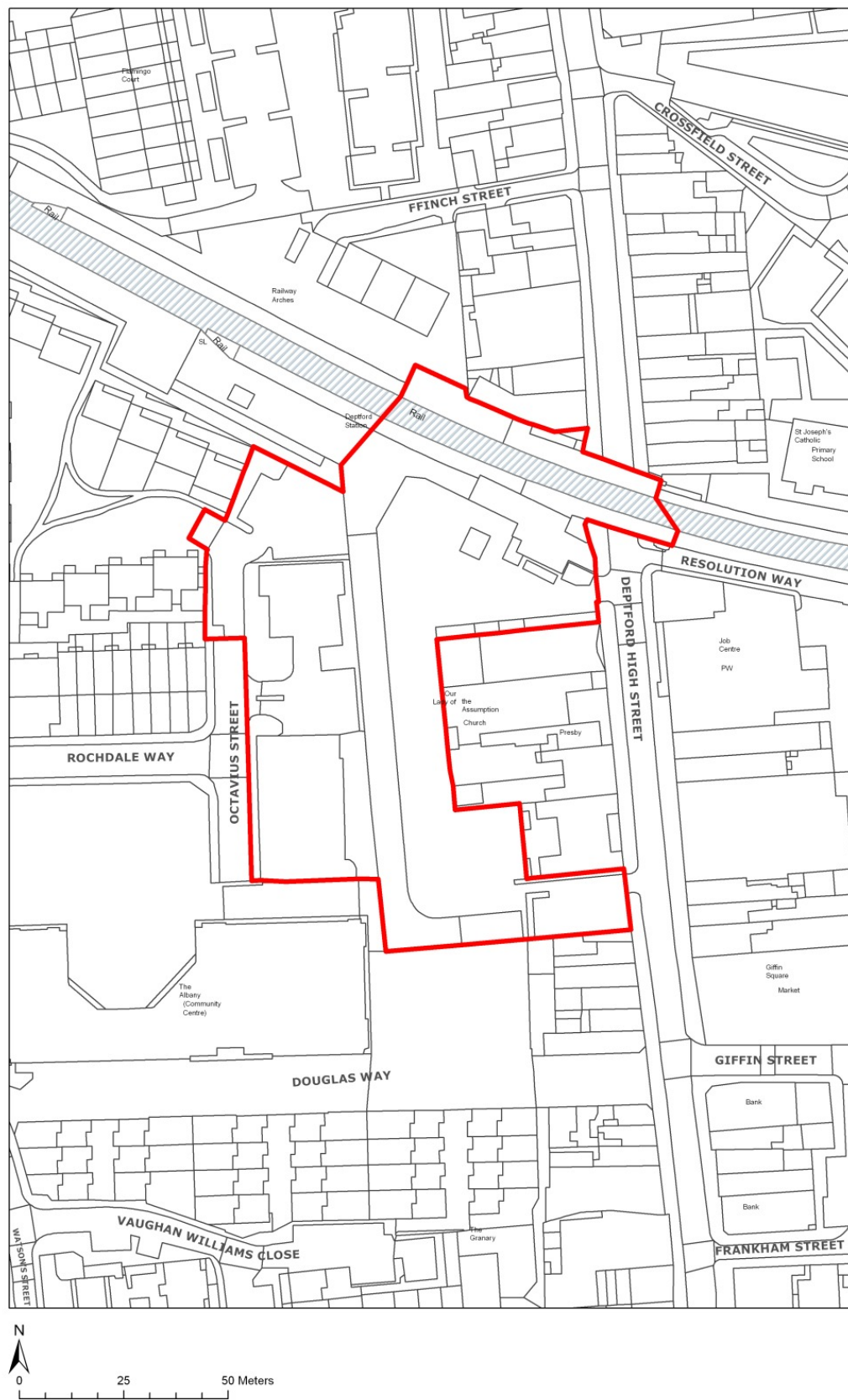
Other comments: The allocation will provide opportunity for a legible, attractive and well overlooked station square; repair and promote active use of and provide overlooking and active frontages onto the viaduct and carriageway; and improve linkages with Douglas Way, Deptford High Street and Octavius Street. The physical improvements to Deptford Station would enhance the gateway to the High Street and improve accessibility to the station particularly in line with the Disability Discrimination Act (DDA). Small retail, leisure and business units will be provided to meet local demand and enhance the economy. The services and facilities previously provided by the now demolished Rose Apple Day Centre will be provided by other facilities in the area.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site's Flood Zone 1 location means that in principle it is suitable for all development types (Sequential Test Report Reference: DC15).

Sustainability Appraisal: Mitigation measures will need to address impact on Listed Buildings, waste management, air quality, noise and vibration. Refer to Appendix 4 of the Site Allocations SA.

Map 2.4 Octavius Street & Deptford Station, Deptford High Street

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SITE REF: SA5

Site Name/Address: SITE BETWEEN NEW CROSS GATE STATION and 267 NEW CROSS ROAD and 23 - 27 and 29 GOODWOOD ROAD, NEW CROSS GATE, SE14

Allocation: Mixed use retail, business and housing

Current use: Industrial (part vacant)

Location and site description: An important town centre site next to New Cross Gate station and fronting, in the main, onto Goodwood Road. The site is served by a number of bus routes and the New Cross Gate station, which now includes the London Overground network.

Site characteristics

Site area	0.67 hectares
PTAL	6
Within or adjacent to a Conservation Area	Yes. Part of the site fronting New Cross Road
Falling within an Area of Archaeological Priority	Yes
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Partially within New Cross/New Cross Gate District Centre
Implementing body	Private sector
Expected development timescale	Periods 1 & 2: 2011-16 & 2016-21
Planning status	Application submitted June 2011 (Ref: DC/11/77418 & 19)
Indicative housing capacity (dwellings)	148
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 7, 8, 9, 10, 11
Core Strategy Policies	SP1, SP2, CSP1, CSP6, CSP7, CSP8, CSP13, CSP14, CSP15, CSP21

Other comments: There is the opportunity to provide a sense of orientation towards the Railway Station from New Cross Road, Batavia Road and Goodwood Road and, orientation from New Cross Gate Station to Goldsmith's University; provide appropriate legible, safe and secure access to the site, public amenity space and public realm improvements; create strong frontages, particularly towards New Cross Road, which contributes to vibrancy and overlooking; and provide a sense of arrival from the station and improvement to the vitality and viability of New Cross Gate district centre.

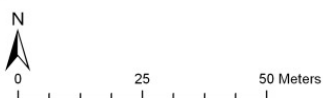
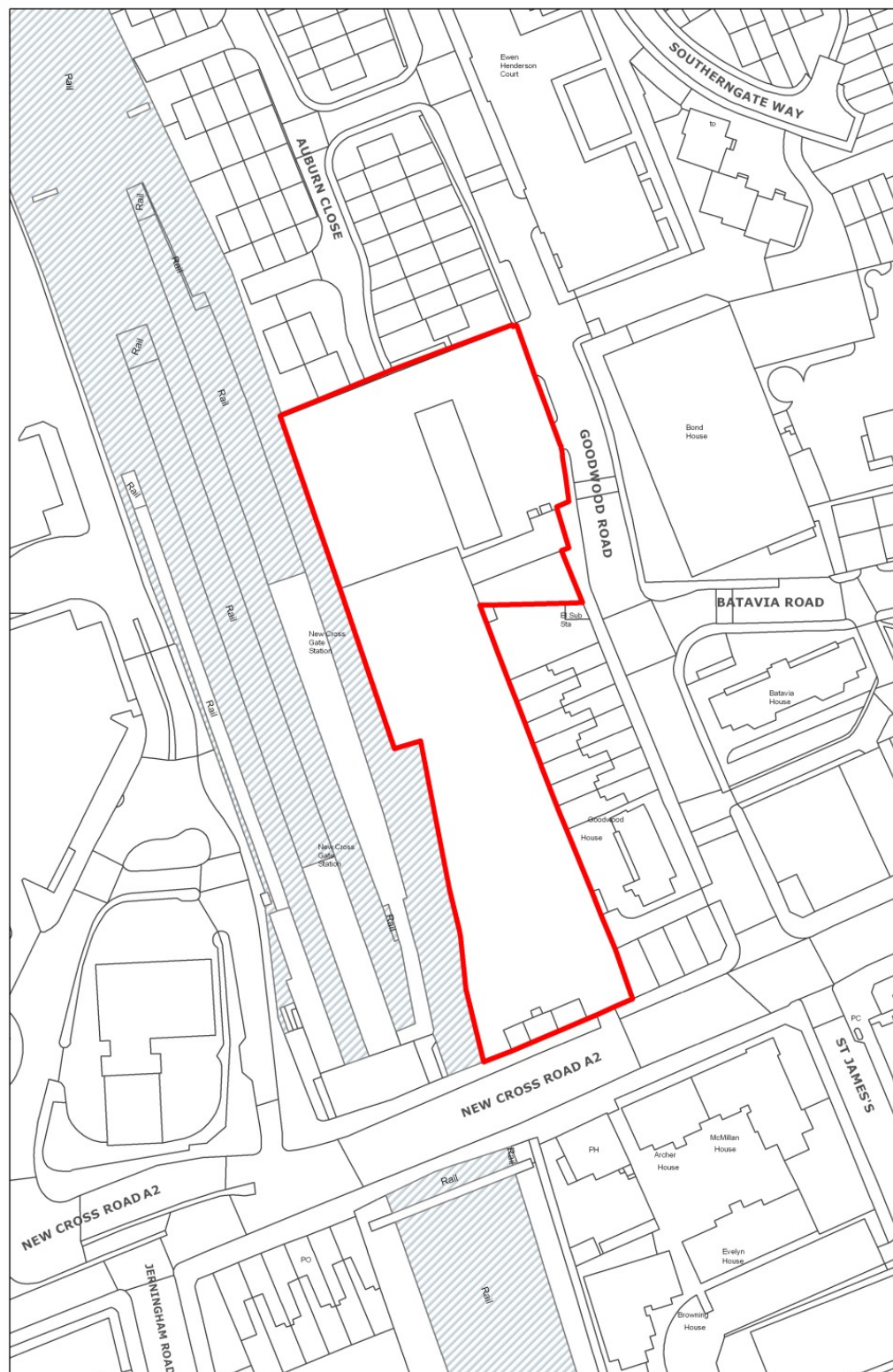
Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Thames Water have concerns regarding water supply but have no current concerns regarding waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site is acceptable for the proposed development as it falls within Flood Zone 1 (Sequential Test Report Reference: DC22).

Sustainability Appraisal: Mitigation measures will need to address impact on adjoining Conservation Area, adjoining green corridor, waste management, air quality, noise and vibration. Refer to Appendix 4 of the Site Allocations SA.

Map 2.5 Site Between New Cross Station, 267 New Cross Road and 23-27 & 29 Goodwood Road

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SITE REF: SA6

Site Name/Address: NEW CROSS GATE RETAIL PARK/SAINSBURY'S SITE, NEW CROSS ROAD, SE14

Allocation: Mixed use retail, housing, community facilities and a new station access and public space

Current use: Forms part of the New Cross Gate Retail Park

Location and site description: This is an important town centre site located within the New Cross Gate Retail Park and encompasses the existing Sainsbury's superstore. To its south-west is residential accommodation. To its south the site fronts onto New Cross Road. The site is well served by buses and the New Cross Gate station, which now includes the London Overground network.

Site characteristics

Site area	4.29 hectares
PTAL	6
Within or adjacent to a Conservation Area	Part of the site fronting New Cross Road and Brighton Grove are within a Conservation Area
Falling within an Area of Archaeological Priority	Yes
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Partially within New Cross/New Cross Gate District Centre. Partially designated as Green Corridor.
Implementing body	Private sector plus Network Rail
Expected development timescale	Period 1 & 2: 2011-2016 & 2016-2021
Planning status	No application submitted
Indicative housing capacity (dwellings)	200
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 7, 8, 9, 10, 11
Core Strategy Policies	SP1, SP2, CSP1, CSP6, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP16, CSP21

Other comments: The allocation will contribute to improving the vitality and viability of New Cross/New Cross Gate District Centre. There is opportunity for proposals to: provide a strong frontage that addresses New Cross Gate Station as a vibrant, pleasant and attractive area; provide clear access to Sainsbury's and the new development, particularly routes for pedestrians and cyclists across the site and near the station; to improve bus stops/stands at the site; and to provide appropriate scale and massing in relation to the surrounding area. Applicants should involve Transport for London in the design of any new station entrance and changes to bus stops to ensure it meets operational requirements.

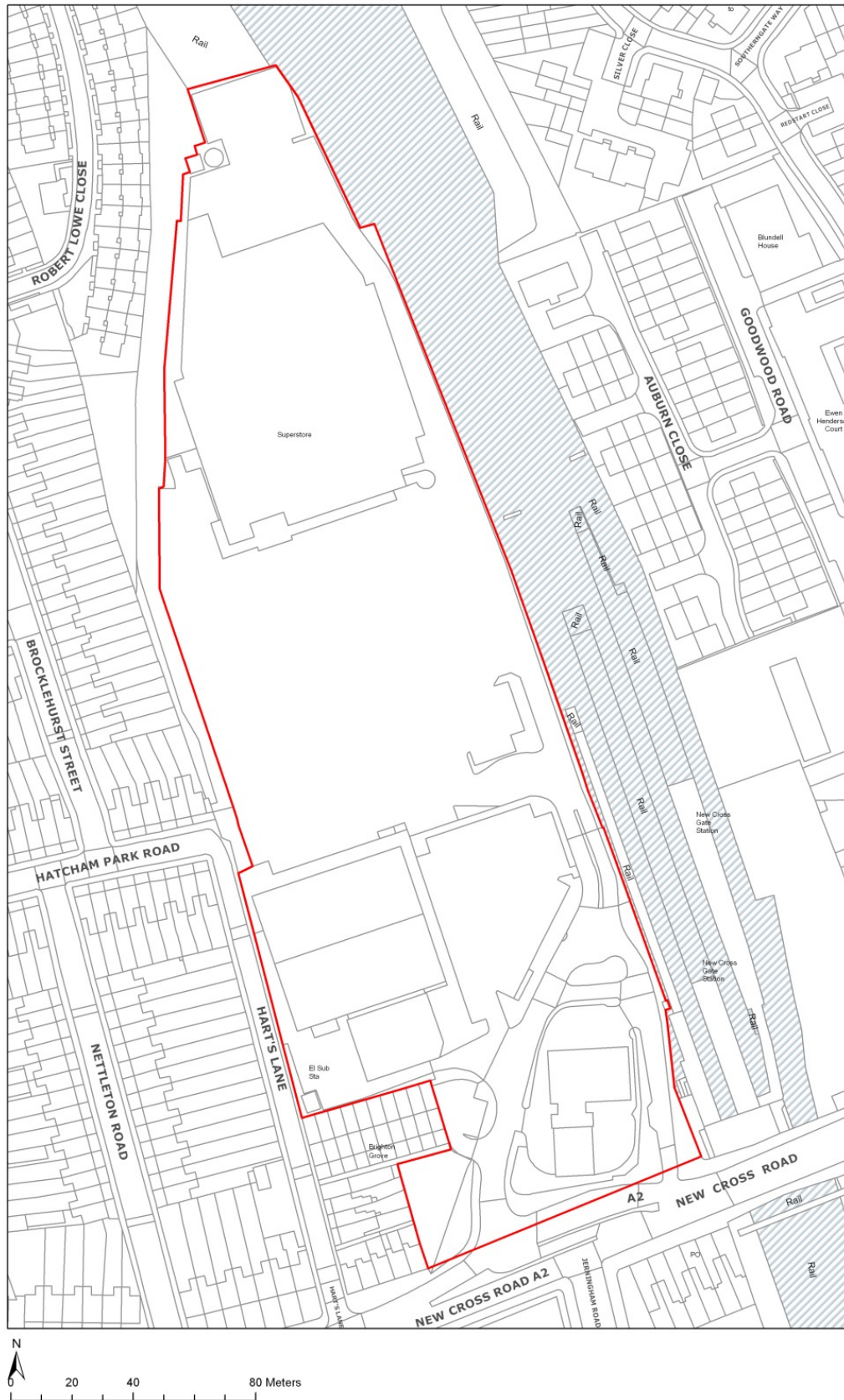
Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site. No development will be permitted within 5 metres of the water mains located adjacent to and within the site boundary.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site is acceptable for the proposed development as it falls within Flood Zone 1 (Sequential Test Report Reference: DC22).

Sustainability Appraisal: Mitigation measures will need to address impact on adjoining Conservation Area, adjoining green corridor, waste management, air quality, noise and vibration. Refer to Appendix 4 of the Site Allocations SA.

Map 2.6 New Cross Gate Retail Park/Sainsbury's Site SE14

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SITE REF: SA7

Site Name/Address: NEW CROSS GATE TRUST SITE, KENDER ESTATE, NEW CROSS GATE, SE14

Allocation: Community uses at ground floor (including a doctors' surgery, library, gym, community hall, café, crèche and public square) with residential above

Current Use: Previously vacant Council residential blocks; builder's yard at 112-114 New Cross Road; the Fox and Hound Public House at 58-60 Besson Street. Much of site now cleared.

Location and site description: This site is located in the Kender Triangle in New Cross Gate. It is bounded by Briant Street to the west, Besson Street to the south and New Cross Road (A2) to the north.

Site characteristics

Site area	1.05 hectares
PTAL	5
Within/adjacent to a Conservation Area	The frontage of the site on New Cross Road falls within the Hatcham Conservation Area
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ1 70%; FZ2 20%, FZ3a 10%
Other	The Hatcham Conservation Area Supplementary Planning Document (SPD) considers that the 'Music Room' building adjacent to the development site at 116-118 New Cross Road positively contributes to the character of the Conservation Area. This building is locally listed.
Implementing body	Public/private sector
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning permission granted March 2009 (Ref: 08/68448)
Indicative housing capacity (dwellings)	173
Indicative floorspace (employment uses)	3,389 square metres
Core Strategy Objectives	CSO 1, 2, 5, 6, 8, 9, 10, 11
Core Strategy Policies	SP1, SP2, CSP1, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP16, CSP21

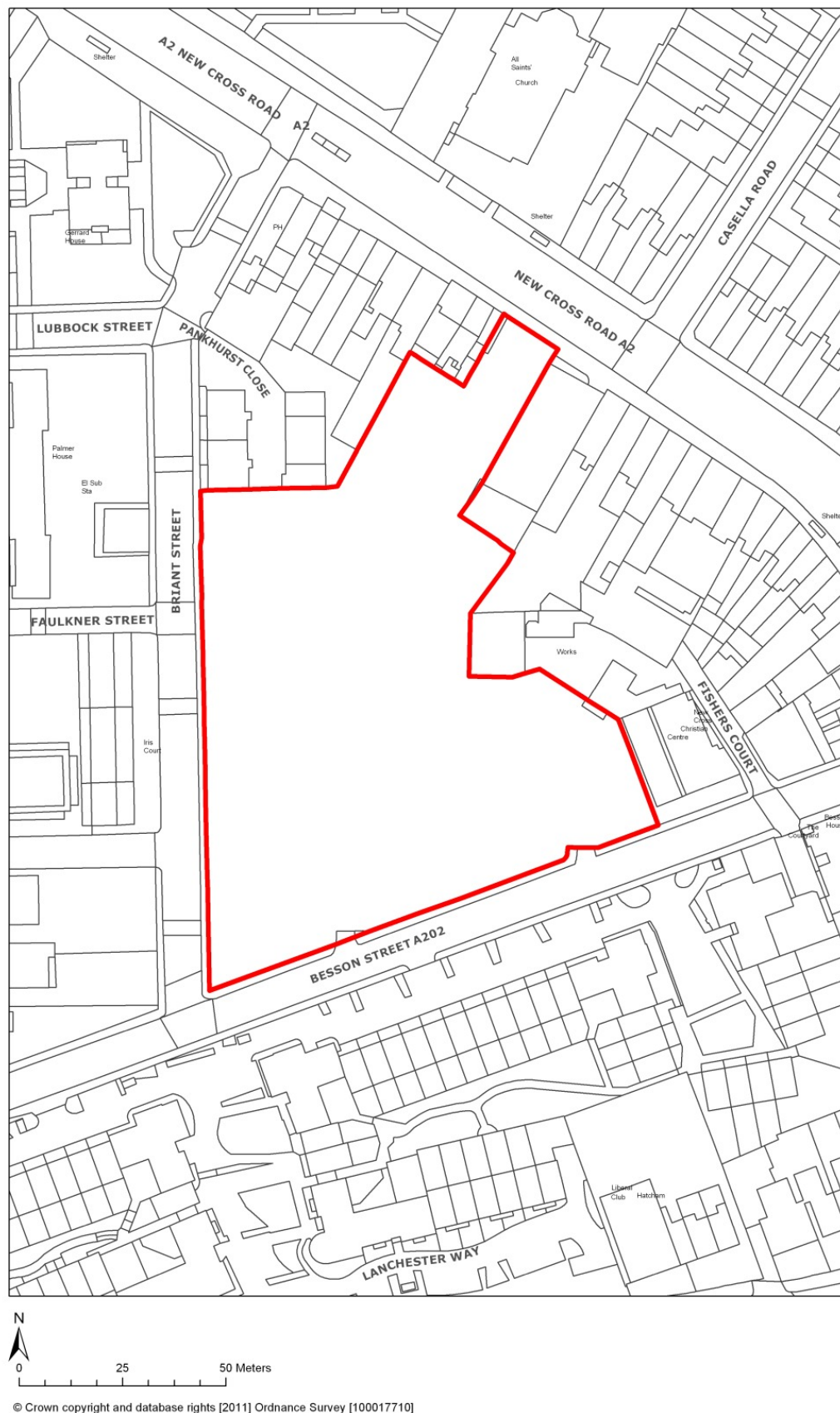
Other comments: The allocation provides a focal point for the New Cross Gate community and an architecturally striking landmark building. It will create new, high quality housing, new open space, provide pedestrian links and active frontages to Briant and Besson Streets and, serve as a catalyst for regeneration in the area, which is characterised by a high level of physical and social deprivation.

Thames Water have concerns regarding water supply but have no current concerns regarding waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment (SFRA)/Sequential Test: The site area (70%) falling within Flood Zone 1 and the area (20%) falling within Flood Zone 2 satisfies the Sequential Test. The area (10%) affected by Flood Zone 3a would satisfy the Sequential Test if exclusively used for less vulnerable or water compatible development, such as open space otherwise the Exception Test would need to be satisfied (Sequential Test Report Reference: DC23).

Sustainability Appraisal: Mitigation measures will need to address flood risk, impact on adjoining Conservation Area, waste management, air quality, noise and vibration. Refer to Appendix 4 of the Site Allocations SA.

Map 2.7 New Cross Gate Trust Site, Kender Estate, New Cross Gate

SITE REF: SA8

Site Name/Address: CHILDERS STREET MIXED USE EMPLOYMENT LOCATION, SE14

Allocation: Mixed Use Employment Location incorporating employment (B1 Use Classes light industrial/offices) with housing

Current Use: Industrial

Location and site description: The site is bounded to the north by Rolt Street and Childers Street and to the south by the Deptford rail line and Arklow Road. Directly across the rail line to the south is Site Allocation SA9 Arklow Road. To the north and east the area is surrounded by residential development. Public transport provision to the site is poor; at the northern end it is about five minutes walk from the A200 Evelyn Street, and to the south, approximately ten minutes walk from both Deptford and New Cross stations.

Site characteristics

Area	0.61 hectares
PTAL	2, 3, 4
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes
Flood Zone (FZ)	FZ 3a
Listed Building/close to a Listed Building	No
Other	Railway embankments and viaducts restrict visibility and development potential
Implementing body	Private Sector
Expected development timescale	Periods 1 & 2; 2011/2016 & 2016/2021
Planning status	Application not submitted
Indicative housing capacity (dwellings)	84
Indicative floorspace (employment uses)	20% of overall built floorspace
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 6, 9
Core Strategy Policies	SP1, SP2, CSP1, CSP4, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP16, CSP18, CSP21

Other comments: The introduction of residential development would mean that industrial uses are no longer compatible and would require their replacement by predominantly office based or light industrial/workshop uses. In line with Core Strategy Policy 4 'Mixed Use Employment Locations', to ensure a comprehensive approach to development, a masterplan would need to be submitted with a planning application, the requirements for which are detailed in Section 8 of the Core Strategy under Strategic Site Allocation 1.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

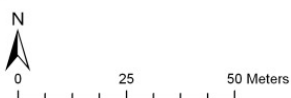
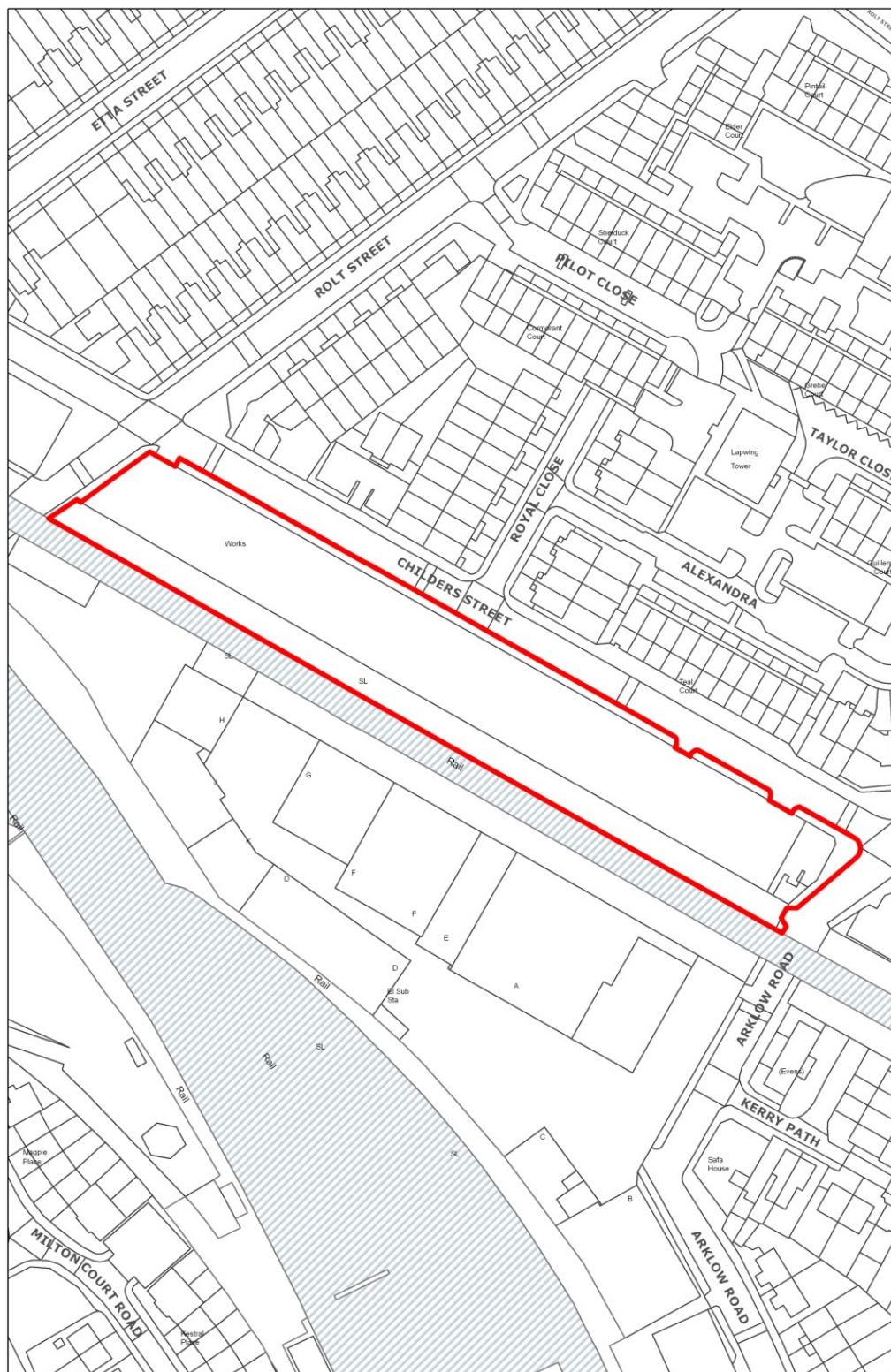
Thames Water have concerns regarding water supply but have no current concerns regarding waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: This site would pass the Sequential Test if at ground level it is exclusively used for Less Vulnerable development such as commercial. Should More Vulnerable development be proposed at ground floor level, for example residential, NPPF paragraph 102 Exception Test would need to be satisfied (Sequential Test Report Ref: DCE12).

Sustainability Appraisal: Mitigation measures will need to address flood risk, waste management, air quality, noise and vibration, traffic management. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: Supports designation as a Mixed Use Employment Location.

Map 2.8 Childers Street Mixed Use Employment Location

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SITE REF: SA9

Site Name/Address: ARKLOW ROAD MIXED USE EMPLOYMENT LOCATION, SE14

Allocation: Mixed Use Employment Location incorporating employment (B1 Use Classes light industrial/offices) with housing

Current Use: Industrial

Location and site description: The site is bounded to the north-east by Deptford rail line and to the south-west by New Cross station. Site Allocation SA8 Childers Street is directly across the rail line to the north. Public transport accessibility varies across the site with the southern most area about 5 minutes walk to New Cross station and the northern most area about 5 minutes walk to the A200 Evelyn Street.

Site characteristics

Area	2.24 hectares
PTAL	2, 3, 4, 6a
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	FZ 3a
Flood Zone (FZ)	No
Other	Railway embankments and viaducts restrict visibility and development potential
Implementing body	Private Sector
Expected development timescale	Periods 1 & 2; 2011/2016 & 2016/2021
Planning status	Application not submitted
Indicative housing capacity (dwellings)	100
Indicative floorspace (employment uses)	20% of overall built floorspace
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 6, 9
Core Strategy Policies	SP1, SP2, CSP1, CSP4, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP16, CSP18, CSP21

Other comments: The introduction of residential development would mean that industrial uses are no longer compatible and would require their replacement by predominantly office based or light industrial/workshop uses. In line with Core Strategy Policy 4 'Mixed Use Employment Locations', to ensure a comprehensive approach to development, a masterplan would need to be submitted with a planning application, the requirements for which is detailed in Section 8 of the Core Strategy under Strategic Site Allocation 1.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Thames Water have concerns regarding water supply but have no current concerns regarding waste water capability to this site.

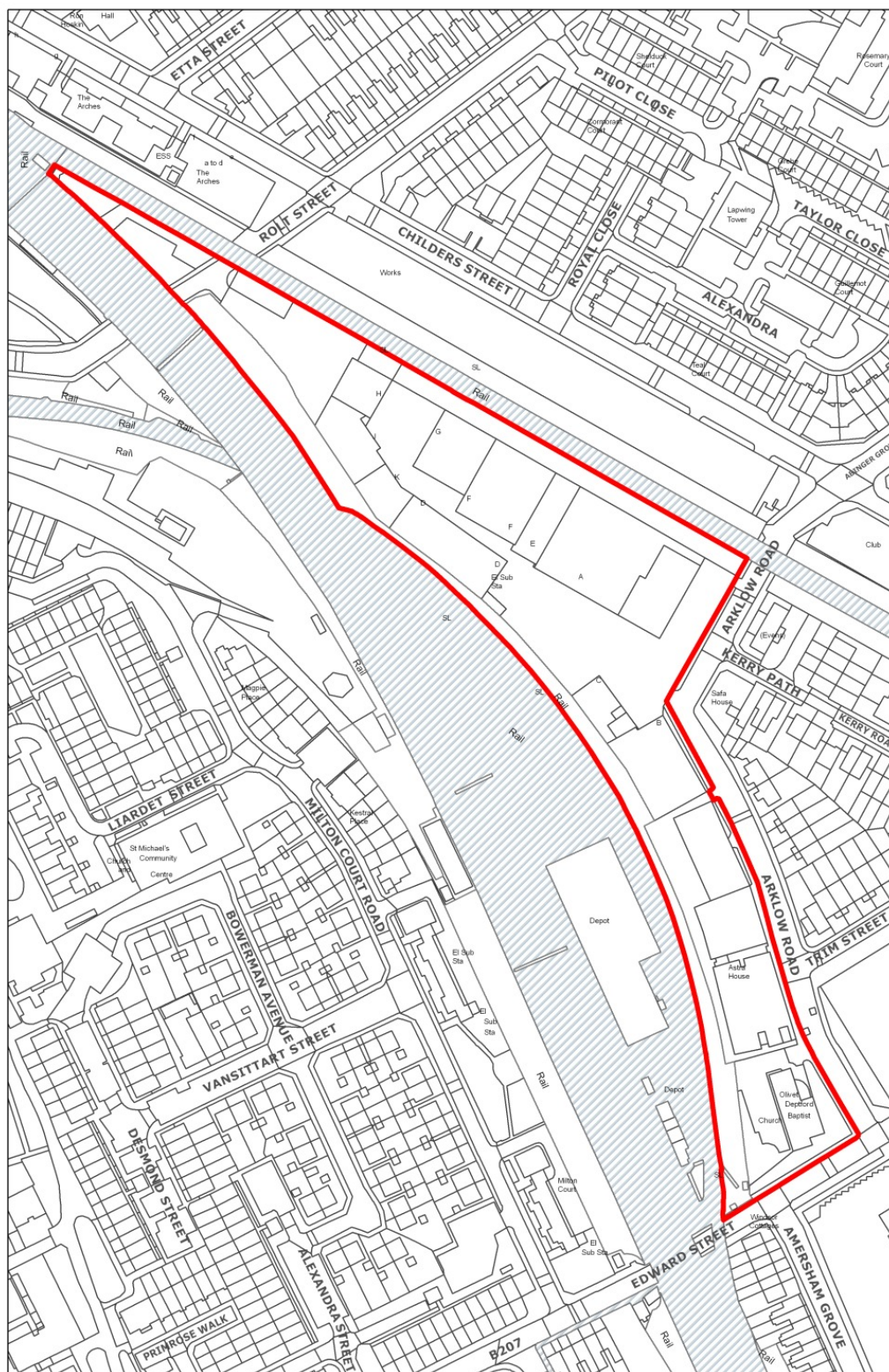
Evidence base

Strategic Flood Risk Assessment/Sequential Test: This site would pass the Sequential Test if at ground level it is exclusively used for Less Vulnerable development such as commercial. Should More Vulnerable development be proposed at ground floor level, for example residential, NPPF paragraph 102 Exception Test would need to be satisfied (Sequential Test Report Ref: DCE12).

Sustainability Appraisal: Mitigation measures will need to address flood risk, waste management, air quality, noise and vibration, traffic management. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: Supports designation as a Mixed Use Employment Location.

Map 2.9 Arklow Road Mixed Use Employment Location



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SITE REF: SA10

Site Name/Address: GRINSTEAD ROAD MIXED USE EMPLOYMENT LOCATION, SE8

Proposal: Mixed Use Employment Location, comprising a range of Business (B-class) uses and residential

Current Use: Industry and warehousing

Location and site description: This site which lies at the western end of Grinstead Road is separated from the larger industrial areas along Surrey Canal Road by a railway line on arches which also form its western boundary. It is adjoined to the north by flatted residential development. Its eastern boundary comprises Canal Approach with the buildings of the Deptford Business Park directly beyond this. Deptford Park lies opposite across Grinstead Road. An office building (Parkside House) with an attached yard/car park was destroyed in a major fire in 2007.

Access is from Grinstead Road and Neptune Works Canal Approach. The nearest public transport (bus routes) is on the A200 Evelyn Street, which is about a five minute walk away along Grinstead Road. Access to the main road network is via Grinstead Road. The closest railway station is about 10 minutes walk away but this would improve if the construction of the Surrey Canal Road Station on Phase 2 of the East London Line Extension (London Overground) were to be funded.

Site characteristics

Area	1.00 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 3a
Other	On the edge of the Surrey Canal Strategic Industrial Location; known to be contaminated.
Implementing body	Private Sector
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning Application DC/10/75331 granted March 2012
Indicative housing capacity (dwellings)	199
Indicative floorspace (employment uses)	1,973 square metres
Core Strategy Objectives	CSO 1, 2, 3, 4, 5, 6
Core Strategy Policies	SP1, SP2, CSP1, CSP4, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP16, CSP18, CSP21

Other comments: The allocation will deliver new employment floorspace, create a connection through from Folkstone Gardens to Deptford Park, address the park and maximise views over it.

In line with Core Strategy Policy 4 Mixed Use Employment Locations, to ensure a comprehensive approach to development a masterplan would need to be prepared, the requirements for which is detailed in Section 8 of the Core Strategy under Strategic Site Allocation 1.

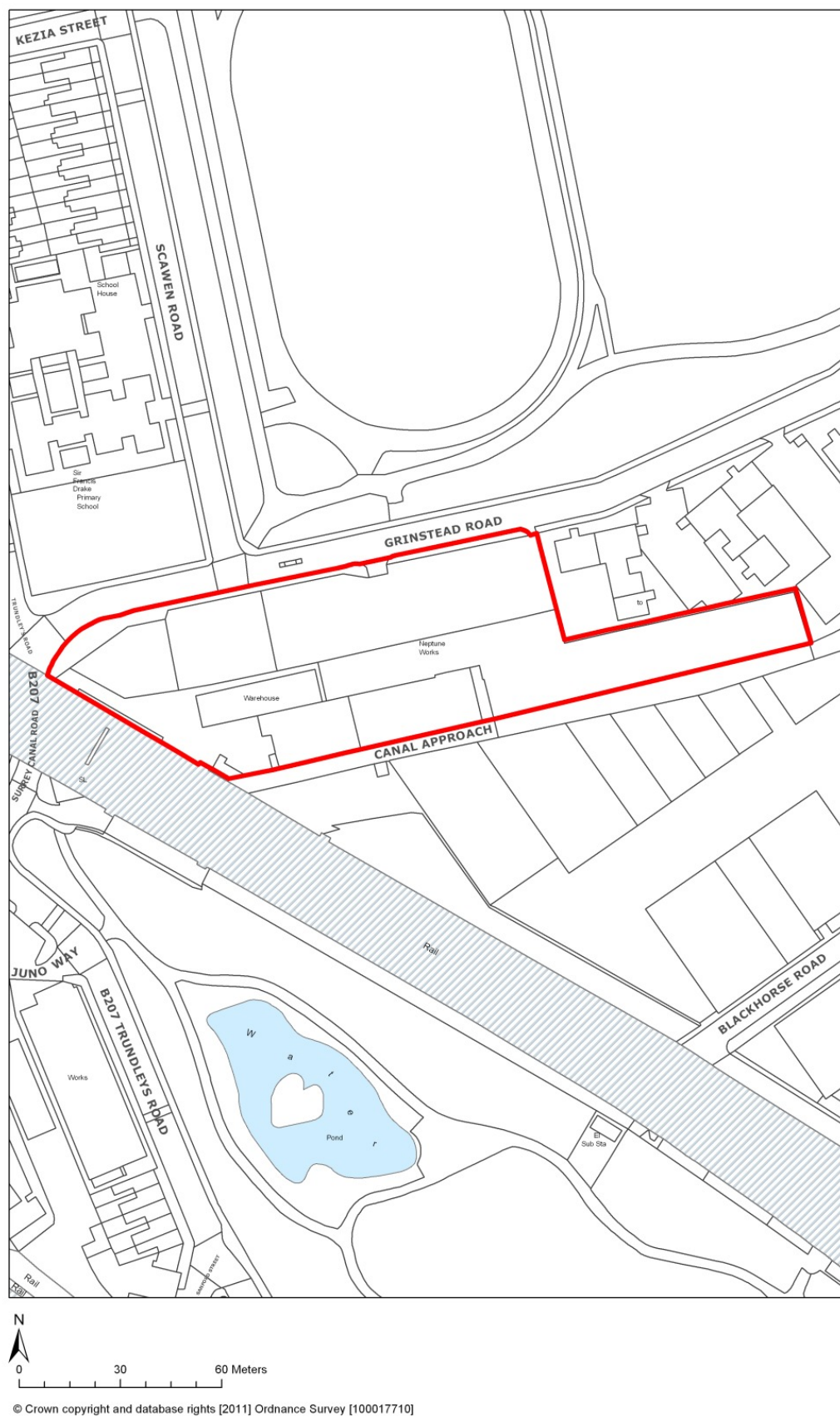
Thames Water have concerns regarding both water supply and waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site would pass the Sequential Test if at ground floor level it is exclusively used for the Less Vulnerable development of the proposed land use such as commercial. Should More Vulnerable development be proposed at ground floor level, such as residential, the Exception Test would need to be satisfied (Sequential Test Report Ref: DCE16).

Sustainability Appraisal: Mitigation measures will need to address flood risk, waste management, air quality, noise and vibration, potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: Supports designation as a Mixed Use Employment Location.

Map 2.10 Grinstead Road Mixed Use Employment Location, Deptford

Site Ref: SA11

Site Name/Address: SUN AND KENT WHARF MIXED USE EMPLOYMENT LOCATION, CREEKSID, SE8

Allocation: Mixed Use Employment Location comprising employment uses including creative industries, office, workshop development and housing

Current use: Creative industries (Cockpit Arts); caterers occupy Sun Wharf. A scaffolding firm occupies some of the arches. Kent Wharf was last used as a temporary works site by the Environment Agency.

Location and site description: Sun Wharf and Kent Wharf are two adjacent sites bordered on the west by Creekside and on the east by Deptford Creek. Kent Wharf is at the north end of the site and is adjacent to the Laban Dance Centre. Sun Wharf forms the larger part of the site and is bordered by the railway viaduct between Deptford and Greenwich stations. Kent Wharf comprises storage sheds and vehicle servicing facilities. Sun Wharf comprises a mixture of sheds and warehouses. A footpath/cycle path leading over the Ha'penny Hatch Bridge, which crosses the Creek, gives easy access to Greenwich Rail and DLR Station. Access to the Strategic Road Network (A2 and A200) is via Deptford Church Street.

Site characteristics

Area	1.4 hectares
PTAL	3
Within/adjacent to a Conservation Area	Adjacent to Deptford Creekside Conservation Area
Within an Area of Archaeological Priority	Yes
Flood Zone (FZ)	FZ 3a
Listed Building/located close to a Listed Building	Bridge and Viaduct listed
Other	Close to Deptford Town Centre, Adjacent to Sue Godfrey Nature Park; Deptford Creek is a Site of Metropolitan Importance for Nature Conservation; Close to safeguarded Brewery Wharf (in RB Greenwich); the East London Green Grid identifies Waterlink Way as a Strategic Corridor; contaminated land.
Implementing body	Private Sector
Expected development timescale	Periods 1 & 2: 2011/16 & 2016/21
Planning status	Outstanding Planning Application (resolution to grant August 2005) for ground floor commercial units and flats above at Kent Wharf
Indicative housing capacity (dwellings)	200
Indicative floorspace (employment uses)	20% of overall built floorspace
Core Strategy Objectives	CSO 1, 2, 3, 4, 6
Core Strategy Policies	SP1, SP2, CSP1, CSP4, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP16, CSP18, CSP21

Other comments: The allocation will contribute to the improvement of Deptford by:

- Increasing commercial floorspace and employment to contribute to the development of the area as a creative quarter, building on the Deptford/Greenwich creative hub and the presence of Cockpit Arts, a provider of workspace for creative industries
- Meeting the needs of new and expanding business sectors as identified in the Employment Land Study
- Building on the presence of the landmark Laban Centre building
- Contribution to housing provision
- Creating waterside access and improving the Creek's environment and walls
- Providing opportunity to create an attractive new public path at the edge of the Creek

The site was previously enhanced through the creation of an intertidal terrace and sand martin bank. Any site redevelopment should ensure these features are retained and enhanced, while maintaining the public right to navigate. In line with London Plan Policy 7.26, the potential for conflicts of use or disturbance in relation to the safeguarded Brewery Wharf should be minimised with any redevelopment.

A phased development may be appropriate and individual sites within the allocation need not come forward at the same time however there must be a comprehensive approach to development. In line with Core Strategy Policy 4 'Mixed Use Employment Locations', to ensure a comprehensive approach to development a masterplan would need to be submitted with a planning application, the requirements for which is detailed in Section 8 of the Core Strategy, Strategic Site Allocation 1.

Thames Water have concerns regarding water supply but have no current concerns regarding waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site would pass the Sequential Test if Less Vulnerable development such as commercial is provided at ground floor. Should More Vulnerable development be proposed at ground floor level, such as residential, the NPPF paragraph 102 Exception Test would need to be satisfied (Sequential Test Report Ref: DCE18).

Sustainability Appraisal: Mitigation measures will need to address flood risk, waste management, impact on adjoining listed buildings, air quality, noise and vibration, potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: Supports designation as a Mixed Use Employment Location.

Ravensbourne River Corridor Improvement Plan: Provides design guidance specific to this part of the river corridor.

Map 2.11 Sun and Kent Wharf Mixed Use Employment Location, Deptford



SITE REF: SA12

Site Name/Address: THANET WHARF MIXED USE EMPLOYMENT LOCATION, COPPERAS STREET, DEPTFORD, SE8

Allocation: Mixed Use Employment Location providing a range of Business (B1) employment uses, including provision for cultural and creative industries and housing

Current use: Vacant site

Location and site description: This site, which includes the Copperas Depot, lies south of Creek Road and is bounded by Copperas Street to the north west, the Laban Centre to the west and Deptford Creek to the south east. The north-west and south-east side of the site forms the borough boundary with Greenwich. The site is conveniently placed for Deptford station, the Cutty Sark DLR and Greenwich station and DLR. Creek Road (A200) is served by two bus services and four others run along Deptford Church Street. Copperas Street is a cycle route with links to national route 2 along the southern bank of the Thames, and route 21, which follows the Waterlink Way.

Site characteristics

Area	0.61 hectares
PTAL	4
Within/adjacent to a Conservation Area	No
Falling within an Area of Archaeological Priority	Deptford Creek Archaeological Priority Area
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 3a
Other	Deptford Creek is a Site of Metropolitan Importance for Nature Conservation; Close to safeguarded Brewery Wharf (in RB Greenwich); the East London Green Grid identifies Waterlink Way as a Strategic Corridor; contaminated land.
Implementing body	Private sector/Ampurius Nu Homes Investments Ltd
Expected development timescale	Period 1: 2011 - 2016
Planning status	Outstanding Planning Application Ref: DC/06/63352 (resolution to grant November 2007).
Indicative housing capacity (dwellings)	226
Indicative floorspace (employment uses)	20% of total floorspace
Core Strategy Objectives	CSO 1, 2, 3, 4, 6, 8, 9, 10, 11
Core Strategy Policies	SP1, SP2, CSP1, CSP4, CSP7, CSP8, CSP10, CSP11, CSP12, CSP13, CSP14, CSP15, CSP16, CSP18, CSP21

Other comments: The allocation enhances one of the borough's landmarks, forming part of a wider comprehensive approach to regenerating the area, thereby complementing and supporting the Laban Centre and relating to nearby areas for regeneration. The allocation provides an opportunity to promote sustainable transport, accessibility and permeability across the site and physical links with the surrounding area. The views of the Creek would need to be protected and enhanced and the natural habitat of specific fauna and flora maintained.

In line with Core Strategy Policy 4 'Mixed Use Employment Locations', to ensure a comprehensive approach to development, a masterplan would need to be submitted with a planning application. In line with London Plan Policy 7.26, the potential for conflicts of use or disturbance in relation to the safeguarded Brewery Wharf should be minimised with any redevelopment.

Thames Water have concerns regarding both water supply and waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The redevelopment of Thanet Wharf is location specific to the regeneration needs of the area. As such, the site would pass the sequential test if the ground level is used for less vulnerable development in accordance with NPPF paragraph 102. However, should more vulnerable residential, health and nursery/education uses be proposed at ground level, NPPF paragraph 102 Exception Test would need to be satisfied (Sequential Test Report Reference DCE20).

Sustainability Appraisal: Mitigation measures will need to address flood risk, waste management, air quality, noise and vibration, potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Ravensbourne River Corridor Improvement Plan: Provides design guidance specific to this part of the river corridor.

Map 2.12 Thanet Wharf Mixed Use Employment Location, Deptford

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SITE REF: SA13

Site Name/Address: EVELYN STREET LOCAL EMPLOYMENT LOCATION, 2 EVELYN STREET, SE8

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current Use: Commercial and warehouse

Location and site description: A small well defined area with access directly on to the A200 Evelyn Street. It is close to the north western boundary of the borough. Surrey Quays London Overground Station is 500 metres away (about 10 minutes walk), and is well served by bus routes. The site is surrounded on three sides by residential development.

Site characteristics

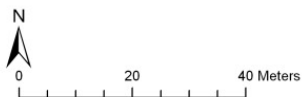
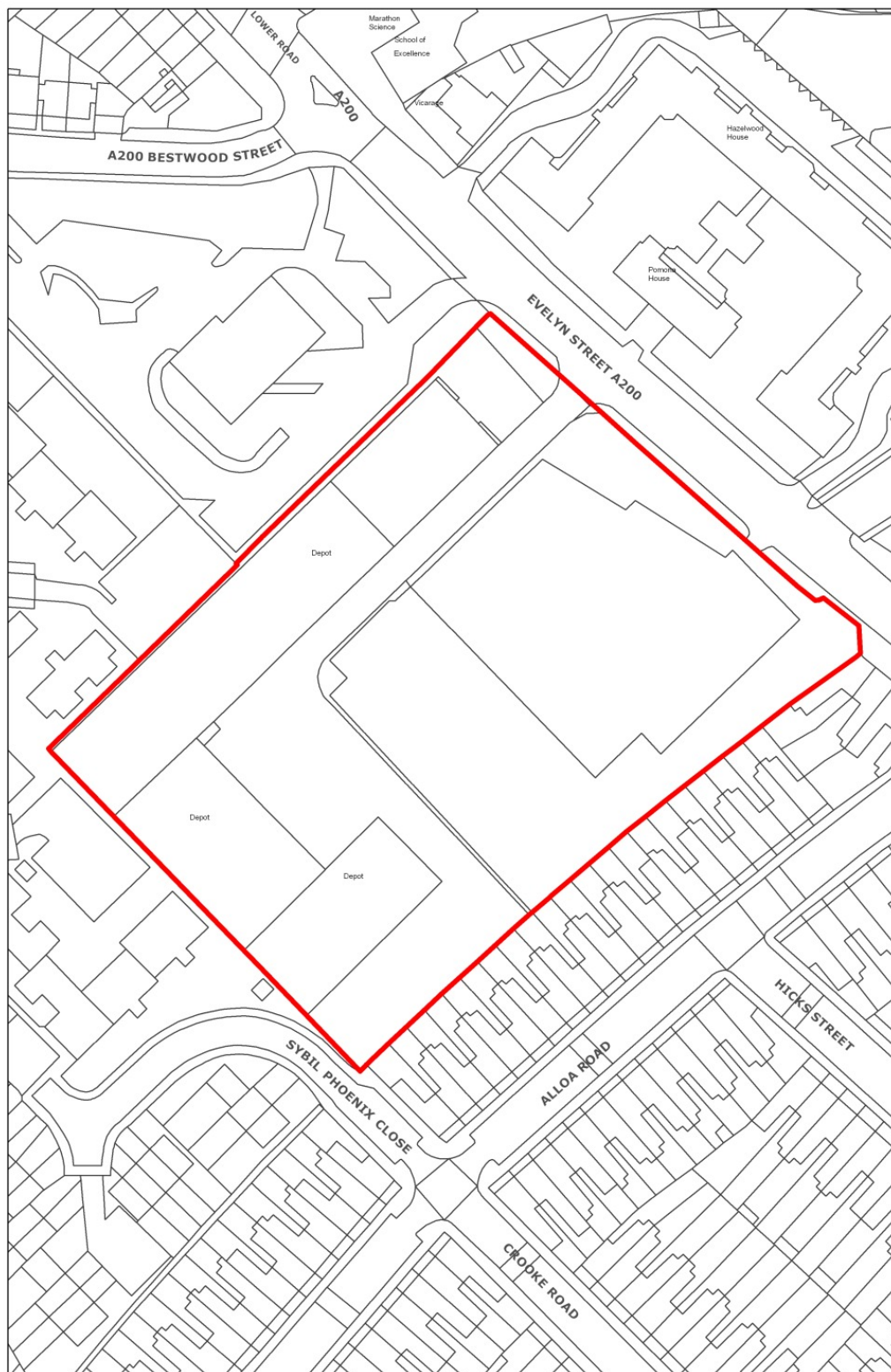
Area	1.19 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 3a
Other	Within Strategic Viewing Corridor from Blackheath Point to St Paul's Cathedral
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP2, CSP3

Other comments: This site provides modern buildings in a location close to public transport and to the strategic road network. Demand for these buildings has been consistently high over many years. The site is of a size that makes it locally significant.

Evidence base

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: The ELS supports this site's designation as a Local Employment Location.

Map 2.13 Evelyn Street Local Employment Location, Deptford

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SITE REF: SA14

Site Name/Address: CREEKSIDE LOCAL EMPLOYMENT LOCATION, 1-7 and 2-14 CREEKSIDE, SE8

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current use: Workshops, offices, storage and warehousing with a strong emphasis on creative industries, particularly at Faircharm Trading Estate. Harold Wharf is converted to an art gallery and artists' studios.

Location and site description: The area is located on the north eastern boundary of the borough. It is made up of two sites – the Faircharm Trading Estate (8-12) and Creekside South. The site as a whole is bounded by Deptford Creek to the east and south, and the Deptford - Greenwich network rail line to the north. The western boundary is formed partly by a housing estate and partly by Deptford Church Street. The DLR passes through the site on pillars. The Creekside Discovery Centre site at 14 Creekside is the location of underground gas supply pipes. The Faircharm Trading Estate is self-contained with its own servicing and café.

Site characteristics

Area	3.12 hectares
PTAL	3
Within/adjacent to a Conservation Area	Within the Deptford Creekside Conservation Area
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	No
Flood Zone	FZ3a
Other	Within Strategic Viewing Corridor from Blackheath Point to St Paul's Cathedral. Adjacent to Deptford Creek Site of Metropolitan Importance for Nature Conservation. The Creekside Discovery Centre site at 14 Creekside is a Site of Importance for Nature Conservation. The proposed route of Waterlink Way passes along the eastern edge of the site, adjacent to the Creek.
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP3, CSP3

Other comments: This area represents Deptford's last remaining example of a predominantly river related industry. It retains a strong industrial character and provides premises for a significant cluster of creative industries, which the Core Strategy aims to support.

Any development should be informed through an understanding of the site's historic significance and would need to preserve and enhance the character of the Deptford Creekside Conservation Area.

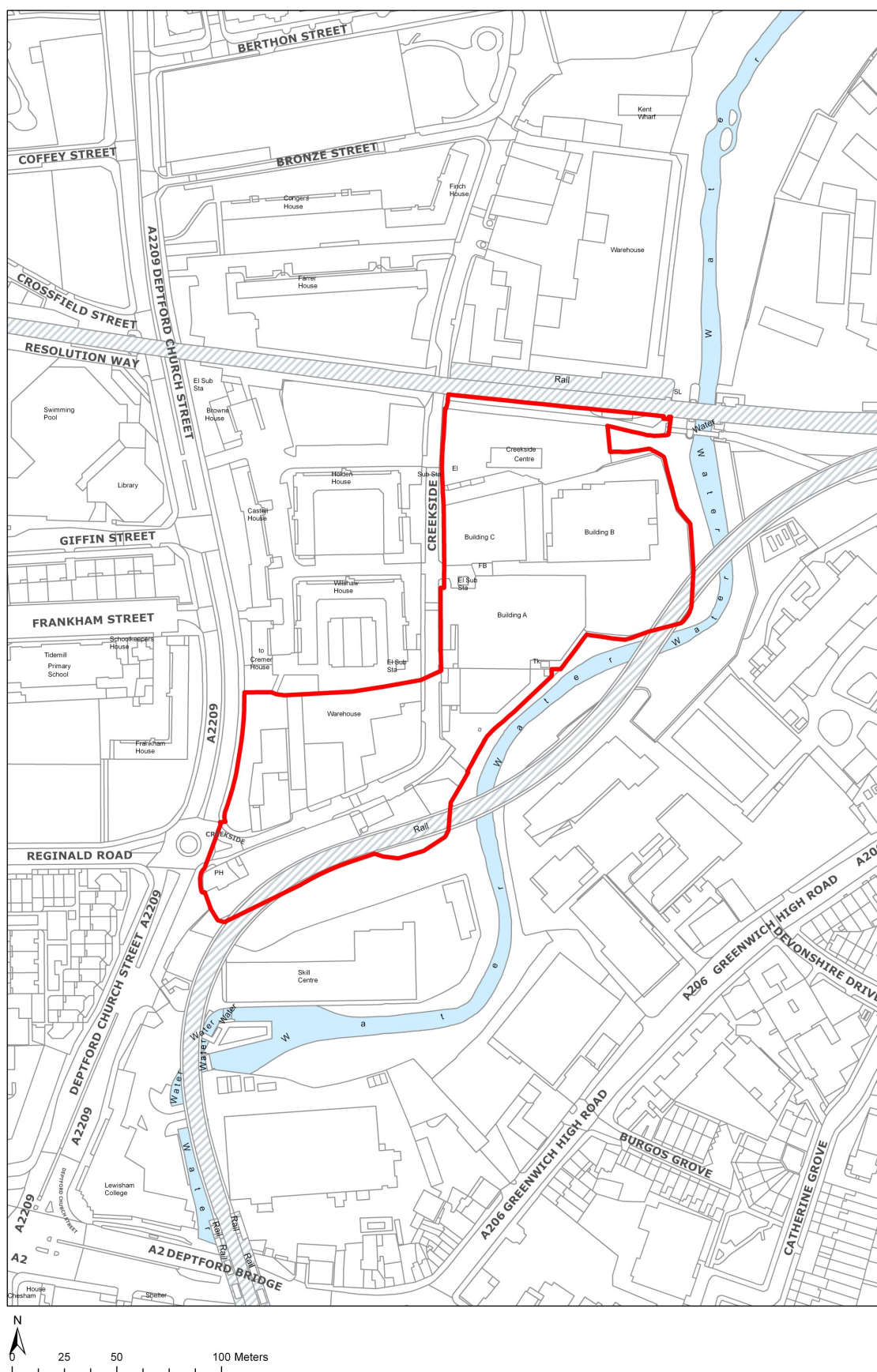
Evidence base

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: The ELS supports designation as a LEL and states that any new development or refurbishment should not undermine the importance of this location for generating employment uses.

Ravensbourne River Corridor Improvement Plan: Provides design guidance specific to this part of the river corridor.

Map 2.14 Creekside Local Employment Location, Deptford



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SITE REF: SA15

Site Name/Address: LEWISHAM WAY LOCAL EMPLOYMENT LOCATION, 155 LEWISHAM WAY, SE14

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current use: Business

Location and site description: Lewisham Way is currently a purpose-built modern business estate of 10 units, which is accessed from Lewisham Way. To the west is a terrace of shops with residential above. To the east is predominantly residential development on Tanners Hill. To the rear of the site and accessed from Tanners Hill are sites allocated for housing (see site SA40). The site has parking and servicing facilities and direct road access from the A20 Lewisham Way. Several bus routes pass close by and New Cross station is about 10 minutes walk away. Lewisham Way is served by a range of local shopping parades with more extensive facilities at Lewisham and New Cross town centres.

Site characteristics

Area	0.5 hectares
PTAL	6
Within/adjacent to a Conservation Area	The Brockley Conservation Area is on the opposite side of Lewisham Way
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	The Grade II Listed Art House (formerly Deptford Public Library) is on the opposite side of Lewisham Way
Flood Zone (FZ)	FZ1
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP3, CSP3

Other comments: A self-storage business has recently been constructed on this site (planning permission granted on appeal (Ref: DC/09/71479)). This resulted in seven of the ten business units being lost to the self-storage facility, nonetheless, the area is still worthy of an LEL designation.

Evidence base

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Employment Land Study: The ELS supports a Local Employment Location designation.

Map 2.15 Lewisham Way Local Employment Location



SITE REF: SA16**Site Name/Address:** PRENDERGAST VALE COLLEGE, ELMIRA STREET, SE13**Allocation:** Education ('Through' School)**Current use:** Education (Primary School)

Location and site description: The school is a 2-storey stock brick building located in Elmira Street. Its boundaries comprise Vian Street to the north, Elmira Street to the south and east and a railway embankment to the west. The River Ravensbourne is located approximately 100 metres east of the site and the Sundermead Estate (renewed since 2005) is located on Elmira Street.

Site characteristics

Area	1.03ha
PTAL	6
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Flood Zone (FZ) Location	FZ 3a with small parts in Flood Zone 2
Listed Building/located close to a Listed Building	The school is a Listed Building Grade II
Implementing body	Lewisham Education Directorate Learning 21 (Building Schools for the Future programme)
Expected development timescale	Period 1: 2011-2016
Planning status	Planning Application approved September 2010. Ref: DC/10/74507. This application is now implemented.
Core Strategy Objectives	CSO 1, 6, 10, 11
Core Strategy Policies	SP1, SP2, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP16, CSP19, CSP20

Other comments: The new school will be part of the Prendergast Federation of Schools and will provide for 855 students and 70 staff. This location is suitable for the 'through' school, being in a central area close to Lewisham Town Centre and with good public transport links. Lewisham Train Station and DLR, plus several bus routes are in very close proximity. In design terms, the frontage should address and respect the nearby, award-winning Cornmill Gardens, provide an active frontage to Vian Street and lessen the impact of the railway on the teaching environment.

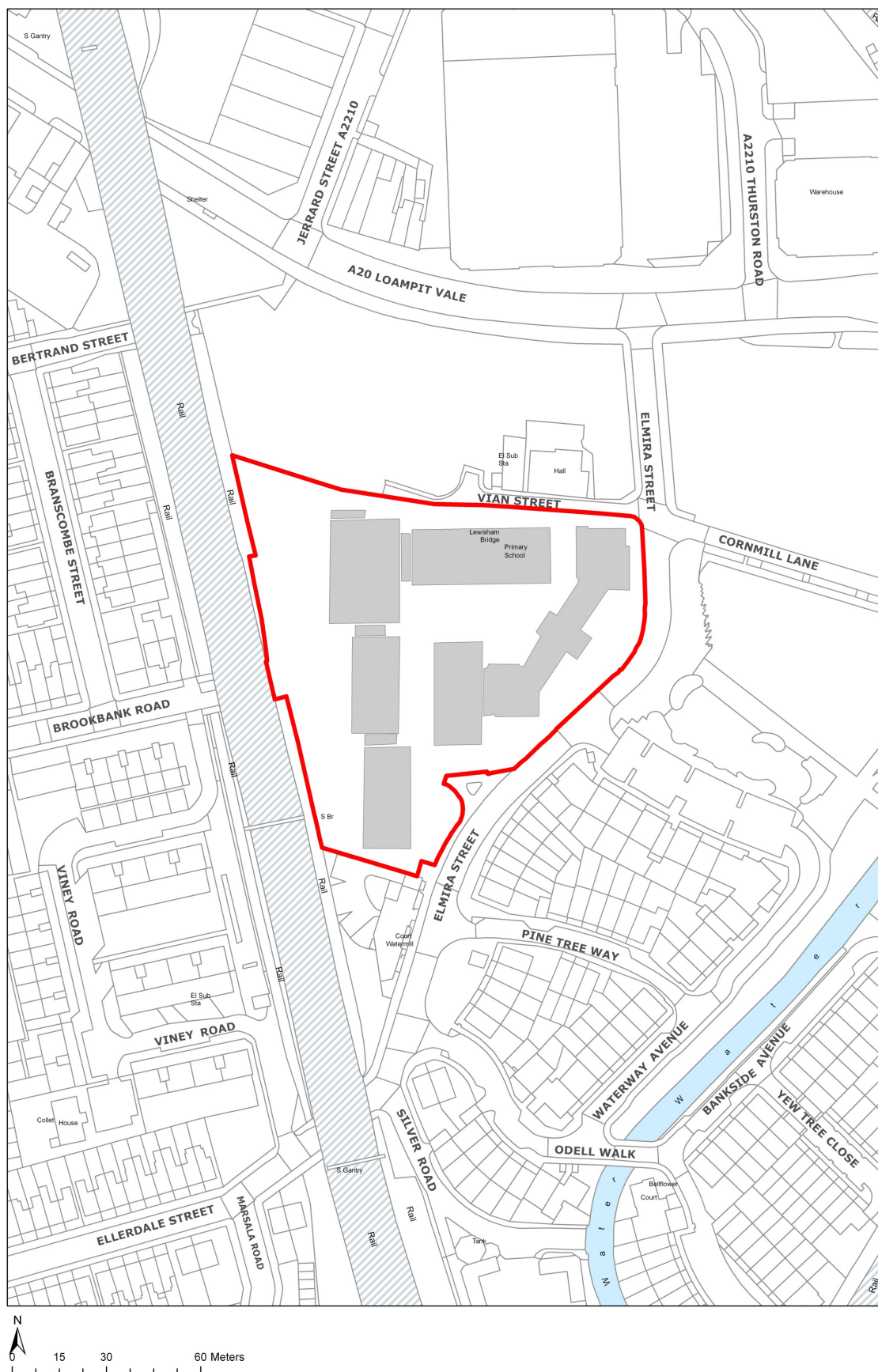
Evidence base

Strategic Flood Risk Assessment/Sequential Test: This site is not included in Lewisham's SFRA or Sequential Test reports. However, the EA Flood Map shows that it lies mainly within Flood Zone 3, with some parts within Zone 2. The flood risk is understood to attribute to fluvial flooding from the River Ravensbourne.

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, impact on listed building, air quality and noise and vibration. Refer to Appendix 4 of the Site Allocations SA.

Infrastructure Delivery Plan: This site is required under the borough's Building Schools for the Future Programme.

Map 2.16 Prendergast Vale College, Elmira Street



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SITE REF: SA17

Site Name/Address: DEPTFORD GREEN SECONDARY SCHOOL (COMPRISING EDWARD STREET ANNEX and AMERSHAM VALE sites), SE14

Allocation: Provide a new school (upper and lower) on Edward Street Annex, to include a small section of land at the north-east corner of Fordham Park. Redevelop Amersham Vale (upper school site) for new public open space (39%) and housing (61% of site).

Current use: Comprehensive, secondary school site. 39% of Amersham Vale site granted planning permission for open space.

Location and site description: The Amersham Vale site is bounded to the north by Edward Street and to the west and south is Amersham Grove. To the north on the opposite side of Edward Street are two churches and the upper school's Multi Use Games Area. Amersham Vale lies to the east of the site. The Lower School site (Edward Street) is bounded to the north by Edward Street and to the east by Pagnell Street. To the south are Angus Street, the Moonshot Centre and Fordham Park.

Site characteristics

Area	Amersham Vale site - 1.1 hectares approximately Edward Street site - 0.96 hectare approximately
PTAL	4/5 (Edward St. 4; Amersham Vale 5)
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes
Flood Zone (FZ)	Edward Street Flood Zone 1 (97%); FZ2 (3%). Amersham Vale site - Flood Zone 3a
Listed Building/located close to a Listed Building	No
Other	Edward Street Annex is adjacent to Fordham Park. The River Thames is approximately 15 minutes walk away from the site. Railway bridges to the west of the site form part of a designated Green Corridor. The site is located within an Air Quality Management Area, and an Environment Agency designated Total Source Protection Zone meaning that it is considered an area of high pollution risk to groundwater.
Implementing body	Lewisham Education Directorate - Building Schools for Future programme
Expected development timescale	Period 1: 2011 - 2016 (completion scheduled for 2012)
Planning status	Planning permission granted early 2011 for a school on Edward Street Annex; Planning permission for open space granted for approx 39% of Amersham Vale site (Ref:DC/10/73438)
Indicative housing capacity (dwellings)	120
Core Strategy Objectives	CSO 1, 2, 3, 6, 7, 10, 11
Core Strategy Policies	SP1, SP2, CSP7, CSP8, CSP9, CSP10, CSP13, CSP14, CSP15, CSP16, CSP19, CSP20

Other comments: To provide a single school on the Edward Street site, an element of land take from Fordham Park was agreed. Replacement open space on 39% of the Amersham Vale site is agreed with the remaining 61% allocated to residential.

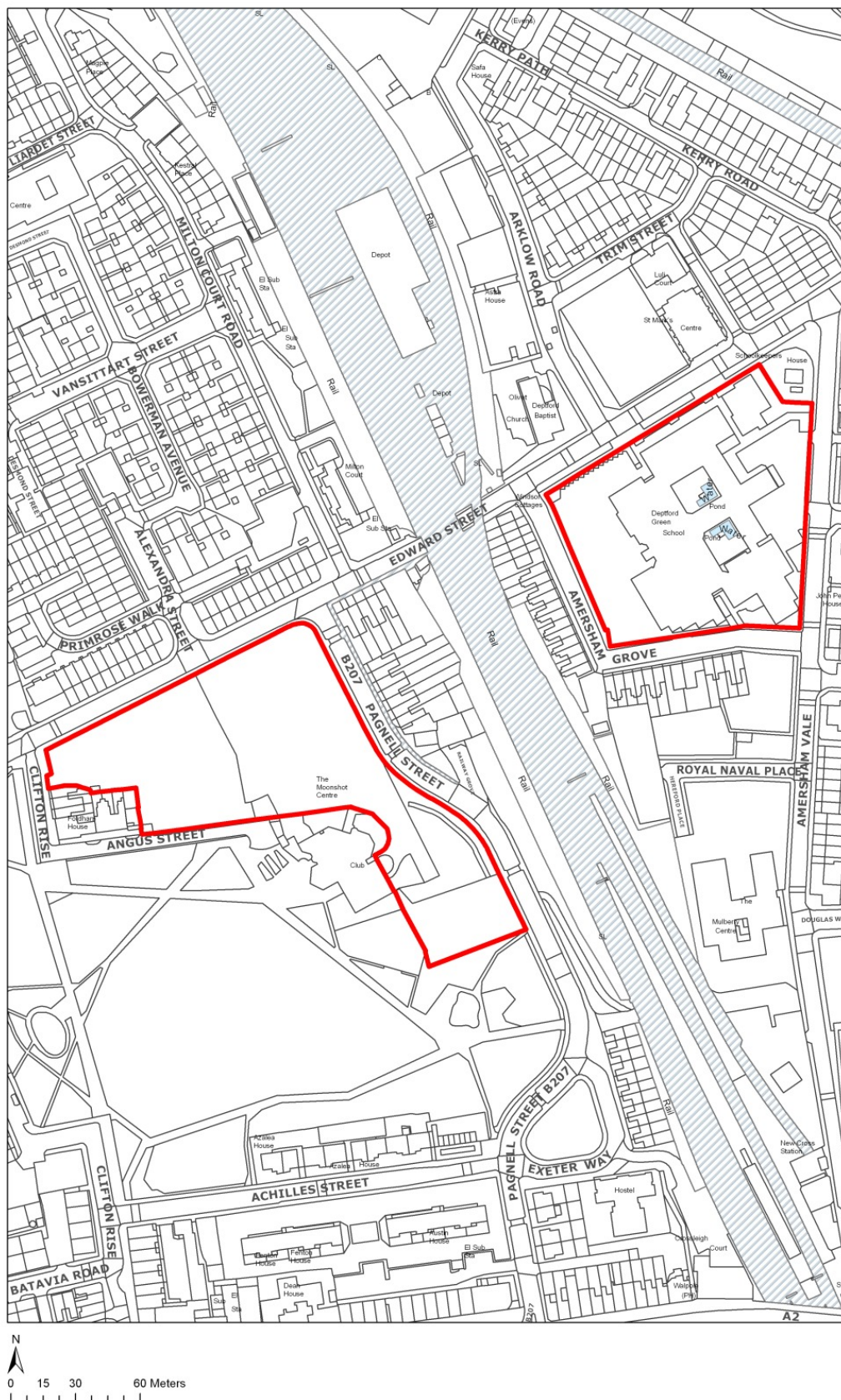
Thames Water have concerns regarding water supply capability but do not currently have concerns regarding was water capability to the site.

Evidence base

Strategic Flood Risk Assessment: Edward Street site and the adjacent Fordham Park falls within Flood Zone 1 (97%) and Flood Zone 2 (3%) and satisfies the Sequential Test (See Sequential Test Report Ref: ADD5). The Amersham Vale site falls within Flood Zone 3a. The NPPF paragraph 102 Exception Test would need to be satisfied if residential (More Vulnerable) development were to be provided on this site.

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, noise and open space. Refer to Appendix 4 of the Site Allocations SA.

Map 2.17 Deptford Green Secondary School (Edward Street & Amersham Vale) SE14



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2.4 Sites falling within the District Hubs

- 2.26** The District Hubs are focused around district town centres that provide for the local community's daily needs. The physical form, characteristics and opportunities for redevelopment varies across the District Hubs. Forest Hill and Lee Green are both centres with underutilised land and regeneration potential. Blackheath and Sydenham are within or partially within conservation areas and have limited scope for major new development.
- 2.27** The following provides a summary of the site allocations within the District Hubs.
- 2.28** Table 2.6 identifies sites allocated for mixed use housing development.

Table 2.6 Mixed Use housing sites

Ref	Site	Allocation
	Forest Hill Station - SA18, SA19, SA20	
SA18	Site at Waldram Place/Perry Vale including Timber Yard, SE23	Mixed use retail, business/employment with housing
SA19	Site at Forest Hill Station, incl. car park and storage yard, SE23	Mixed use retail, business/employment with housing
SA20	Fairway House, Rear of 53 Dartmouth Road, Forest Hill, SE23	Mixed use retail, business/employment with housing
SA21	O'Rourke Transport/ Sivyer Transport 154-160 Sydenham Road, SE26	Mixed use employment with housing
SA22	113 to 157 Sydenham Road, SE26	Mixed use retail, employment and housing
SA23	Leegate Centre Lee Green, SE12	Retail led mixed use including housing, offices and hotel

- 2.29** Table 2.7 identifies sites allocated for local employment locations (LELs).

Table 2.7 Local Employment Locations (LEL)

Ref	Site	Allocation
SA24	Clyde Vale LEL, Forest Hill - comprising Forest Hill Business Centre, SE23	LEL
SA25	Perry Vale LEL, Forest Hill - comprising Forest Hill Industrial Estate & Postal Sorting Office Perry Vale, SE23	LEL

SITE REF: SA18

Site Name/Address: EAST OF FOREST HILL RAILWAY LINE & WEST SIDE OF WALDRAM PLACE/PERRY VALE, SE23

Allocation: Mixed use retail, business/employment with housing

Current use: Light industrial/timber yard

Location and site description: This site which falls east of Forest Hill Railway Station includes the timber yard and is bounded by Waldram Place and Perry Vale. Local bus routes, train connections to Victoria and London Bridge and the London Overground serve the area.

Site characteristics

Area	0.20 hectares
PTAL	4
Within/adjacent to a Conservation Area	On the boundary of Forest Hill Conservation Area
Within an Area of Archaeological Priority	No
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other characteristics	Rail line is Green Corridor. Within District Centre boundary. Views of church spire to be protected.
Implementing body	Private sector
Expected development timescale	Medium to long term
Planning status	No planning application
Indicative housing capacity (dwellings)	23-33
Core Strategy Objectives	CSO 2, 3, 4
Core Strategy Policies	SP1, SP3, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP16, CSP17, CSP18, CSP21

Other comments: The allocation will provide opportunities for visual and physical improvements to the surrounds of the Railway Station to give people a sense of arrival; provide a strong relationship with the existing built form on the other side of Perry Vale and Waldram Park; improve the vitality to the town centre: and is in line with the Forest Hill Urban Design Framework and Development Strategy. Buildings on this site should be limited in height in order to respect the setting of the adjoining Forest Hill Conservation Area.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Thames Water currently have no concerns regarding water supply or waste water capability to this site.

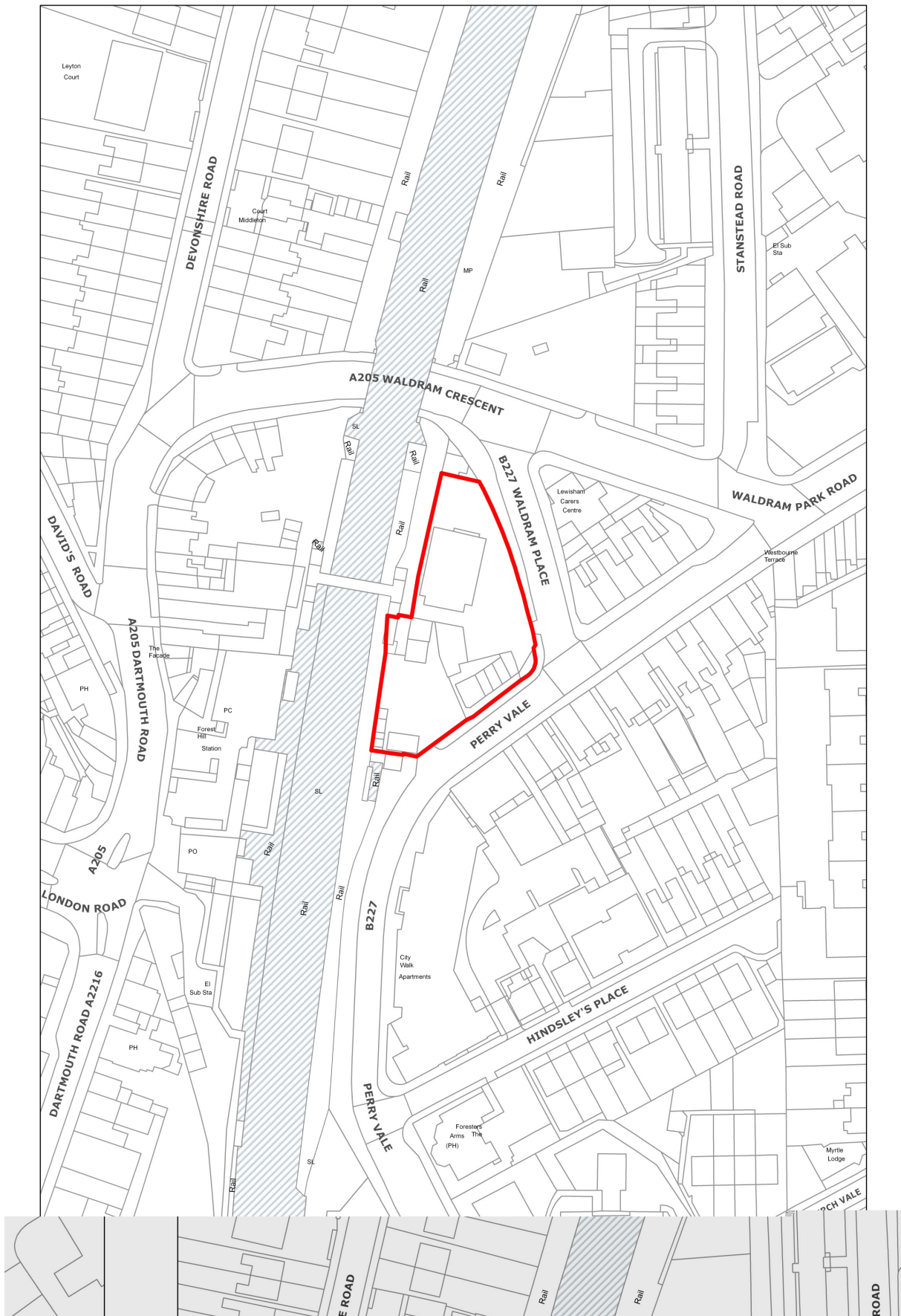
Evidence base

Strategic Flood Risk Assessment/Sequential Test: Flood Zone 1 location, therefore suitable in principle for all development types.

Sustainability Appraisal: Mitigation measures will need to address waste management, traffic management, air quality, noise and vibration and impact on adjoining Green Corridor. Refer to Appendix 4 of the Site Allocations Sustainability Appraisal.

Forest Hill Urban Design Framework & Development Plan: Supports the allocation.

Map 2.18 Site East of Forest Hill Railway Line at Waldram Place/Perry Vale including Timber Yard



SITE REF: SA19

Site Name/Address: SITE WEST OF FOREST HILL STATION, including CAR PARK and STORAGE YARD, SE23

Allocation: Mixed use retail, business/employment with housing

Current use: Light industrial/storage/car park

Location and site description: The site falls to the west of Forest Hill railway line within the Forest Hill town centre boundary. The area is served by local bus routes, train connections to Victoria and London Bridge and the London Overground.

Site characteristics

Area	0.62 hectares
PTAL	4
Within/adjacent to a Conservation Area	Within Forest Hill Conservation Area
Within an Area of Archaeological Priority	No
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Rail line is Green Corridor. Within District Centre boundary.
Implementing body	Private sector
Expected development timescale	Medium to long term
Planning status	No planning application
Indicative housing capacity (dwellings)	51-74
Core Strategy Objectives	CSO 2, 3, 4
Core Strategy Policies	SP1, SP3, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP16, CSP17, CSP18, CSP21

Other comments: The allocation will provide opportunities for a legible, attractive and well overlooked Station Square; provide visual and physical improvements to the surrounds of the railway station to give people a sense of arrival; improve the interchange with buses; and ensure a legible route into the town centre. Better use will be made of the commercial accommodation by redesigning the layout to include residential and improve the vitality to the town centre.

Applicants should involve Transport for London in the design of any new station entrance and changes to bus stops to ensure it meets operational requirements.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

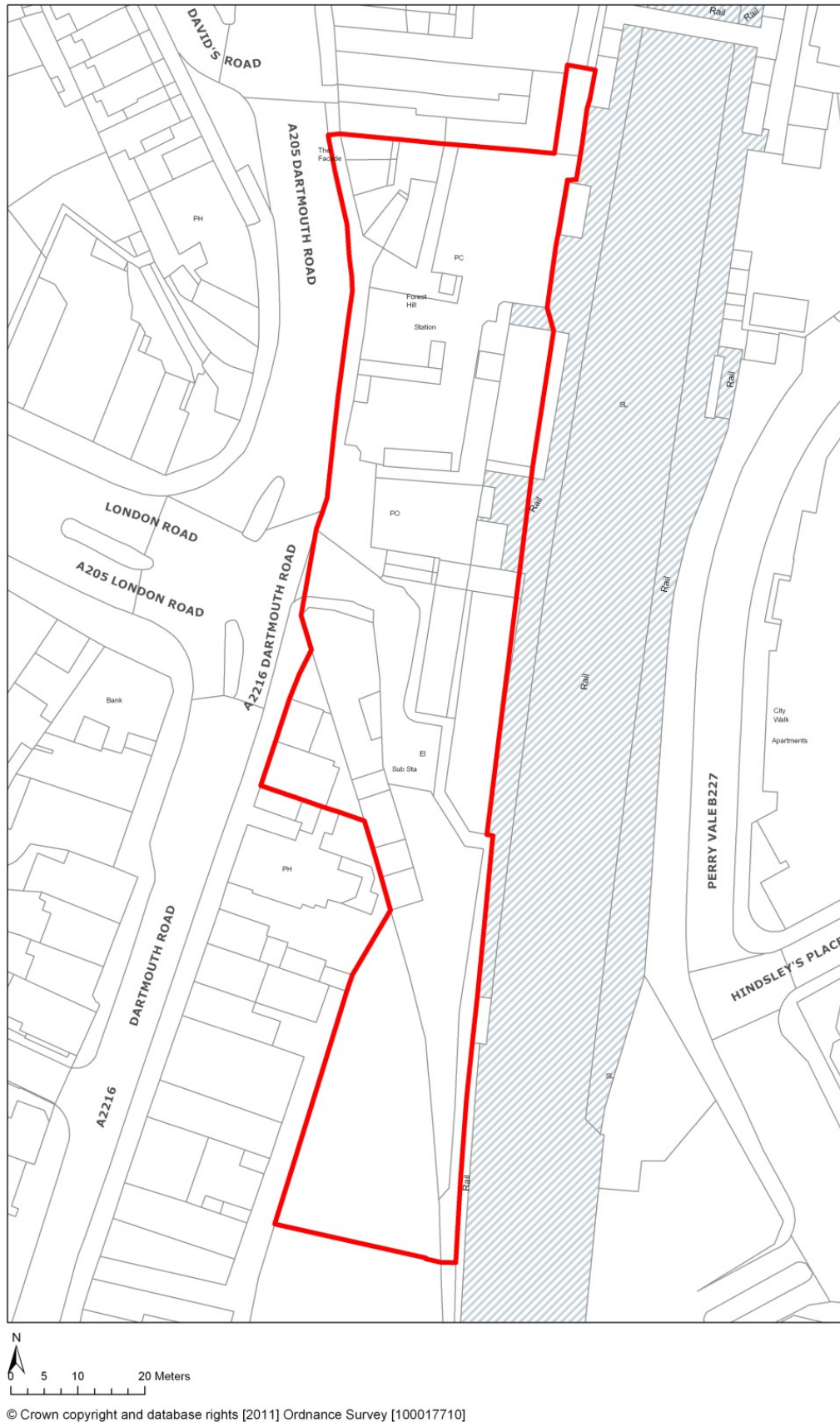
Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: Flood Zone 1 location, therefore suitable in principle for all development types

Sustainability Appraisal: Mitigation measures will need to address waste management, impact on adjoining conservation area, traffic management, air quality, noise and vibration and potential land contamination. Refer to Appendix 4 of the Site Allocations Sustainability Appraisal.

Forest Hill Urban Design Framework & Development Strategy: Supports the allocation.

Map 2.19 Site at Forest Hill Station including Car Park & Storage Yard

SITE REF: SA20

Site Name/Address: FAIRWAY HOUSE, REAR OF 53 DARTMOUTH ROAD, FOREST HILL, SE23

Allocation: Mixed use retail, business/employment with housing

Current use: MOT testing station and car repairs

Location and site description: The site is located within the boundary of the Forest Hill town centre and to the rear of 53 Dartmouth Road. Forest Hill station and the London Overground are in close proximity.

Site characteristics

Area	0.16 hectares
PTAL	4
Within/adjacent to a Conservation Area	Within Forest Hill conservation area
Within an Area of Archaeological Priority	No
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Rail line is green corridor. Within District Centre boundary.
Implementing body	Private sector
Expected development timescale	Medium to long term
Planning status	MOT testing station and car repairs recently completed (Ref: DC/10/74247)
Indicative housing capacity (dwellings)	13-19
Core Strategy Objectives	CSO 2, 3, 4
Core Strategy Policies	SP1, SP3, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP16, CSP17, CSP18, CSP21

Other comments: Although the planning permission (Ref: DC/10/74247) has been implemented, development potential remains and the Council allocates the site for the above uses, which would provide visual and physical improvements; improve the vitality of the town centre; and is line with the Forest Hill Urban Design Framework and Development Strategy.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Thames Water currently have no concerns regarding water supply or waste water capability to the site.

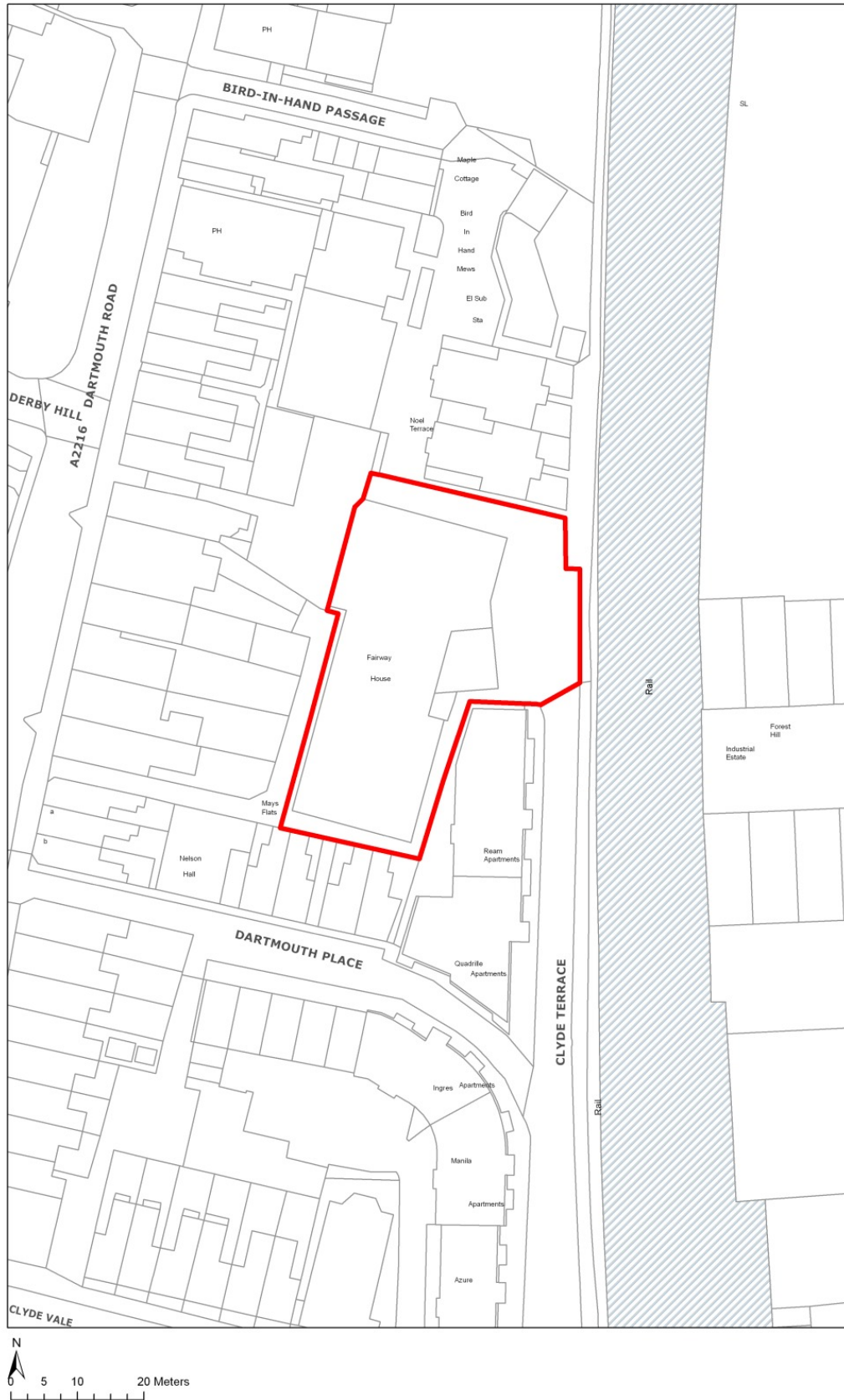
Evidence base

Strategic Flood Risk Assessment/Sequential Test: Flood Zone 1 location, therefore suitable in principle for all development types.

Sustainability Appraisal: Mitigation measures will need to address waste management, air quality, noise and vibration, impact on adjoining conservation area and Green Corridor. Refer to Appendix 4 of the Site Allocations Sustainability Appraisal.

Forest Hill Urban Design Framework & Development Plan: Supports the allocation.

Map 2.20 Fairway House, Forest Hill



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SITE REF: SA21

Site Name/Address: O'ROURKE TRANSPORT/SIVYER TRANSPORT SITE 154-160 SYDENHAM ROAD, SE26 5JZ

Allocation: Mixed use employment with housing

Current use: Haulage services and related administration/offices

Location and site description: This site is located in Sydenham to the south of the A212 and is predominantly surrounded by residential. Access is via a narrow alley way.

Site characteristics

Site area	0.52 hectares
PTAL	4
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Implementing body	Private
Expected development timescale	Period 2: 2016 -2021
Planning status	None
Indicative housing capacity (dwellings)	28
Core Strategy Objectives	CSO 2, 3, 4,
Core Strategy Policies	SP1, SP3, CSP5, CSP7, CSP8, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation should maintain or improve the current employment contribution while also contributing to the housing provision targets for the borough. Employment uses on this site are an asset to Sydenham and bring short and long term economic benefits to the area.

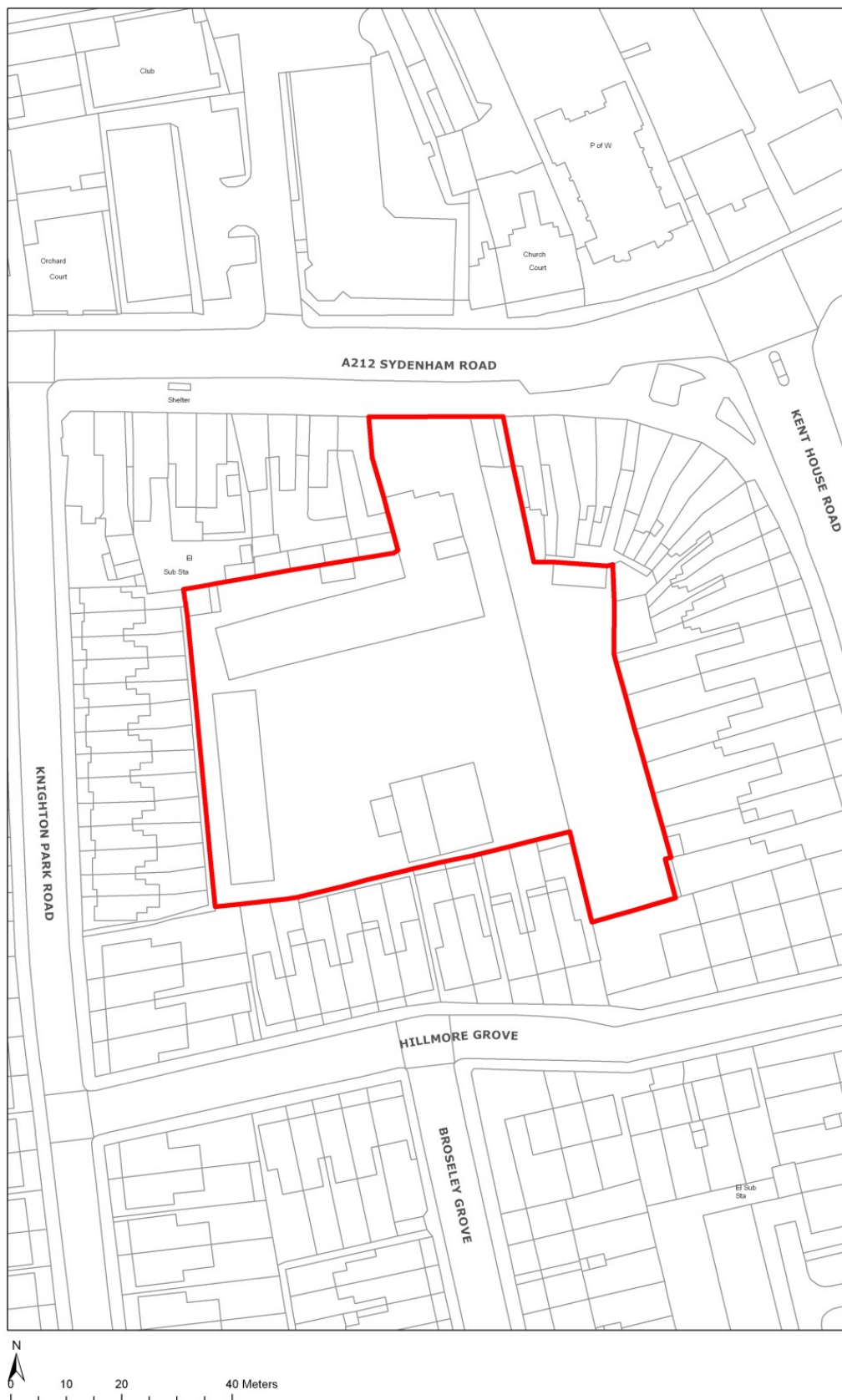
Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment / Sequential Test: Flood Zone 1 location, therefore suitable in principle for all development types.

Sustainability Appraisal: Mitigation measures will need to address waste management, impact on Green Corridor and potential land contamination. Refer to Appendix 4 of the Site Allocations Sustainability Appraisal.

Map 2.21 O'Rourke Transport/Sivyer Transport Site, 154-160 Sydenham Road



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SITE REF: SA22**Site Name/Address:** 113 – 157 SYDENHAM ROAD, SE26**Allocation:** Mixed use retail, employment and housing**Current use:** Mix of uses**Location and site description:** This site is located in Sydenham north of the A212 and is bounded by Mayow Road and Berryman's Lane.**Site characteristics**

Area	0.85 hectares
PTAL	4
Within/adjacent to a Conservation Area	Thorpes Conservation Area is on the opposite side of the street
Within an Area of Archaeological Priority	Yes
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Town centre location
Implementing body	Private sector
Expected development timescale	Period 2: 2016-2021
Planning status	10/02/10 permission granted for change of use from car sales showroom to car rental hire at 139 - 151 (Ref: 09/73204)
Indicative housing capacity (dwellings)	98
Core Strategy Objectives	CSO 2, 3, 4
Core Strategy Policies	SP1, SP3, CSP5, CSP7, CSP8, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation of this high profile site will add more variety to the economy of the town centre, add to its vitality and viability, provide public realm improvements and contribute towards the borough's housing provision targets.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base**Strategic Flood Risk Assessment/Sequential Test:** Flood Zone 1 location, therefore suitable in principle for all development types.**Sustainability Appraisal:** Mitigation measures will need to address waste management, air quality, noise and vibration, impact on adjoining conservation area. Refer to Appendix 4 of the Site Allocations Sustainability Appraisal.

Map 2.22 113-157 Sydenham Road



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SITE REF: SA23

Site Name/Address: LEEGATE CENTRE, LEE GREEN, SE12

Allocation: Mixed use retail-led with housing, offices and hotel

Current use: Retail, offices and residential

Location and site description: Located within the Lee Green District Centre, Leegate Centre is situated at the junction of Burnt Ash Road and Eltham Road which comprises the A20 running south-east to both the M20 and M25. The South Circular A205 is a short distance away to the south and there are numerous bus routes with pick up / drop off points immediately adjacent. To the south of the site lies a large multi-storey car park.

Site characteristics

Site Area	1.53 hectares
PTAL	4
Within/or adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ1 – 30%%; FZ2 – 10%%; FZ 3a - 60%
Other	On borough boundary with Greenwich
Implementing body	Private/St Modwen
Expected development timescale	Period 3: 2021-2026
Planning status	Application not submitted
Indicative housing capacity (dwellings)	130
Core Strategy Objectives	CSO 2, 3, 4, 6, 8
Core Strategy Policies	SP1, SP3, CSP6, CSP7, CSP8, CSP10, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: This allocation forms a significant part of the Primary Shopping Area within the Lee Green District Centre and will improve the environmental quality. Its redevelopment would support and enforce the role of the District Centre within the borough's retail hierarchy.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Lewisham's Retail Capacity Study (RCS), 2009: The RCS cites the continued decline of the Leegate Centre as a threat to the Lee Green District Centre; and the redevelopment or refurbishment of the Centre as an opportunity to provide modern retail units.

Strategic Flood Risk Assessment /Sequential Test: The 30% site area that falls within Flood Zone 1 and 10% within Flood Zone 2 satisfy the Sequential Test. The 60% of the site that falls within the Flood Zone 3a would satisfy the Sequential Test if this portion is exclusively used for less vulnerable development, otherwise the NPPF paragraph 102 Exception Test would need to be satisfied. (Sequential Test Report Ref: ADD17).

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, air quality, noise and vibration, Refer to Appendix 4 of the Site Allocations Sustainability Appraisal.

Map 2.23 Leegate Centre, Lee Green



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SITE REF: SA24

Site Name/Address: CLYDE VALE LEL, FOREST HILL, SE23 (comprising Forest Hill Business Centre)

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses.

Current Use: Industrial

Location and site description: This is a small purpose built industrial estate on the edge of Forest Hill town centre separated by the network railway line and lies on the western side of the railway on Clyde Vale. Forest Hill lies on the A205 providing good access to the strategic road network. The site is close to Forest Hill mainline and the London Overground line. Several bus routes pass close by.

Site characteristics

Area	0.44 hectares
PTAL	3
Within/adjacent to a Conservation Area	The Forest Hill Business centre adjoins Sydenham Park Conservation Area to the south
Within an Area of Archaeological Priority	No
Listed Building/close to a Listed Building	No
Flood Zone (FZ)	FZ1
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP2, CSP3

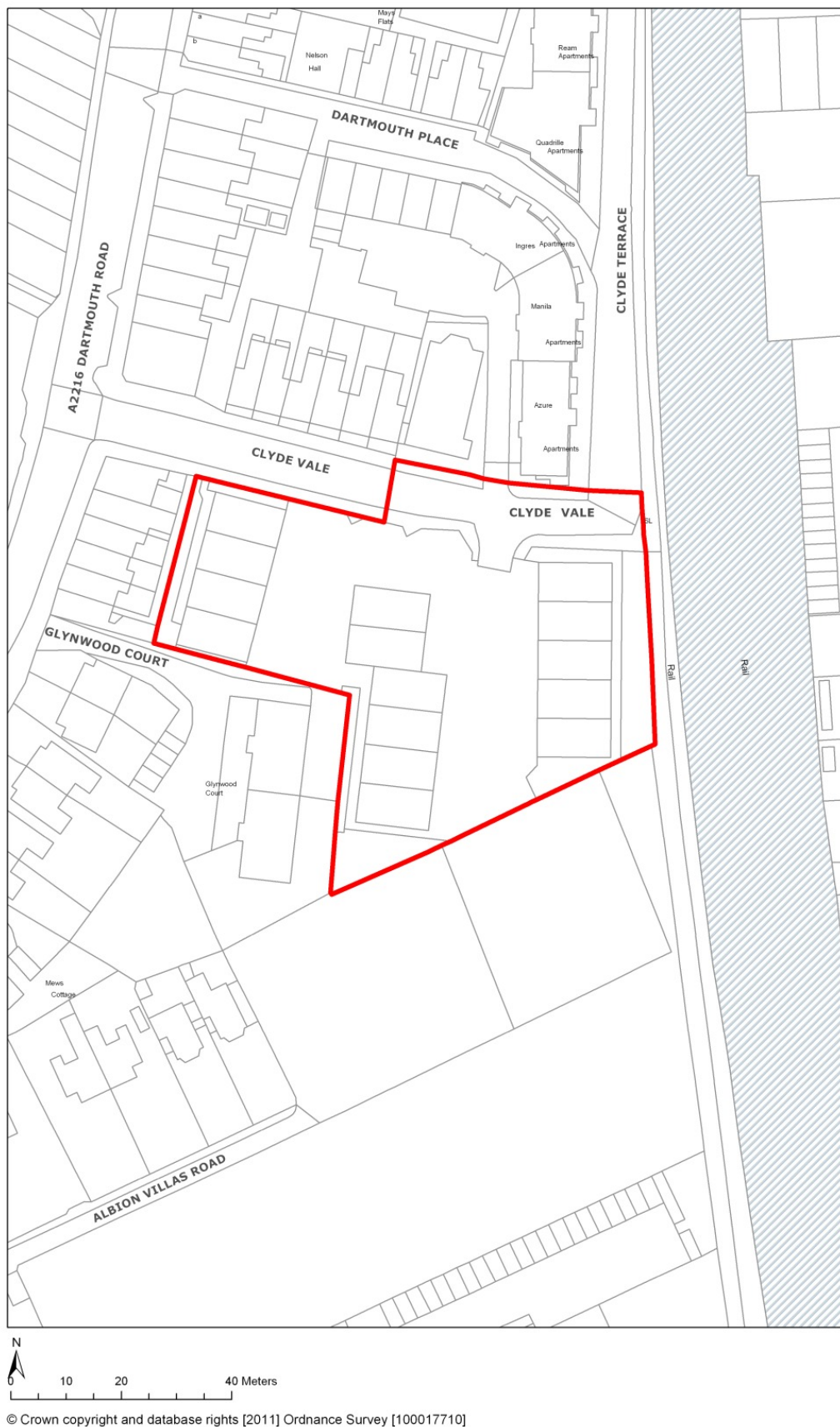
Other comments: This estate provides good quality business/industrial units in an accessible location close to the Forest Hill District Centre.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Evidence base

Employment Land Study: Supports Local Employment Location designation but recommends close monitoring following the Plan, Monitor and Manage approach.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Map 2.24 Clyde Vale Local Employment Location, Forest Hill

SITE REF: SA25

Site Name/Address: PERRY VALE LEL, FOREST HILL, SE23 (comprising Forest Hill Industrial Estate and Postal Sorting Office)

Allocation: Local Employment Location (LEL) to enable protection for for B Use Class Employment Uses

Current Use: Industrial

Location and site description: This is a small purpose built industrial estate on the edge of Forest Hill district centre separated by the network railway line. The estate lies on the west side of Perry Vale. Forest Hill lies on the A205 and provides good access to the strategic road network. Close by is Forest Hill Railway Station. Several bus routes pass close by.

Site characteristics

Area	0.46 hectares
PTAL	3
Within/adjacent to a Conservation Area	The Forest Hill Industrial Estate is separated from the Forest Hill Conservation Area by the mainline railway
Within an Area of Archaeological Priority	No
Listed Building/close to a Listed Building	No
Flood Zone (FZ)	FZ1
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP2, CSP3

Other comments: This estate provides good quality business/ industrial units in an accessible location close to the Forest Hill District Centre, meeting the needs of a local market.

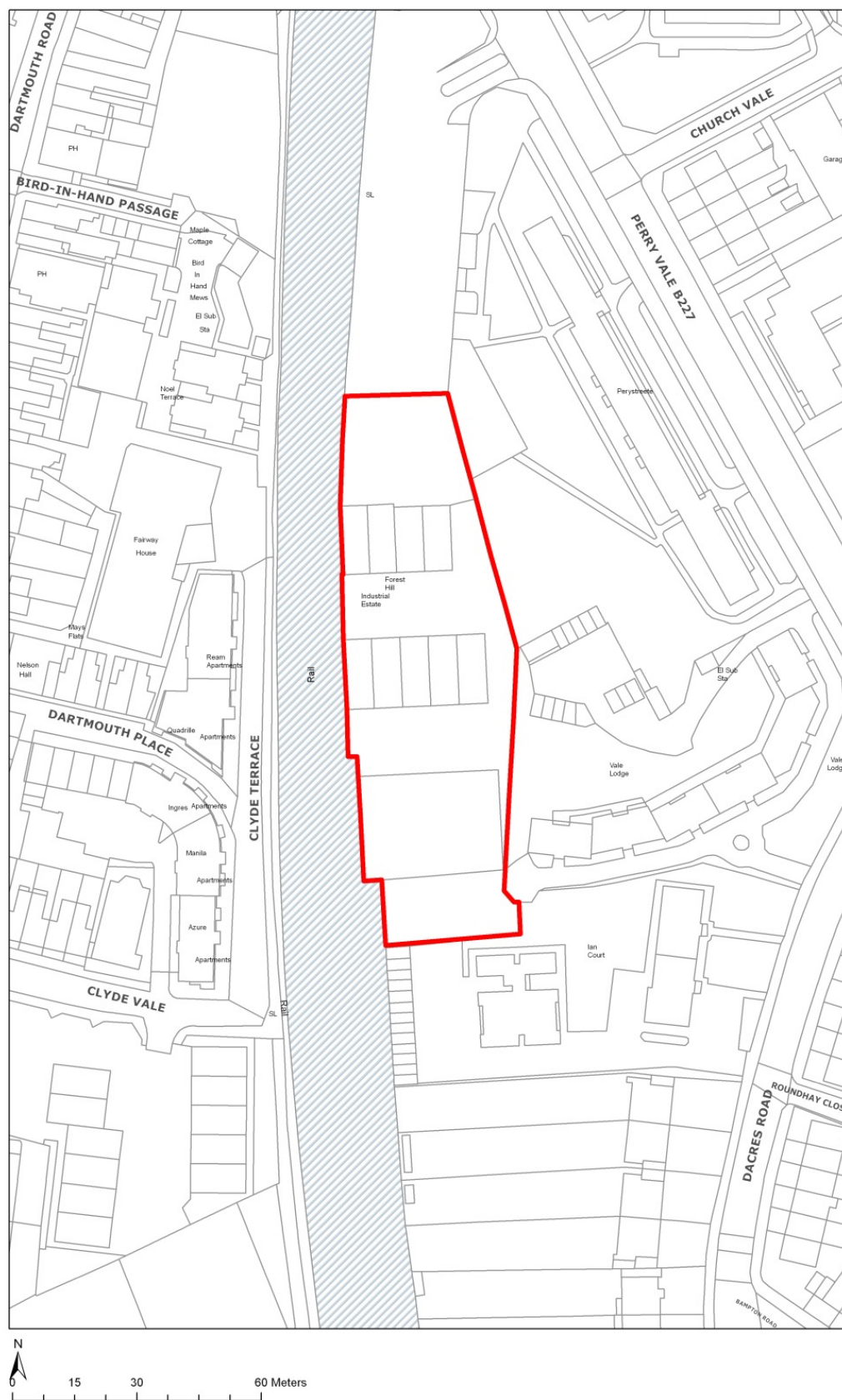
Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Evidence base

Employment Land Study: Supports Local Employment Location designation but recommends close monitoring following the Plan, Monitor and Manage approach.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Map 2.25 Perry Vale Local Employment Location, Forest Hill



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2.5 Sites falling within the Local Hubs

2.30 The Local Hubs vary in character and present smaller scale redevelopment opportunities than the larger District Hubs. Brockley Cross and Hither Green are small centres based around parades of shops within a residential setting. A cluster of industrial sites around Brockley Cross provide opportunities for smaller scale mixed use development and a stretch of industrial and commercial uses in Hither Green provide redevelopment potential. Bell Green is designated in the Core Strategy as an out-of-town retail park with a large undeveloped area to the north.

2.31 The following provides a summary of the site allocations within the Local Hubs.

2.32 Table 2.8 identifies those sites allocated for mixed use housing development.

Table 2.8 Mixed Use Housing Sites

Ref	Site	Allocation
	Bell Green	
SA26	Former Bell Green Gas Works (Phases 2 & 3), Perry Hill Sydenham, SE26	<p>Phase 2: Mixed use business, industrial or warehouse, non-food retail and associated garden centre, restaurant, use of Livesey Memorial Hall as a social club</p> <p>Phase 3: Mixed use housing and retail</p>
	Brockley Cross - SA27, SA28, SA29, SA30	
SA27	Site at Coulgate Street, SE4	Mixed use housing with commercial and retention of existing Coulgate Street cottages
SA28	Site at Mantle Road, SE4	Mixed use housing with commercial
SA29	5 St Norbert Road, SE4	Mixed use housing with commercial
SA30	111 & 115 Endwell Road (Timber Yard and Community College), SE4	Mixed use housing with commercial and retention of church
	Hither Green - SA30, SA31, SA32	
SA31	72-78 Nightingale Grove, SE13	Mixed use business with housing
SA32	Nightingale Mews Estate & adjoining works, 80-84 Nightingale Grove, SE13	Mixed use business with housing
SA33	Driving Centre, Nightingale Grove, SE13	Mixed use business/ employment with housing
SA34	35 Nightingale Grove, SE13	Mixed use business/ employment with housing
SA35	37 to 43 Nightingale Grove, SE13	Mixed use business/ employment with housing and retention of existing nursery facility
SA36	9 Staplehurst Road and rear of Leahurst Road (Former Plumb Trade Centre), SE13	Mixed use business with housing

2.33 Table 2.9 identifies those sites allocated for local employment locations (LELs).

Table 2.9 Local Employment Locations (LEL)

Ref		Site
SA37	Endwell Road LEL - comprising Brockley Cross Business Centre; Martins Yard 82a and 84a/b Endwell Road SE4; & Martins Yard, 198 Drakefell Road, SE4	Local Employment Location

BELL GREEN LOCAL HUB**SITE REF: SA26**

Site Name/Address: FORMER BELL GREEN GAS WORKS PHASES 2 and 3, PERRY HILL, SYDENHAM, SE26

Allocation: Phase 2: Mixed use business, industrial or warehouse, non-food retail units and associated garden centre, restaurant and retention of Livesey Memorial Hall as a social club. Phase 3: Mixed use residential and retail.

Current use: Vacant except for Livesey Memorial Hall and the Gasholders

Location and site description: This site in lower Sydenham is designated as an out-of-centre Retail Park within Lewisham's retail hierarchy. It falls within the southern part of the borough approximately 650 metres north of the boundary with the London Borough of Bromley. The site is adjacent to the Sainsbury's supermarket at Bell Green, which was developed as Phase 1. The northern section of the site is located to the east of the A212 (Perry Hill) and adjacent to the junction between the A212 (Perry Hill and Bell Green) and the B227 (Perry Rise). The Phase 2 land is the area between the gas holders and the linear park, to the north of the spine road and Sainsbury's store and west of the railway line. Phase 3 is now under construction and is located to the west of the Sainsbury's car park and south of the gas holders, fronting Bell Green.

Site characteristics

Area	9.67 hectares
PTAL	3
Within /adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes - part of the site
Listed Building/close to a Listed Building	Livesey Hall - boundary wall & war memorial Grade II
Flood Zone ((FZ)	FZ1: 80% ; FZ2 18%; FZ3a 2%
Other	Adjacent to Green Corridor and Waterlink Way; a long distance foot and cycle path runs to the west of the site along the Pool River and extending north to the Ravensbourne River. Ground contamination issues. Operational gas holders (Health and Safety Executive PADHI guidance applies).
Implementing body	Private and National Grid
Expected development timescale	Period 1: 2011 to 2016
Planning status	Planning permission granted for Phases 2 and 3 in October 2006 (Ref: DC/05/59375 & DC/05/58884). Planning permission granted March 2012 (Ref: DC/11/78646/7/8&9) to increase the Phase 2 retail floor by 586 sq m.
Indicative housing capacity (dwellings)	156 (Phase 3)

Indicative floorspace	Phase 2: 10,644 sq.m (B1/B2/B8);13,517 sq.m. non-food retail (A1); 316 sq.m restaurant (A3). Phase 3: 1,247 sq.m A1 and/or A3.
Core Strategy Objectives	CSO 2, 3, 4, 5, 7, 8, 9, 10, 11
Core Strategy Policies	SP1, SP4, CSP1, CSP5, CSP6, CSP7, CSP8, CSP9, CSP10, CSP11, CSP12, CSP13, CSP14, CSP15, CSP16, CSP18, CSP19, CSP21

Other comments: Proposals for this out-of-centre site should be considered in the context of protecting existing town centres within the borough's hierarchy and, allow for comprehensive redevelopment of the site. Proposals should seek to reduce car dependency, improve public transport, cycling and walking access and promote more sustainable forms of development.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

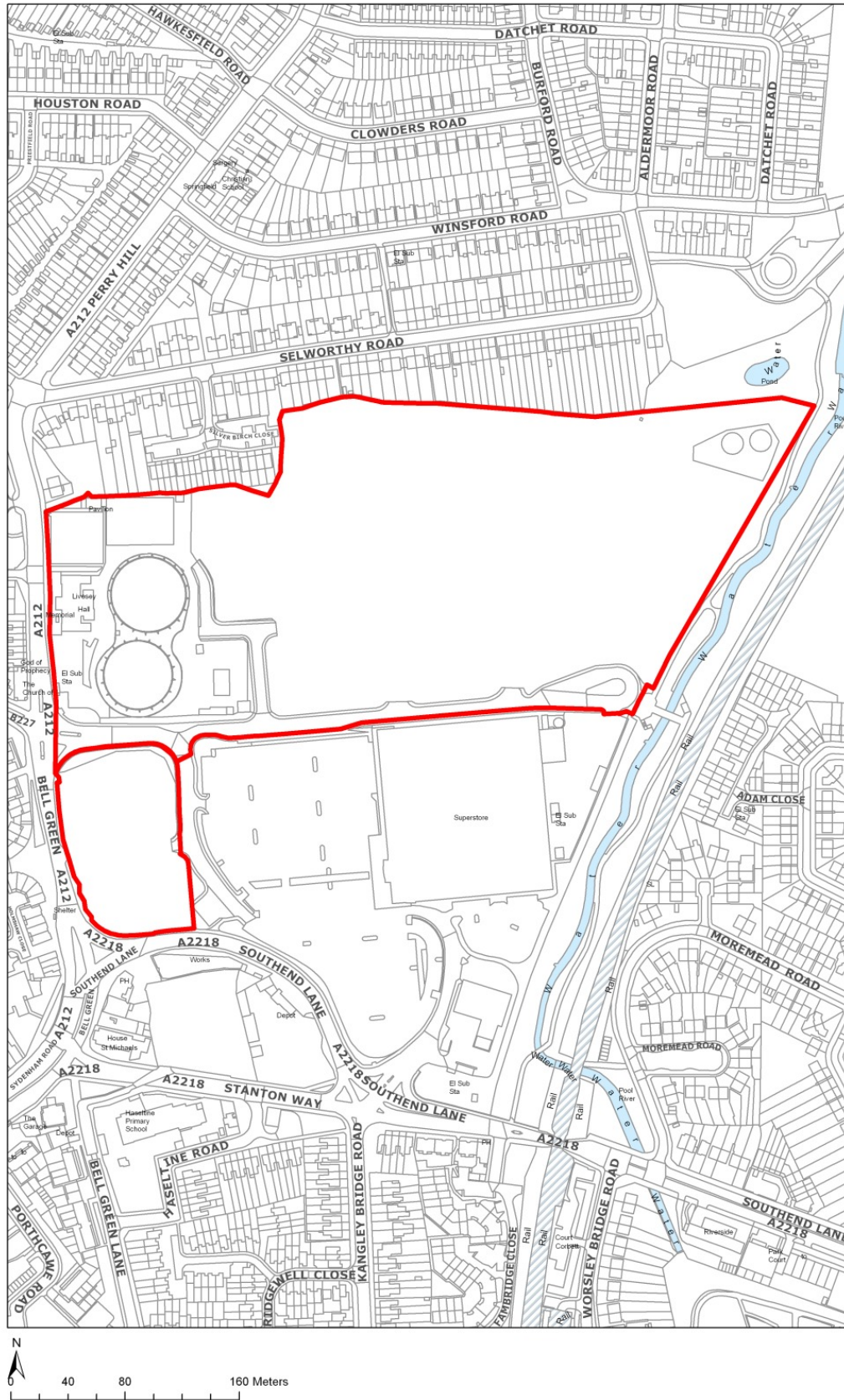
Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site satisfies the Sequential Test in that 80% falls within Flood Zone 1. The site area (18%) that falls within Flood Zone 2 and the area (2%) that falls within Flood Zones 3a satisfy the Sequential Test as the proposed use is specific to this out-of-centre Retail Park. (Sequential Test Report reference: DC06).

Retail Capacity Study: Proposals for Bell Green should not be to the detriment of schemes such as Lewisham Gateway and existing town centres should be protected.

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, effects of gas holders and integration with MOL/SINC. Refer to Appendix 4 of the Site Allocations SA.

Map 2.26 Former Bell Green Gas Works, Sydenham (Phases 2 and 3)



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BROCKLEY CROSS LOCAL HUB (Site Ref: SA27, SA28, SA29 & SA30)**SITE REF: SA27**

Site Name/Address: SITE AT 1-6 COULGATE STREET, BROCKLEY CROSS, SE4

Allocation: Mixed use retail and commercial on the ground floor with residential above and retention of Coulgate Street cottages (a row of early 19th century cottages)

Current use: MOT garage, car lot, café and houses

Location and site description: This site at numbers 1-6 (odd and even) Coulgate Street is bounded by Coulgate Street and Brockley Cross. Brockley Railway Station is adjacent to the north-west of the site.

Site characteristics

Area	0.19 hectares
PTAL	3
Falling within/adjacent to a Conservation Area	Within a conservation area
Falling within an Area of Archaeological Priority	No
Flood Zone (FZ)	FZ1
Listed Building/located close to a Listed Building	No
Other	Adjacent to Green Corridor and SINC
Implementing body	Private sector
Expected development timescale	Period 1: 2011 - 2016
Planning status	Application not submitted
Indicative housing capacity (dwellings)	20
Core Strategy Objectives	CSO 2, 3, 4, 9, 10
Core Strategy Policies	SP1, SP4, CSP 7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation of this prominent location, together with the upgrading of Brockley Station and the 'Landmark' building proposed adjacent to the Brockley Barge pub (comprising retail/commercial space on the ground floor with residential above), will contribute towards the provision of a 'gateway' to Brockley Cross; improve the vitality and viability of the town centre; and enable retention of the 19th century Coulgate Street cottages. Commercial uses on the ground floor is vital to the success in implementing the Brockley Cross Urban Design Framework and Development Strategy.

Applicants should involve Transport for London in the design of any new station entrance and changes to bus stops to ensure it meets operational requirements. Consideration could be given to the interchange with buses.

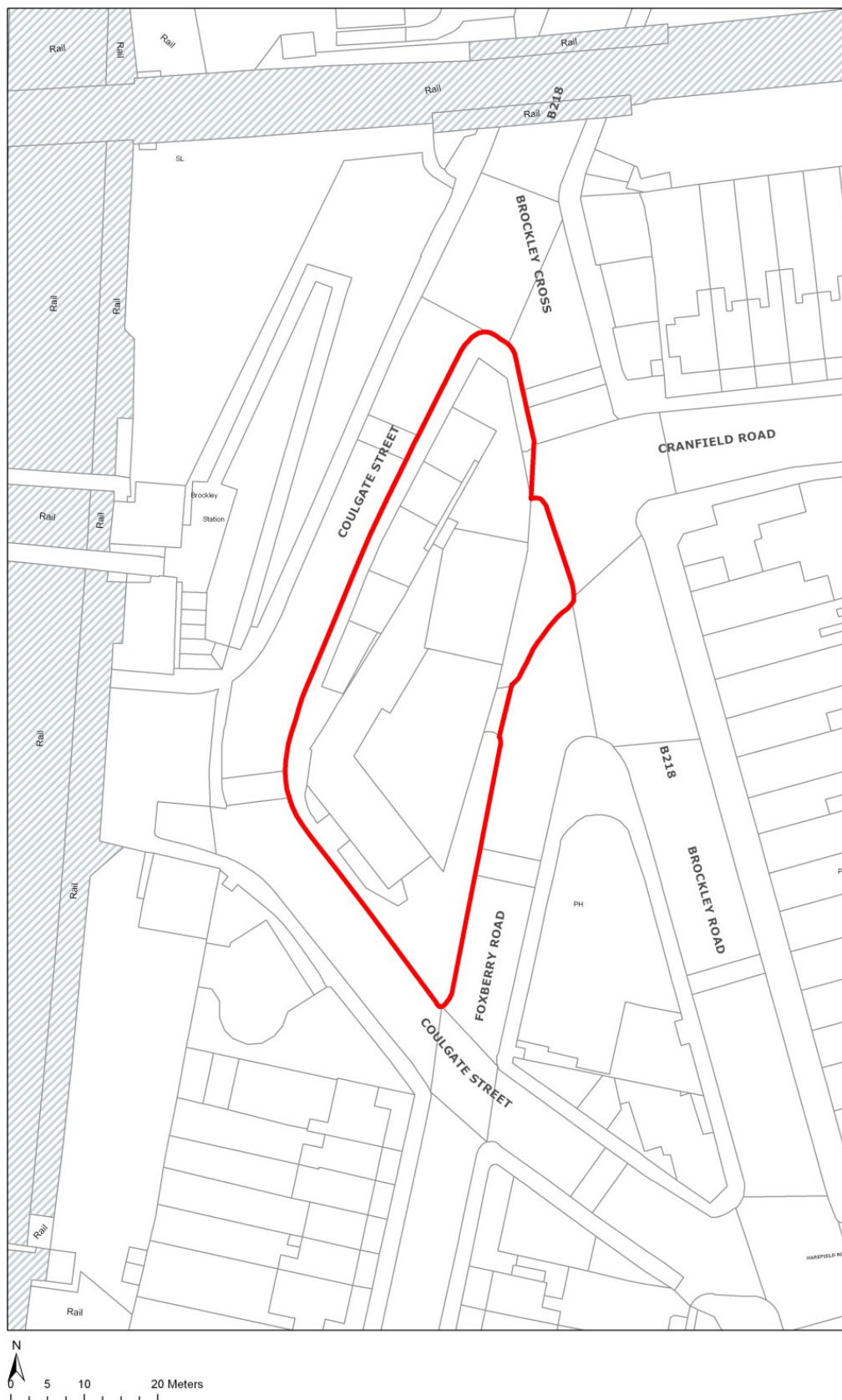
Thames Water currently have no concerns regarding water supply or waste water capability to the site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: This site falls within Flood Zone 1 and is therefore acceptable in principle for the proposed development (Sequential Test Report Reference DC08).

Sustainability Appraisal: Mitigation measures will need to address waste management and impact on conservation area. Refer to Appendix 6 of the Site Allocations SA.

Map 2.27 Site at Coulgate Street, Brockley Cross



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SITE REF: SA28

Site Name/Address: SITE AT 6 MANTLE ROAD, BROCKLEY CROSS, SE4

Allocation: Mixed use housing with commercial

Current use: Temporary use - Pinnacle Housing depot/office

Location and site description: The site on the east side of Mantle Road falls within the Forest Hill to New Cross Gate Railway Cutting which is a Site of Importance to Nature Conservation of Metropolitan Importance.

Site characteristics

Area	0.12 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Flood Zone (FZ)	FZ1
Listed Building/located close to a Listed Building	No
Other	Adjacent to Green Corridor
Implementing body	Private sector
Expected development timescale	Period 1: 2011 - 2016
Planning status	Application not submitted
Indicative housing capacity (dwellings)	20
Core Strategy Objectives	CSO 2, 3, 4, 7, 9
Core Strategy Policies	SP1, SP4, CSP 7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The Draft Brockley Cross Urban Design Framework and Development Strategy finds that the walled sites create blank facades for much of Mantle Road and the footbridge to Brockley Station does not benefit from natural surveillance. The allocation should strengthen the area's character and design in natural surveillance. There is potential for improved access to Brockley Station.

Applicants should involve Transport for London in the design of any new station entrance and changes to bus stops to ensure it meets operational requirements. Consideration could be given to the interchange with buses.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

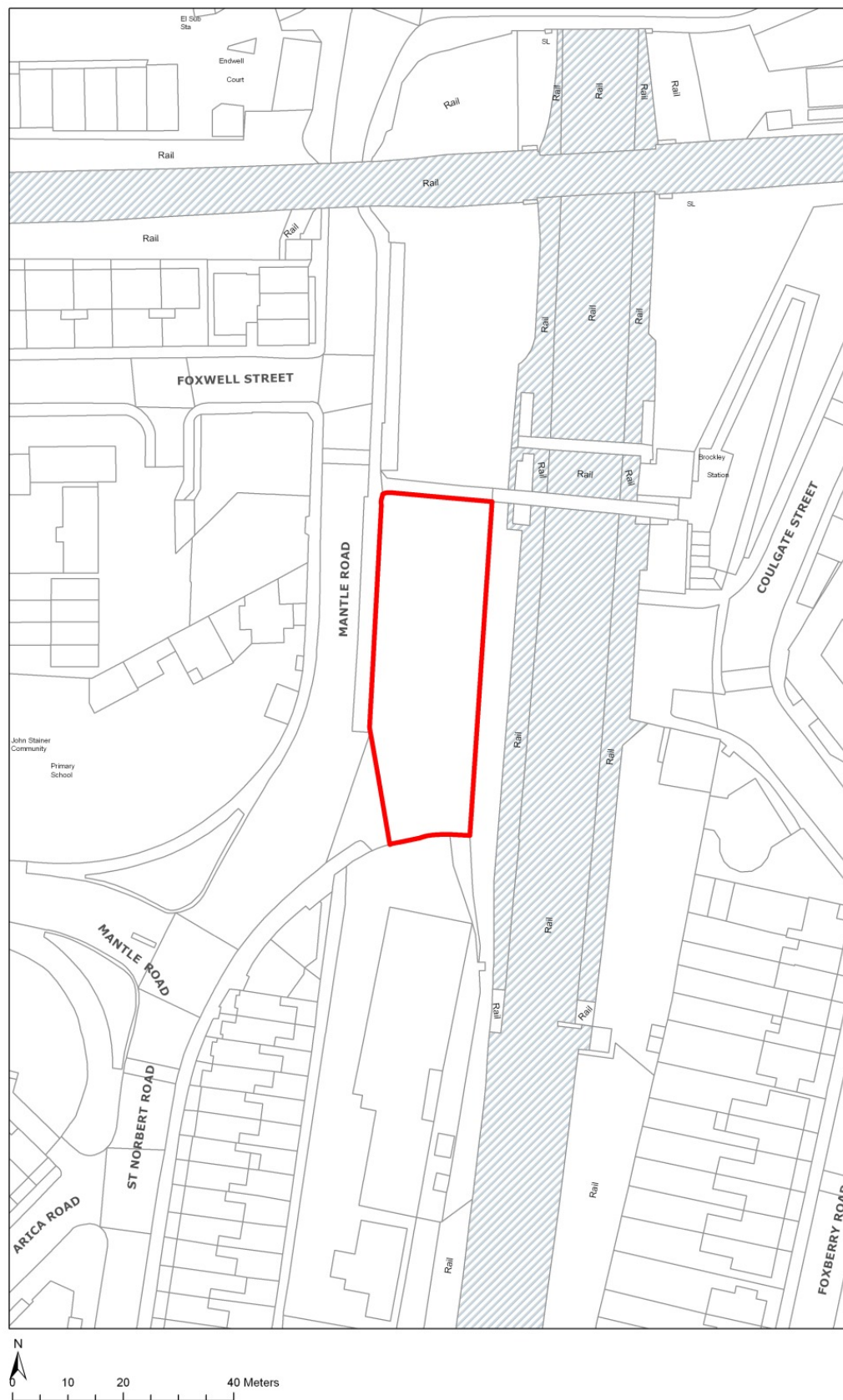
Thames Water currently have no concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The Flood Zone 1 location of the site means that this site is suitable for the proposed use (Sequential Test Report Reference DC08).

Sustainability Appraisal: Mitigation measures will need to address waste management, air quality, noise and vibration, potential land contamination and relationship to adjoining SINC. Refer to Appendix 6 of the Site Allocations SA.

Map 2.28 Site at Mantle Road, Brockley Cross



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SITE REF: SA29**Site Name/Address:** 5 ST NORBERT ROAD, BROCKLEY CROSS, SE4**Allocation:** Mixed Use commercial and housing**Current use:** Vacant light industrial units**Location and site description:** This site comprises 5 St Norbert Road and surrounding land lying to its west, east and south. The site is bounded to the west by mainly residential development fronting onto St. Norbert Road. The railway line falls to the east with allotment gardens to the south.**Site characteristics**

Area	0.29 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Flood Zone (FZ)	FZ1
Listed Building/located close to a Listed Building	No
Other	Adjacent to Green Corridor, allotments/ SINC
Implementing body	Private
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning permission granted November 2010 for housing and access to allotments (Ref: 10/73341)
Indicative housing capacity (dwellings)	32
Core Strategy Objectives	CSO 2, 3, 4, 7, 9
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation meets the aims of the Draft Brockley Cross Urban Design Framework and Development Strategy; provides an opportunity to increase the commercial viability of the site which is close to public transport; and contribute towards the borough's housing provision targets. Site proposals would need to consider access to the allotments that forms part of the site for importance to nature conservation (SINC).

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

Thames Water currently have no concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: Flood Zone 1 location therefore suitable for all types of development in terms of flood risk. (Sequential Test Report Reference DC08).

Sustainability Appraisal: Mitigation measures will need to address waste management, air quality, noise and vibration, potential land contamination and relationship to adjoining SINC. Refer to Appendix 6 of the Site Allocations SA.

Map 2.29 5 St Norberts Road, Brockley Cross



SITE REF: SA30

Site Name/Address: 111 & 115 ENDWELL ROAD - TIMBER YARD AND COMMUNITY COLLEGE, BROCKLEY CROSS, SE4

Allocation: Mixed use commercial/employment uses on the ground floor with housing above

Current use: Timber yard and community college

Location and description: This site is adjacent to a railway station and good transport facilities. The site boundary includes a Church and an access way from Shardeloes Road. The Church itself is not proposed for redevelopment.

Site characteristics

Area	0.36 hectares
PTAL	3
Within/adjacent to a Conservation Area	Adjacent to a Conservation Area
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Adjacent to Green Corridor and SINC

Implementing body	Private sector
Expected development timescale	Period 1: 2011 - 2016
Planning status	Application not submitted
Indicative housing capacity (dwellings)	40
Core Strategy Objectives	Objectives 2, 3, 4, 7, 9
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation will improve the vitality and viability and the urban quality of this important location, as set out in the Brockley Cross Urban Design Framework and Development Strategy.

Proposals should take into account noise and other impacts from the railway and proposals should comply with London Overground's infrastructure protection requirements.

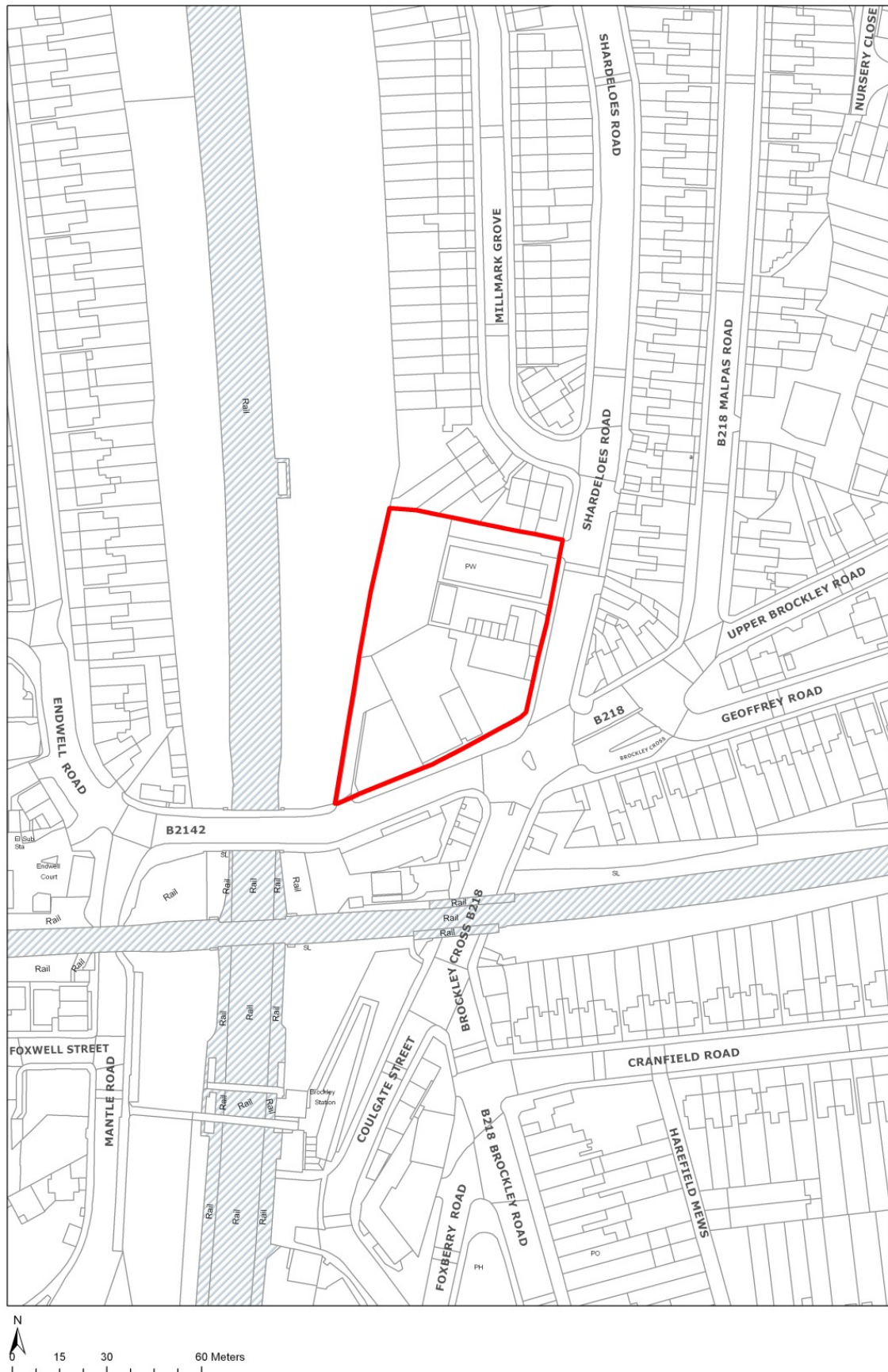
Thames Water currently have no concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site is within Flood Zone 1 and is suitable for all types of development in terms of flood risk (Sequential Test Report Reference DC08).

Sustainability Appraisal: Mitigation measures will need to address waste management, potential land contamination, relationship to the adjoining SINC and the value of community use. Refer to Appendix 4 of the Site Allocations SA.

Map 2.30 111 & 115 Endwell Road, Brockley Cross



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LOCAL HUB HITHER GREEN**SITE REF: SA31****Site Name/Address:** 72-78 NIGHTINGALE GROVE, HITHER GREEN, SE13**Allocation:** Mixed use housing with business**Current use:** Industrial/warehouse and commercial

Location and site description: The site is located approximately 100 metres north of Hither Green railway station. It is bounded by Nightingale Grove to the east. No.70 Nightingale Grove, a villa, falls immediately to the north of the site. Adjoining the villa is a row of Victorian houses. To the south of the site are the Nightingale Mews Estate industrial units. Adjoining the western site boundary, beyond a dense tree/shrub population is the Driving Standards Agency Training/Test centre. To the far north-eastern corner of the site, fronting Nightingale Grove, is an electricity sub-station. To the east, on the opposite side of Nightingale Grove, Joy Skips Ltd (skip hire) is operational, beyond which is the railway embankment.

Site characteristics

Area	0.32 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 1
Other	Nightingale Grove is part of London Cycle Network
Implementing body	Private - Hatcham NX Ltd
Expected development timescale	Period 1: 2011 to 2016
Planning status	Planning permission granted February 2010 for mixed use commercial with housing. Ref: DC/07/65777
Indicative housing capacity (dwellings)	62
Core Strategy Objectives	CSO 2, 3, 4,11
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation is in line with the Urban Design Framework and Development Strategy for Hither Green, which aims to upgrade the approaches to Hither Green Station. Site proposals would build on and upgrade the current mixed use environment, adding to its vibrancy and contributing to improved feelings of safety and security within the area.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The proposed development is acceptable as this site falls within Flood Zone 1 (Sequential Test Report Reference DC25).

Sustainability Appraisal: Mitigation measures will need to address waste management and potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Map 2.31 72-78 Nightingale Grove, Hither Green



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SITE REF: SA32

Site Name/Address: NIGHTINGALE MEWS/WORKS 80-84 NIGHTINGALE GROVE, HITHER GREEN, SE13

Allocation: Mixed use housing with business

Current use: Industrial/warehouse and commercial

Location and site description: Nightingale Grove forms the eastern site boundary. To the north is 72 to 78 Nightingale Grove, a site granted permission in February 2010 for a mix of residential and commercial uses. To the south are residential properties. The site is located approximately 170 metres from Hither Green Station. To the north-west, beyond a dense tree/shrub population is the Driving Standards Agency Training/Test centre.

Site characteristics

Area	0.25 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 1
Other	Nightingale Grove is part of London Cycle Network
Implementing body	Private sector
Expected development timescale	Period 1: 2011 to 2016
Planning status	Application not submitted
Indicative housing capacity (dwellings)	30
Core Strategy Objectives	CSO 2, 3, 4,11
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

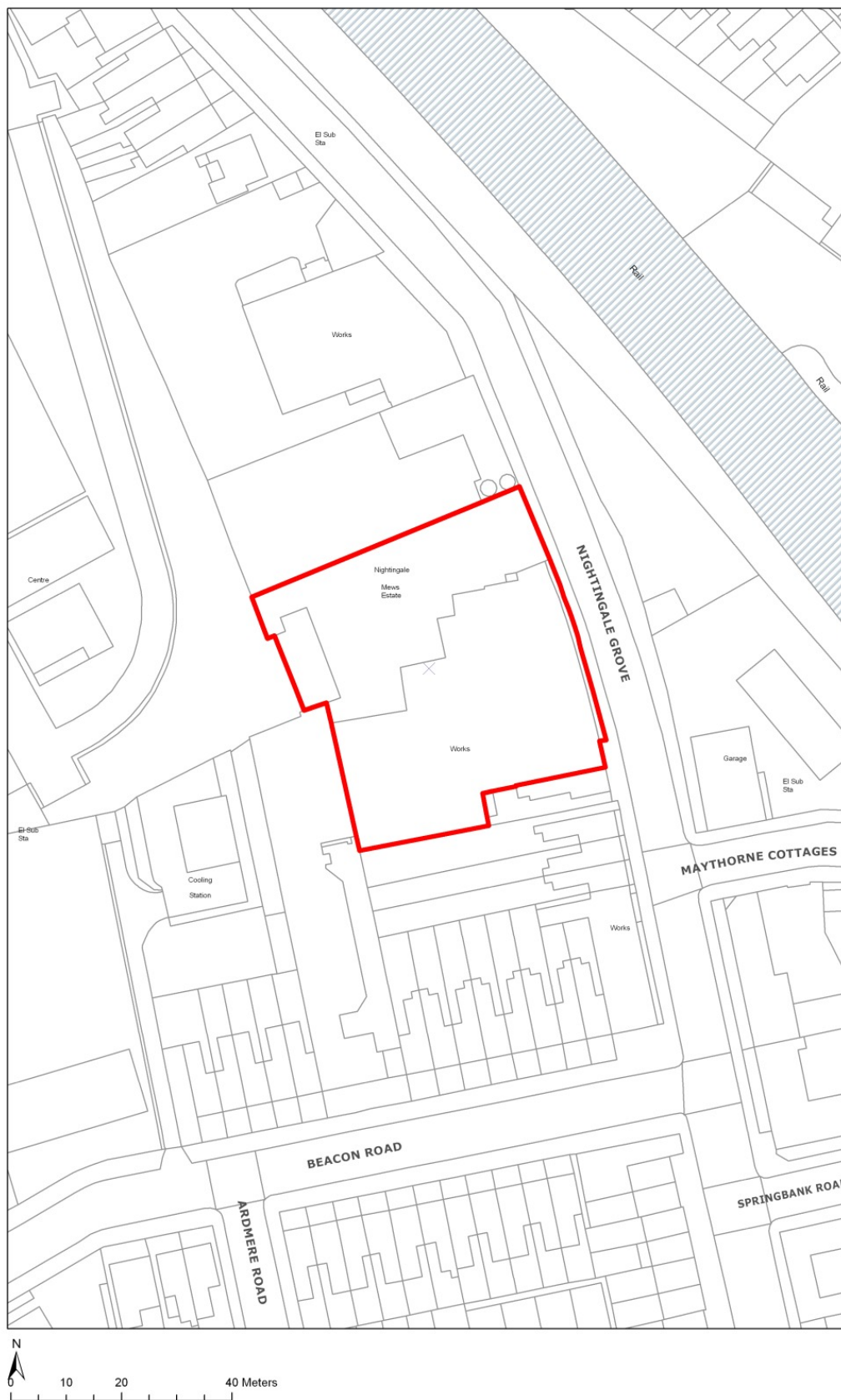
Other comments: The allocation is in line with the Urban Design Framework and Development Strategy for Hither Green, which aims to upgrade the approaches to Hither Green Station. The proposal would build on and upgrade the current mixed use environment, adding to its vibrancy and contributing to improved feelings of safety and security within the area.

Thames Water currently have no concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The proposed development is acceptable as this site falls within Flood Zone 1.

Sustainability Appraisal: Mitigation measures will need to address waste management and potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Map 2.32 80-84 Nightingale Grove, Hither Green

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SITE REF: SA33

Site Name/Address: DRIVING TEST CENTRE, NIGHTINGALE GROVE, HITHER GREEN, SE13

Allocation: Mixed use housing with business/employment

Current use: Driving Standards Agency Training/Test Centre

Location and site description: This site is one of four allocated sites at Nightingale Grove. To its north it is partly bounded by residential beyond a dense tree/shrub population. To its south beyond a dense tree/shrub population is a cooling station with part of an electricity sub-station falling at its south-western end. The eastern boundary is totally covered by a dense tree and shrub population beyond which is residential at the far north-eastern corner. The Nightingale Mews Estate plus the industrial area at 72 to 76 Nightingale Grove forms the remainder of the eastern boundary. The site is located close to Hither Green Station.

Site characteristics

Area	0.41 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 1
Other	Nightingale Grove is part of London Cycle Network
Implementing body	Private sector
Expected development timescale	Period 1: 2011 to 2016
Planning status	Application not submitted
Indicative housing capacity (dwellings)	30
Core Strategy Objectives	CSO 2, 3, 4, 11
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation is in line with the Urban Design Framework and Development Strategy for Hither Green, which aims to upgrade the approaches to Hither Green Station. The current buildings do not make a positive contribution to the immediate area nor do they offer an active street frontage and natural surveillance to Nightingale Grove. Site proposals would build on and upgrade the current mixed use environment, adding to its vibrancy and contributing to improved feelings of safety and security within the area.

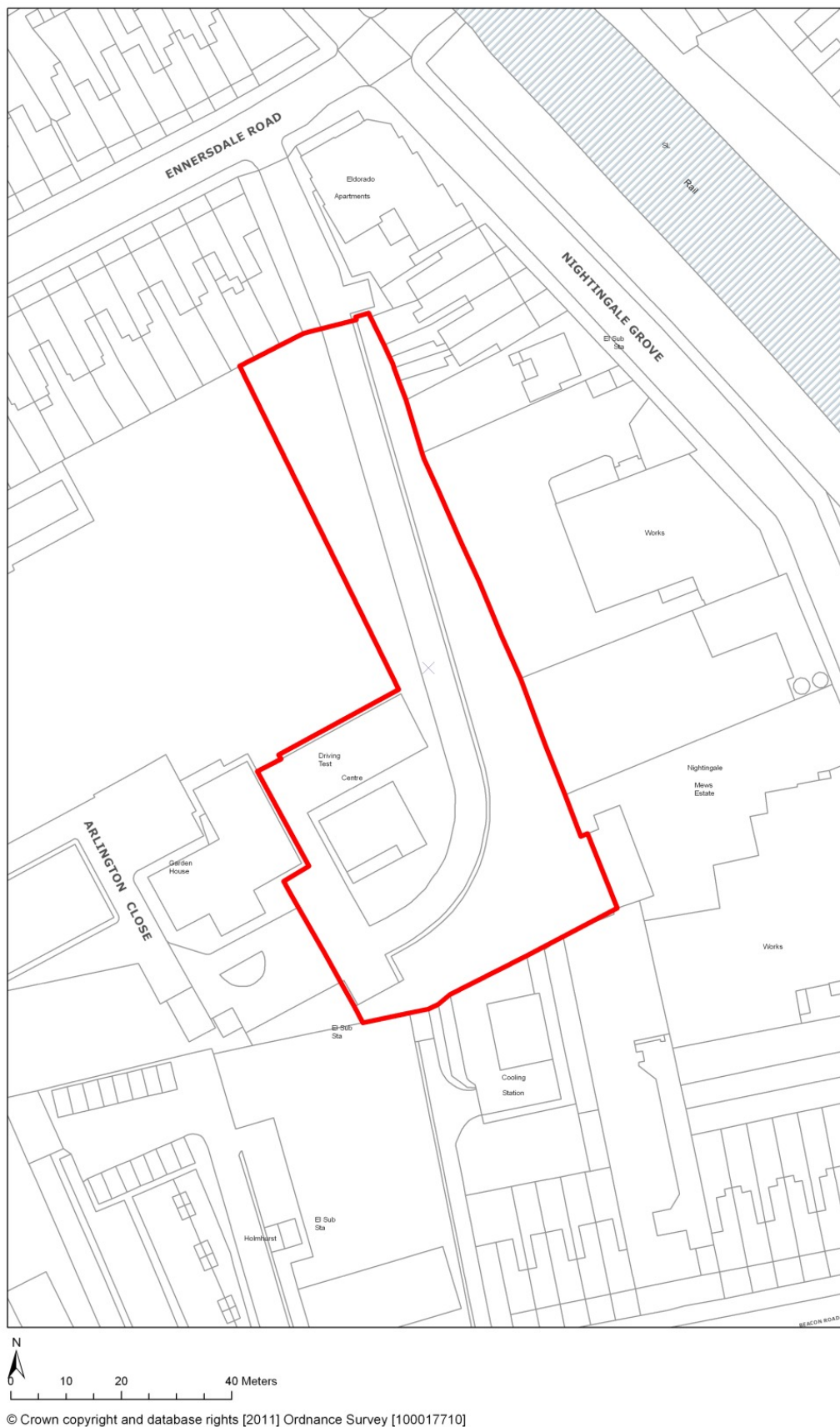
Thames Water currently have no concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The proposed development is acceptable on this site which falls within Flood Zone 1 (Sequential Test Report Reference DC25).

Sustainability Appraisal: Mitigation measures will need to address waste management and potential land contamination. Refer to Appendix 4 of the Site Allocations SA.

Map 2.33 Driving Test Centre, Nightingale Grove, Hither Green



SITE REF: SA34**Site Name/Address:** 35 NIGHTINGALE GROVE, HITHER GREEN, SE13**Allocation:** Mixed use housing with business/employment**Current use:** Commercial and industrial including a skip hire firm

Location and site description: A roughly triangular site bounded to the east by the railway embankment, beyond which is Hither Green Station, less than 100 metres away. To the south of the site is Maythorne Cottages and to west is Nightingale Grove, on the opposite side to which are the Nightingale Mews Estate and further commercial and industrial areas. Hither Green Lane offers a range of retail facilities as does Station Parade on Staplehurst Road.

Site characteristics

Area	0.20 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 1
Other	Adjacent railway embankment is a designated Green Corridor & Site of Importance for Nature Conservation
Implementing body	Private sector
Expected development timescale	Period 1: 2011 to 2016
Planning status	Application not submitted
Indicative housing capacity (dwellings)	35
Core Strategy Objectives	CSO 2, 3, 4, 11
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation is in line with the Urban Design Framework and Development Strategy for Hither Green, which aims to upgrade the approaches to Hither Green Station. Site proposals will build on and upgrade the current mixed use environment, adding to its vibrancy and contributing to improved feelings of safety and security within the area.

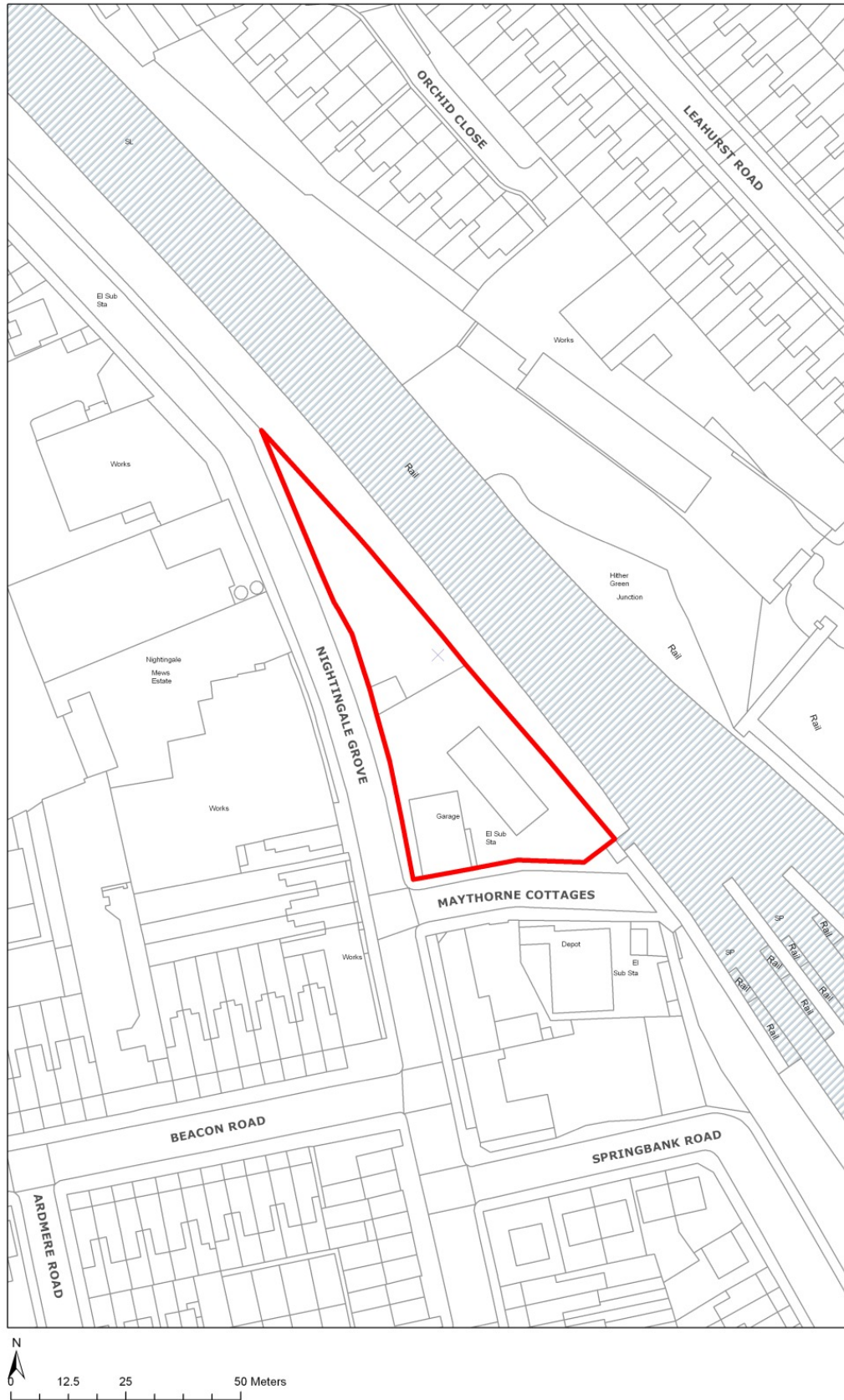
Thames Water currently have no concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: Food Zone 1 location, therefore acceptable (Sequential Test Report Reference DC25).

Sustainability Appraisal: Mitigation measures will need to address waste management, air quality, noise and vibration, potential land contamination and the relationship to the adjoining SINC. Refer to Appendix 4 of the Site Allocations SA.

Map 2.34 35 Nightingale Grove, Hither Green



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SITE REF: SA35

Site Name/Address: 37 TO 43 NIGHTINGALE GROVE, HITHER GREEN, SE13

Allocation: Mixed use commercial with housing and retention of nursery facility

Current use: Commercial, industrial and day nursery

Location and site description: This site fronts on to Nightingale Grove. To its east lies the railway embankment with Hither Green Station beyond. Maythorne Cottages bounds the site to the north whilst Springbank Road falls to its south. Beyond the south of the site is predominantly residential development.

Site characteristics

Area	0.22 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 1
Other	Adjacent railway embankment is a designated Green Corridor and Site of Importance for Nature Conservation
Implementing body	Private sector
Expected development timescale	Period 1: 2016-2021
Planning status	Application not submitted
Indicative housing capacity (dwellings)	30
Core Strategy Objectives	CSO 2, 3, 4, 11
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation is in line with the Urban Design Framework and Development Strategy for Hither Green, which aims to upgrade the approaches to Hither Green Station. The current buildings do not make a positive contribution to the immediate area nor do they offer an active street frontage and natural surveillance. Site proposals will build on and upgrade the current mixed use environment, adding to its vibrancy and contributing to improved feelings of safety and security within the area.

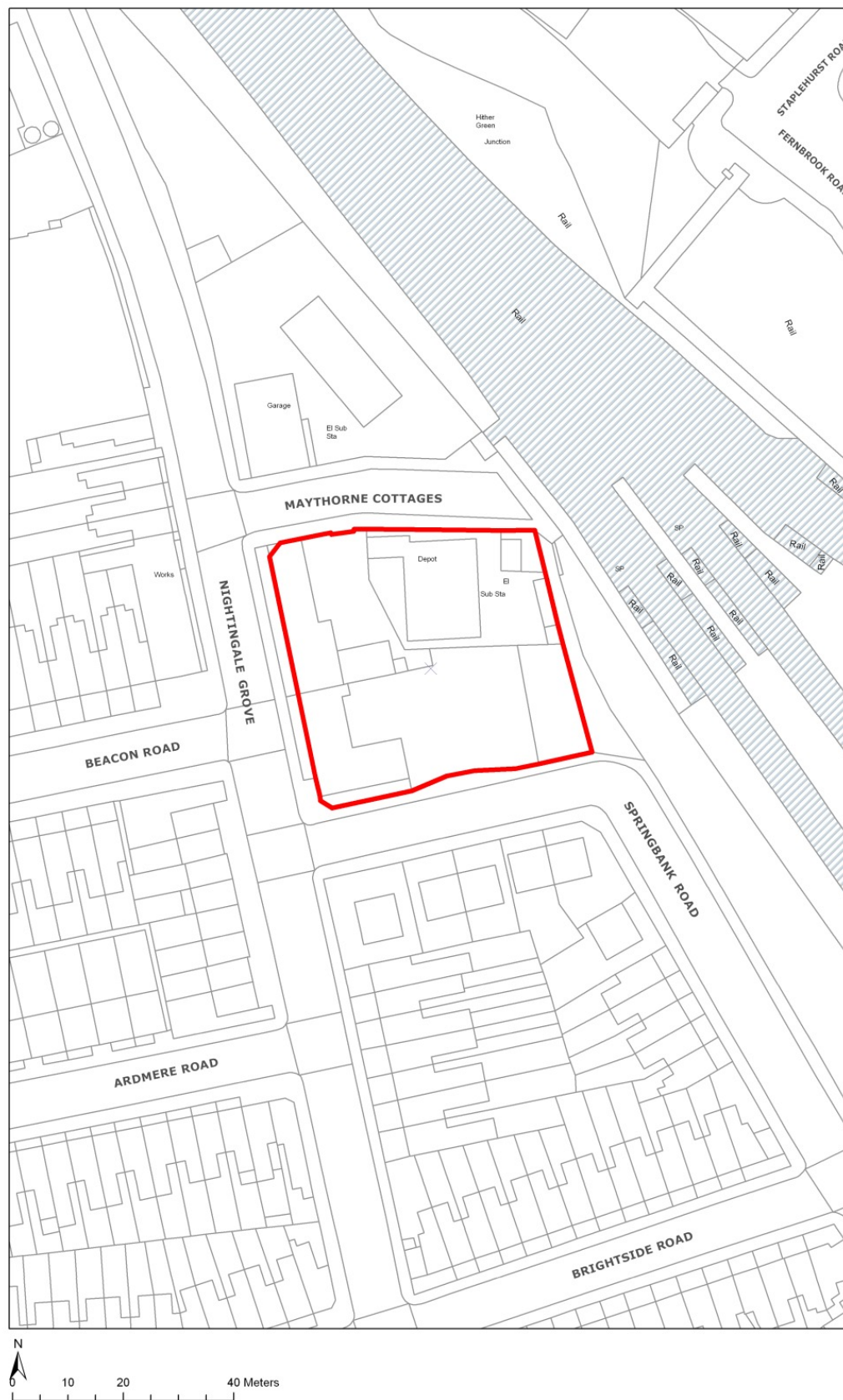
Thames Water currently have no concerns regarding water supply or waste water capability to this site. Building work will not be permitted within 3 metres of existing water mains, located close to the site boundary in Maythorne Cottages and requiring unrestricted 24-hour access.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: Flood Zone 1 location, therefore acceptable (Sequential Test Report Reference DC25).

Sustainability Appraisal: Mitigation measures will need to address waste management, air quality, noise and vibration, potential land contamination and the relationship to the adjoining SINC. Refer to Appendix 4 of the Site Allocations SA.

Map 2.35 37 - 43 Nightingale Grove, Hither Green



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SITE REF: SITE 36

SITE NAME/ADDRESS: 9 STAPLEHURST ROAD & REAR OF LEAHURST ROAD (Former Plumb Trade Centre), HITHER GREEN, SE13

Allocation: Mixed use commercial with housing

Current use: Industrial/warehouse buildings. Construction site.

Location and site description: This site is located to the north-west of the junction of Fernbrook Road and Staplehurst Road, next to the forecourt to Hither Green Station. To the south west falls the embankment to the railway track immediately outside Hither Green Station. The surrounding area is predominantly retail, residential and retail with residential above.

Site characteristics

Site Area	0.33 hectares
PTAL	3
Within/or adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ1 - 40%; FZ2 - 30%; FZ 3a - 30%
Implementing body	Private sector/MacDonald Egan Ltd
Expected development timescale	Period 1: 2011-2016
Planning status	Planning permission granted for mixed use commercial and residential development (Ref: DC/06/64094 & 64094A)
Indicative housing capacity (dwellings)	57
Core Strategy Objectives	CSO 2, 3, 4, 6
Core Strategy Policies	SP1, SP4, CSP7, CSP8, CSP12, CSP13, CSP14, CSP15, CSP18, CSP21

Other comments: The allocation will make a positive contribution to the mix of uses on the approaches to Hither Green Station; contribute to meeting housing provision targets; and to the wider regeneration of this location.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site. Building will not be permitted within three metres of an existing water main, located within the boundary of Orchid Close and requiring 24-hour access.

Evidence base

Strategic Flood Risk Assessment /Sequential Test: The site area 40% affected by Flood Zone 1 satisfies the Sequential Test. If for some reason the proposed use can not be accommodated within Flood Zone 1, then the Flood Zone 2 area (30%) of the site should be allocated before Flood Zone 3a (30%) (Sequential Test Report Reference DC26).

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, potential land contamination and relationship to adjoining SINC. Refer to Appendix 4 of the Site Allocations SA.

Map 2.36 9 Staplehurst Road & Rear of Leaghurst Road (Former Plumb Centre), Hither Green

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SITE REF: SA37

SITE NAME/ADDRESS: ENDWELL ROAD LOCAL EMPLOYMENT LOCATION (Brockley Cross Business Centre, Martins Yard 82a and 84a and 84b Endwell Road SE4 and Martins Yard, 198 Drakefell Road), SE4

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current Use: Offices (Brockley Cross Business Centre); scaffolding/builders' yard (Martins Yard)

Location and Site Description: This is a relatively narrow backland site bordered by a railway line to its south and residential dwellings to the north. The scaffolding yard adjoins the northern boundary. The site has a narrow access and egress to Endwell Road and a small access between houses onto Drakefell Road. The nearest major road is the A202 at New Cross. Brockley is well served by buses and the mainline rail and London Overground station is within five minutes walk.

Site characteristics

Area	1.36 hectares
PTAL	3
Within/adjacent to a Conservation Area	The western portion of the site (198 Drakefell Road and 54/55 Brockley Cross Business Centre) falls within the Telegraph Hill Conservation Area
Within an Area of Archaeological Priority	No
Listed Building/ located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Located close to the Brockley Cross Local Hub (Core Strategy spatial area)
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP4, CSP3

Other comments: This site provides an important resource close to public transport, which has been improved by the arrival of the East London Overground extension at Brockley Station and, contributes to the vitality and viability of the proposed Brockley Cross Local Hub.

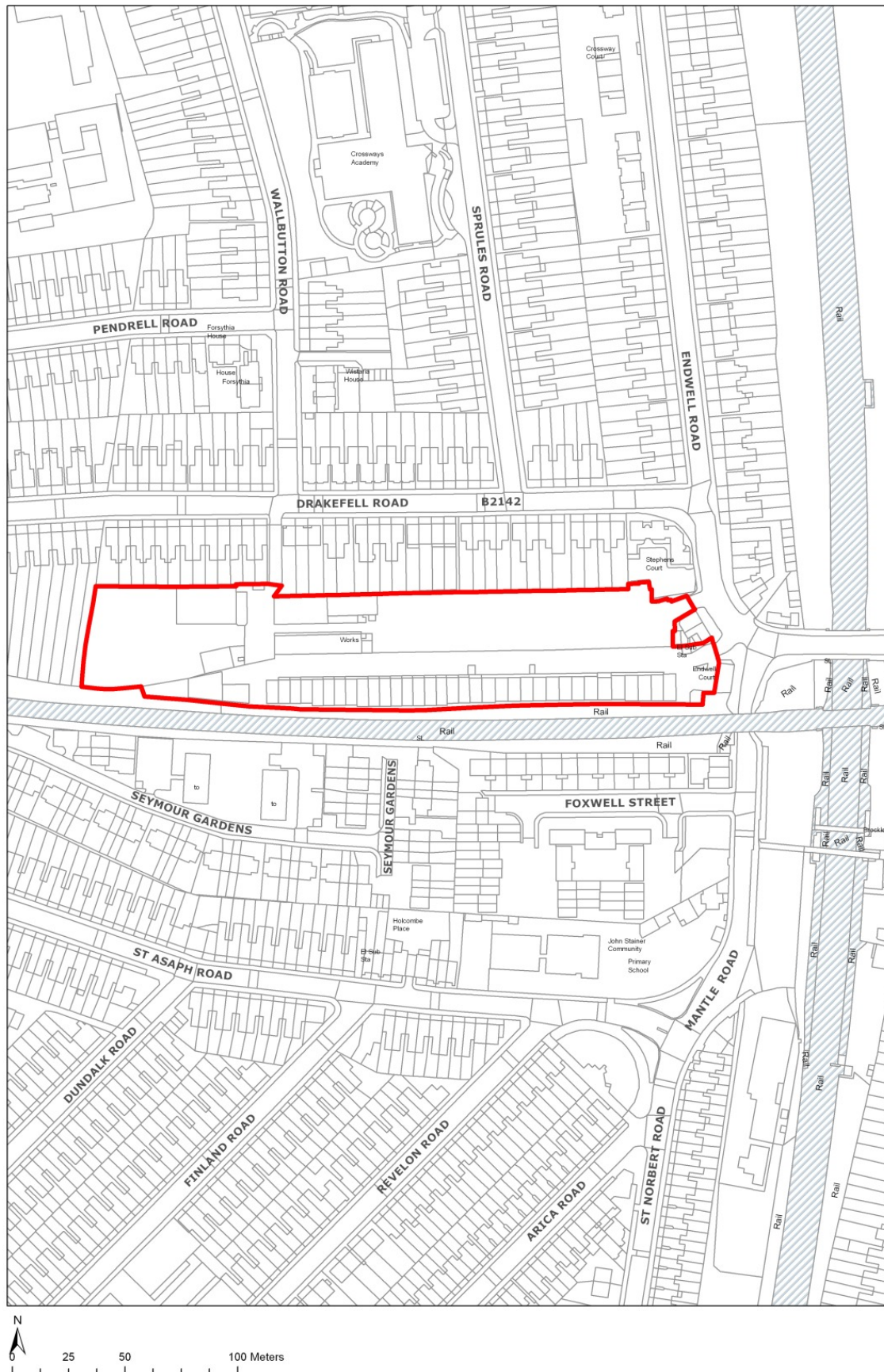
The planning permission on part of the site (Martin's Yard) for 3,882 square metres of business (Use Class B1) floorspace and 38 flats is now under construction. This was granted as an exception to Policy EMP 3 of the Lewisham UDP due to perceived regeneration benefits of that particular scheme.

Evidence base

Employment Land Study: Recommends that this area be retained as an employment land designation and considers that there is a realistic opportunity of expansion of the business centre uses on site.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Map 2.37 Endwell Road Local Employment Location, Brockley Cross



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2.6 Sites falling within the Areas of Stability and Managed Change

2.34 The following provides a summary of the site allocations within the Areas of Stability and Managed Change. These are areas of the borough which are largely residential or suburban in character and where the urban form and development pattern is established. The scale and type of development will generally be smaller scale than other parts of the borough, respecting conservation areas and the surrounding character.

2.35 Table 2.10 shows sites allocated for housing.

Table 2.10 Housing sites (100%)

Ref	Site	Allocation
SA38	16a Algernon Road, SE13	Housing
SA39	Former United Dairies Depot, Baring Road, Lee, SE12 0PW	Housing
SA40	Land off Tyson Road and Honor Oak Road (Rear of Christian Fellowship Centre) Forest Hill, SE23 3AA	Housing
SA41	120, 122a, 136 & 136a Tanners Hill, St Johns, SE8	Housing
SA42	Former Green Man Public House, 355 - 357 Bromley Road, Downham, SE6 2RZ	Commercial or retail and community space at the ground floor; opportunity for residential to upper floors
SA43	Former Tiger's Head Public House, 350 Bromley Road, Downham, SE6	Housing

2.36 Table 2.11 shows sites allocated for mixed use housing.

Table 2.11 Mixed Use Housing Sites

Ref	Site	Allocation
SA44	The Former Courts Site, 335-337 Bromley Road, Downham, SE6 2RP	Mixed use housing and commercial

2.37 Table 2.12 shows sites allocated for local employment locations.

Table 2.12 Local Employment Locations (LEL)

Ref	Site	Allocation
SA45	Blackheath Hill LEL, SE10 8BA	LEL
SA46	Manor Lane LEL, 203 Manor Lane, SE12 0TX	LEL

Ref	Site	Allocation
SA47	Stanton Square LEL – comprising 471-505 Southend Lane, 65 Bell Green & Stanton Square Industrial Estate, Stanton Way, SE26	LEL
SA48	Willow Way – comprising 10-24 & 21-57 Willow Way; Council Offices and Depot at Willow Way; Units 1-8 Willow Business Park; the Church Hall; and 1 Sydenham Park, SE26	LEL
SA49	Worsley Bridge Road LEL – comprising Broomsleigh Business Park; Kelvin House; & 11b Worsley Bridge Road, SE26	LEL
SA50	Malham Road LEL – site bounded by Stanstead Road, Wastdale Road, Beadnell Road and Dalmain Road, SE23	LEL

2.38 Table 2.13 shows sites allocated for education.

Table 2.13 Safeguarded site

Ref	Site	Allocation
SA51	Bonus Pastor Catholic College / Secondary School, Downham, BR1 5PZ	Safeguard as secondary school site

SITE REF: SA38**Site Name/Address:** 16A ALGERNON ROAD, LEWISHAM, SE13 7AT**Allocation:** Housing**Current use:** Ministry of Transport (MOT) Testing Station and disused garages

Location and site description: This is a backland site located to the rear of 6-24 Algernon Road and is surrounded by residential developments on Algernon Road, Brookbank Road, Ladycroft Road and Halesworth Road. The site comprises a largely level area of land, accommodating disused garages and buildings associated with its current use as a Ministry of Transport (MOT) testing station. Steep wooded banks surround the level area to the north, south and west. The site has a four metre wide vehicular access point between the side walls of 16 and 18 Algernon Road.

Site characteristics

Area	0.52 hectares
PTAL	4
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other characteristics	Tree Preservation Order on 32 trees.
Implementing body	Private sector (Family Mosaic)
Expected development timescale	Period 1: 2011-2016
Planning status	Planning permission granted (Ref: DC/09/72782)
Indicative housing capacity (dwellings)	34
Core Strategy Objectives	CSO 2, 3, 5, 8, 10
Core Strategy Policies	SP1, SP5, CSP7, CSP8, CSP13, CSP15, CSP18, CSP21

Other comments: This site's topography will reduce the area available for development.

Thames Water do not currently envisage infrastructure concerns regarding water supply capability or waste water services/sewerage network capacity to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The Flood Zone 1 location of this site means that it is suitable for the proposed use.

Sustainability Appraisal: Mitigation measures will need to address waste management, potential land contamination, retention of trees on-site and relationship to adjoining residential properties. Refer to Appendix 4 of the Site Allocations SA.

Map 2.38 16A Algernon Road, Lewisham



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SITE REF: SA39

Site Name/Address: FORMER UNITED DAIRIES DEPOT, 2 BARING ROAD, LEE, SE12 0PW

Allocation: Housing

Current use: Vacant

Location and site description: This site is located on the south-western corner of the junction between the A2212 Baring Road and A205 St. Mildreds Road (also referred to as the South Circular). The site is predominantly surrounded by residential development. Bus stops are located on both Baring Road and the South Circular within a convenient walking distance of the site. Bus services on at least 4 routes contribute to the accessibility of the site. Lee Railway Station is approximately 600 metres north of the site off Burnt Ash Hill.

Site characteristics

Area	0.6 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/close to a Listed Building	No
Flood Zone (FZ)	FZ1
Implementing body	Private sector
Expected development timescale	Period 1: 2011 - 2016
Planning status	Planning permission for housing granted December 2011 (Ref: DC/11/76836).
Indicative housing capacity (dwellings)	75
Core Strategy Objectives	CSO 2, 3, 5, 8, 10,
Core Strategy Policies	SP1, SP5, CSP7, CSP8,CSP13, CSP15, CSP18, CSP21

Other comments: The allocation is an opportunity to improve the urban quality of this site, which is prominently located in an elevated position, on the main South Circular. Due to its immediate, surrounding residential nature housing is preferred choice for this site.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: A Flood Zone1 location makes the site suitable for all development types including the proposed uses.

Sustainability Appraisal: Mitigation measures will need to address waste management, air quality, noise and vibration, potential land contamination and impact on adjoining residential areas. Refer to Appendix 4 of the Site Allocations SA.

Map 2.39 Former United Diaries Depot, Baring Road, Lee

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SITE REF: SA40

Site Name/Address: LAND OFF TYSON ROAD AND HONOR OAK ROAD (REAR OF CHRISTIAN FELLOWSHIP CENTRE) FOREST HILL, SE23 3AA

Allocation: Housing

Current use: Industrial/residential

Location and site description: This backland, brownfield site is located in a residential area, which was the former grounds to the buildings facing onto Honor Oak Road and with access via Tyson Road (via properties nos. 15, 17 and 17a). The site is surrounded by buildings of three and four storeys. There is an established employment use on part of the site, which is otherwise largely vacant.

Site characteristics

Area	0.91 hectares
PTAL	1
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other characteristics	Part of site is steeply sloped. Dense mature trees are on part of site.
Implementing body	Private sector
Expected development timescale	Period 1: 2011-2016
Planning status	April 2010 outline permission for housing granted on appeal (Application Ref: 09/71953; Appeal Ref: C5690/A/09/2114438)
Indicative housing capacity (dwellings)	74
Core Strategy Objectives	CSO 2, 3, 5, 8, 10
Core Strategy Policies	SP1, SP5, CSP7, CSP8,CSP13, CSP15, CSP18, CSP21

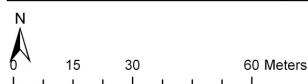
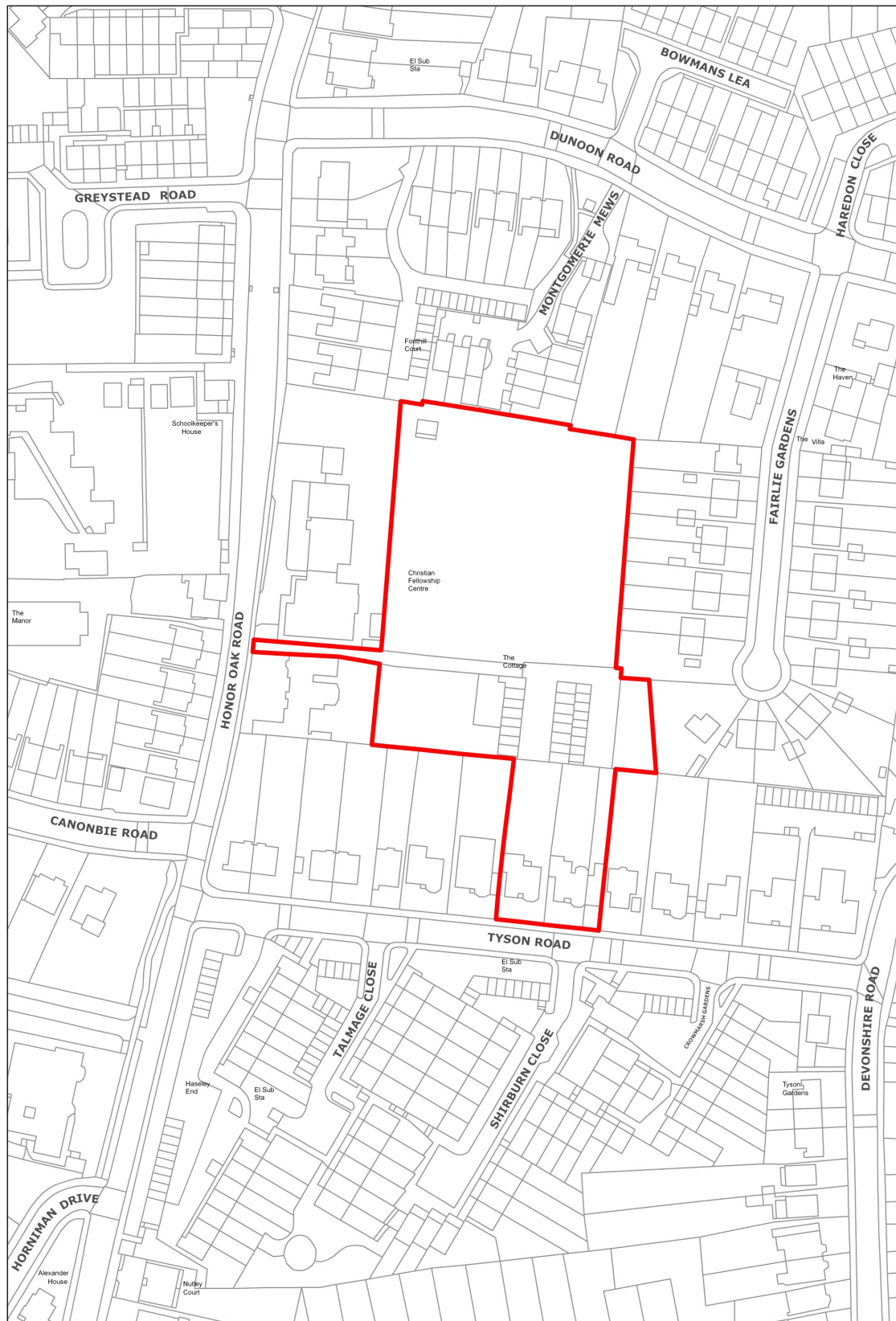
Other comments: Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base:

Strategic Flood Risk Assessment/Sequential Test: The site is suitable for the proposed residential development as it is located within Flood Zone 1.

Sustainability Appraisal: Mitigation measures will need to address waste management and assess existing trees and landscaping for local biodiversity value. Refer to Appendix 4 of the Site Allocations SA.

Map 2.40 Site off Tyson Road & Honor Oak Road/Rear of Christian Fellowship Centre, Forest Hill



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SITE REF: SA41**Site Name/Address:** 120, 122a, 136, 136a TANNERS HILL, ST JOHNS, SE8 4QD**Allocation:** Housing**Current use:** Vacant industrial

Location and site description: The site lies south-west of a railway line between New Cross and St. John's Railway stations, on the north-west of Tanners Hill. It is bounded to the north-west by properties on Florence Road and to the south-east by 124, 134 and 138 Tanners Hill and is characterised by poor access along Tanners Hill. The Lewisham Way LEL is adjacent to the western boundary of the site. The allocation is in four different ownerships. Neither site 122a nor 136 have direct road access. 122a would need to be accessed via site 120. Site 136 would need to be accessed via site 136a or site 120.

Site characteristics

Area	0.54 hectares
PTAL	6
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/ or located close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	Access issues for sites nos. 122a and 136 necessitates comprehensive site redevelopment unless proven otherwise
Implementing body	Registered Social Landlord/Private Sector
Expected development timescale	Period 1: 2011-2016
Planning status	No 120 - permission granted for 42 residential units (Ref: DC/05/60705) & unimplemented; No 136a - permission granted for 6 houses - unimplemented; Nos 122a & 136 application for residential refused due to access issues. No 136a - planning permission granted for housing (Ref: DC/11/76379)
Indicative housing capacity (dwellings)	40 to 60
Core Strategy Objectives	CSO 2, 3, 5, 8, 10
Core Strategy Policies	SP1, SP5, CSP7, CSP8, CSP13, CSP15, CSP18, CSP21

Other comments: Construction works on site No. 120 were abandoned at foundation excavation stage due to the presence of metal girders that anchor the railway's retaining wall.

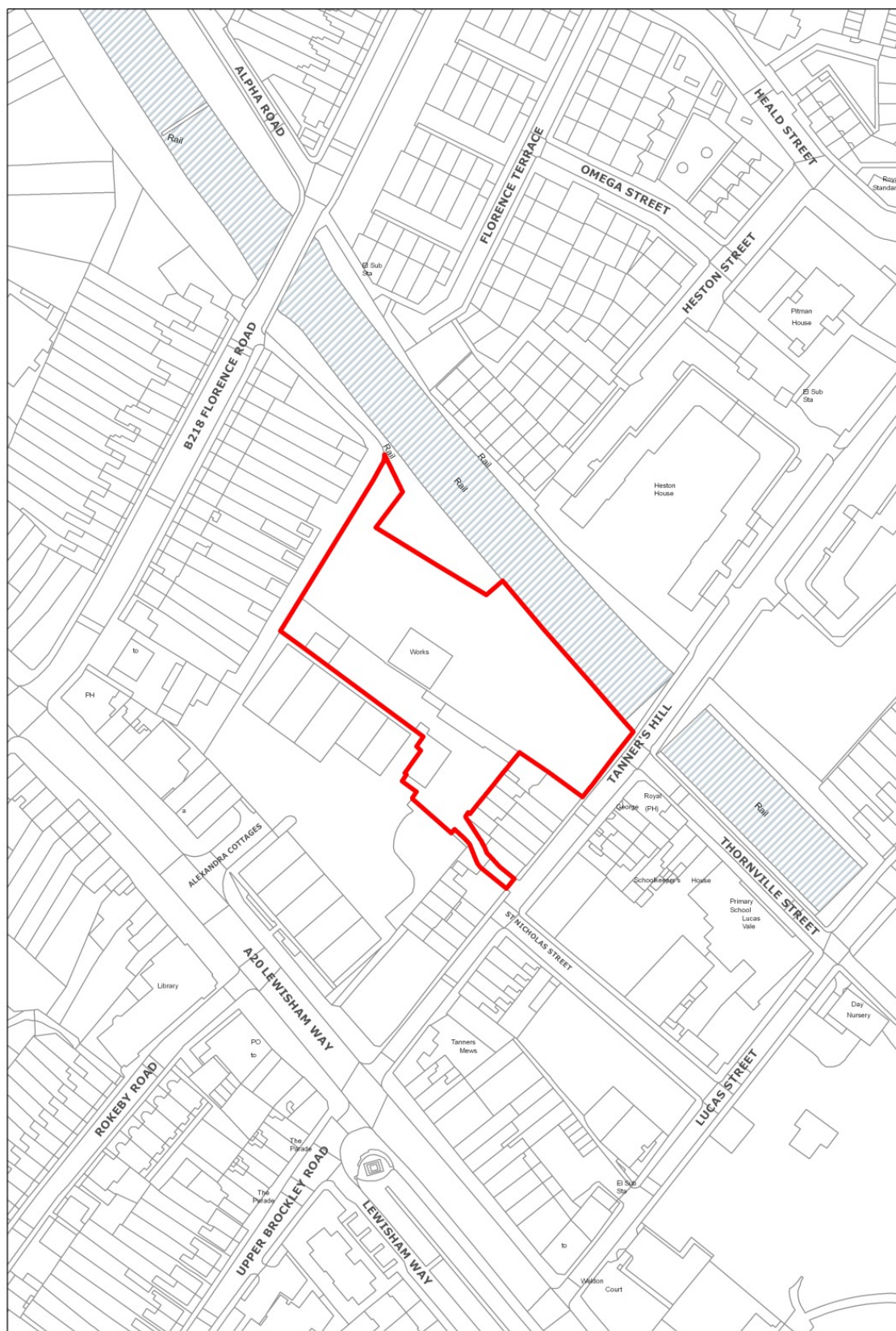
Thames Water have no current concerns regarding water supply or waste water capability to this site.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: Flood Zone 1 location therefore suitable for all development types, including the proposed use.

Sustainability Appraisal: Mitigation measures will need to address waste management, potential land contamination, impact on the adjoining SINC and air, noise and vibration impacts from the adjoining railway corridor. Refer to Appendix 4 of the Site Allocations SA.

Map 2.41 120, 122a, 136 & 136a Tanners Hill, St Johns



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SITE REF: SA42

Site Name/Address: FORMER GREEN MAN PUBLIC HOUSE, 355 -357 BROMLEY ROAD, DOWNHAM, SE6 2RZ

Allocation: Mixed use - commercial or retail and community space with the opportunity for residential at upper floors

Current use: Vacant public house

Location and site description: This site fronts onto the Bromley Road (A21) junction with Beckenham Hill Road and is located approximately 500 metres from the shops and local services at the District Centre of Downham. On the opposite side of Bromley Road is the village pond and a public green area.

Site characteristics

Area	0.21 hectares
PTAL	4
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	Yes - adjacent
Flood Zone (FZ)	FZ 1 90%; FZ2 5%; FZ3a 5% towards south-west of site
Other	Bromley Road, Southend Village SPD
Implementing body	Private Sector/RSL
Expected development timescale	Period 1: 2011-2016
Planning status	Planning permission granted February 2012 (Ref: DC/11/77798) for community and office uses
Indicative housing capacity (dwellings)	To be confirmed if proposal includes housing
Core Strategy Objectives	CSO 4, 6, 10. With housing, also CSO 2, 3
Core Strategy Policies	SP1, SP5, CSP7, CSP8, CSP10, CSP13, CSP15, CSP18, CSP21

Other comments: The allocation is in line with the Bromley Road Supplementary Planning document that identifies the opportunity to create an attractive building on this site with an active frontage to Bromley Road.

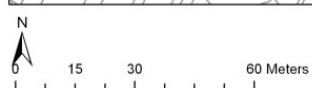
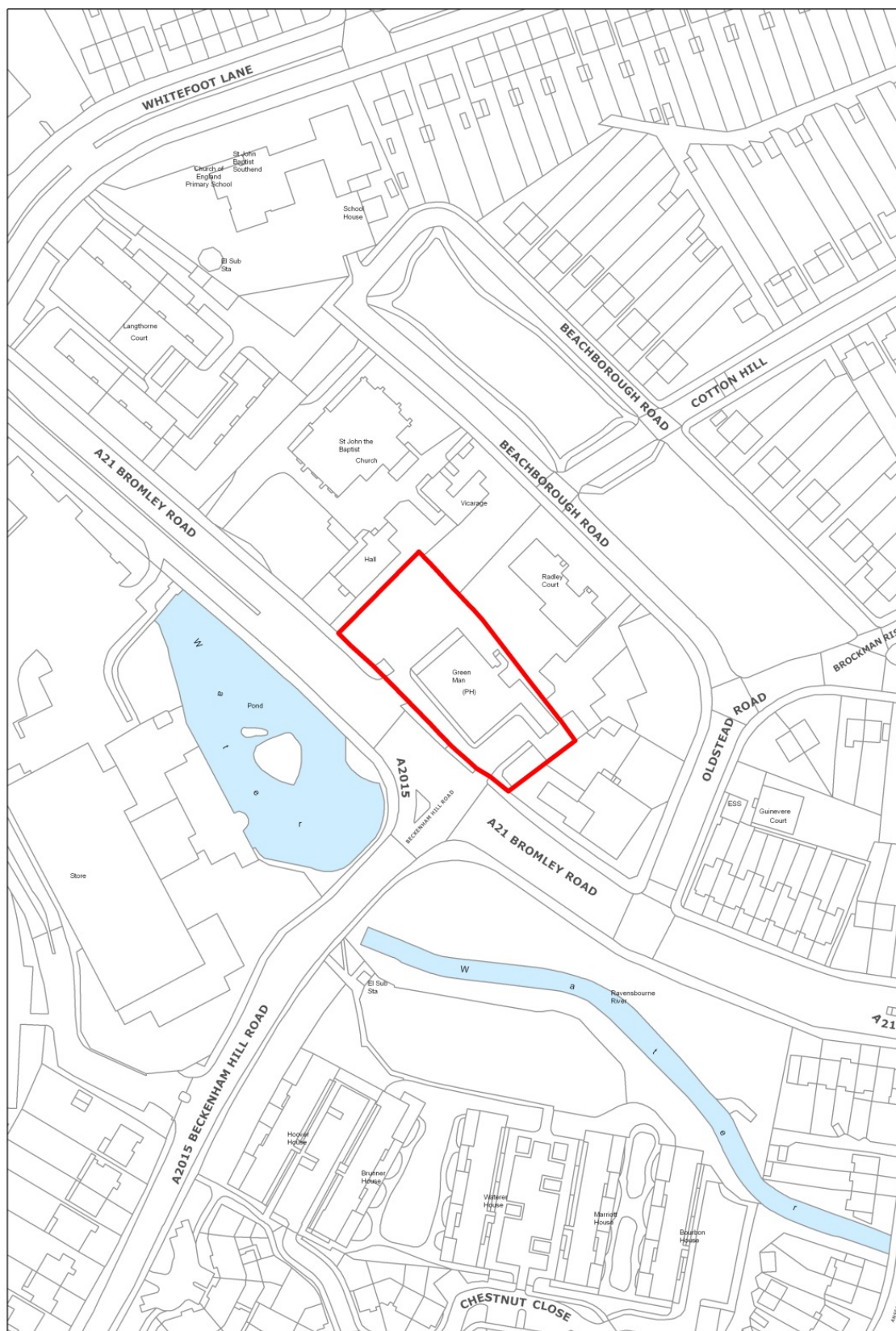
Thames Water currently has no concerns regarding water supply capability but has concerns over waste water services/sewerage infrastructure.

Evidence base

Strategic Flood Risk Assessment/Sequential Test: 90% of the area, falling within Flood Zone 1, satisfies the Sequential Test. The NPPF paragraph 102 Exception Test would need to be satisfied in relation to the 5% of the site area affected by Flood Zone 2 and the 5% affected by Flood Zone 3a (Sequential Test Report Ref: ADD6).

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, impact on adjacent listed buildings and trees on-site and those adjoining the site, and air quality, noise and vibration impacts from the A21. Refer to Appendix 4 of the Site Allocations SA.

Bromley Road Supplementary Planning Document - Southend Village: Refer to paragraph 10.3, page 87.

Map 2.42 Former Green Man Public House 355-357 Bromley Road

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SITE REF: SA43

Site Name/Address: FORMER TIGERS HEAD PUBLIC HOUSE, 350 BROMLEY ROAD, DOWNHAM, SE6 2RZ

Allocation: Housing

Current use: Building site - previously vacant public house (ceased trading in 2004)

Location and site description: This site lies approximately 500 metres from the shops and local services at the District Centre of Downham. It occupies a corner plot at the junction of Bromley Road and Southend Road and fronts the Bromley Road (A21), Southend Road and Whitefoot Lane. On the opposite side of Bromley Road is the former Courts Store. There are four bus stops adjoining or very close to the site. The River Ravensbourne is in a covered culvert under the existing forecourt.

Site characteristics

Area	0.21 hectares
PTAL	4
Within/adjacent to a Conservation Area	Yes
Within an Area of Archaeological Priority	Yes
Listed Building/located close to a Listed Building	No
Flood Zone (FZ)	FZ 3a
Other characteristics	Bromley Road, Southend Village SPD Ravensbourne River runs underneath the site
Implementing body	Private Sector
Expected development timescale	Period 1: 2011-2016
Planning status	Planning permission (Ref: DC/09/72980)
Indicative housing capacity (dwellings)	36
Core Strategy Objectives	CSO 2, 3, 6, 10
Core Strategy Policies	SP1, SP5, CSP7, CSP8, CSP10, CSP13, CSP15, CSP18, CSP21

Other comments: The allocation will contribute towards achieving the borough's housing targets and accords with the Bromley Road Supplementary Planning document.

Thames Water currently have no concerns regarding water supply or waste water capability to this site.

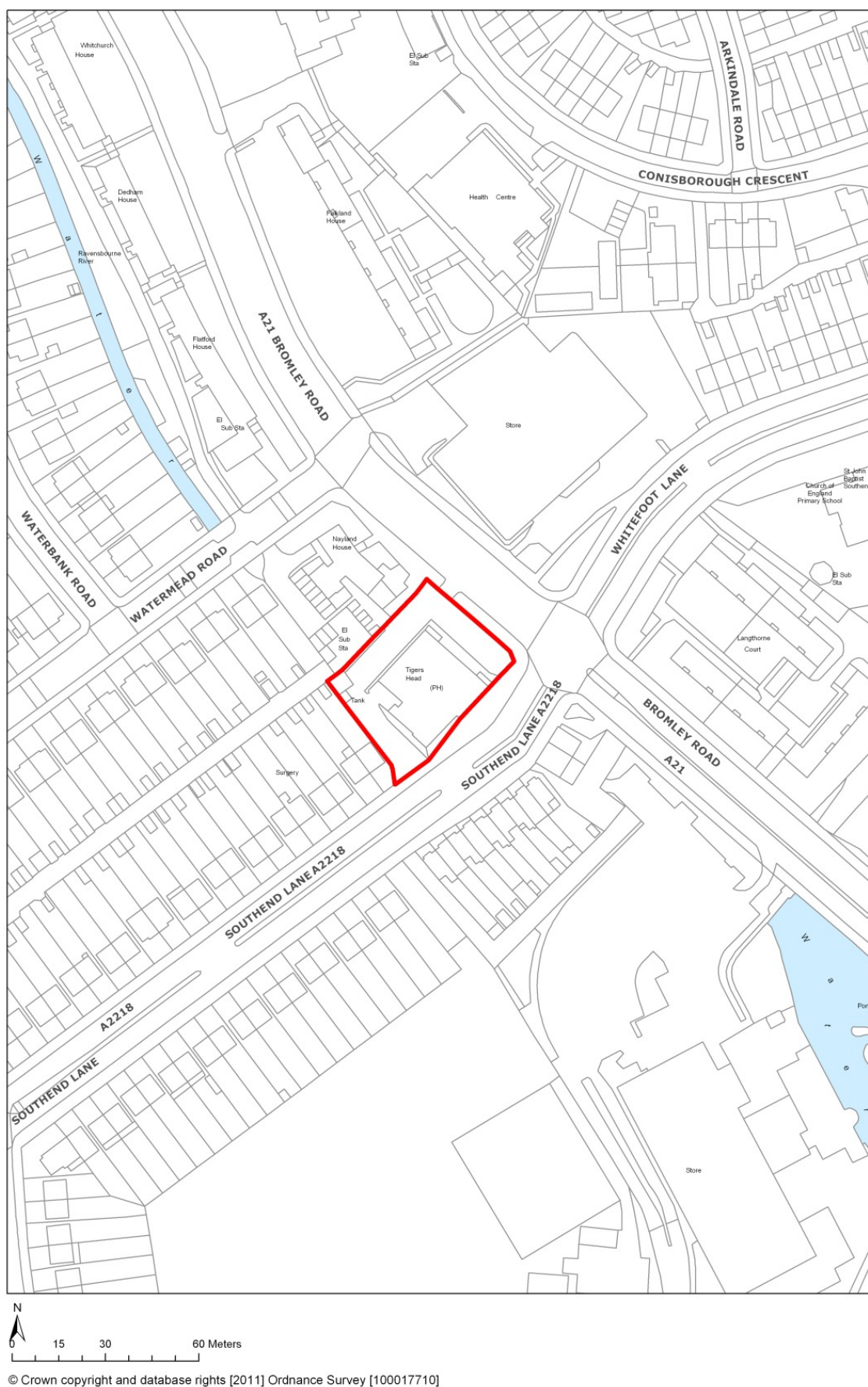
Evidence base

Strategic Flood Risk Assessment/Sequential Test: This site is 100% affected by Flood Zone 3a, hence the NPPF paragraph 102 Exception Test would need to be satisfied.

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, impact on street trees and those adjoining the site, and air quality , noise and vibration impacts from the A21. Refer to Appendix 4 of the Site Allocations SA.

Bromley Road Supplementary Planning Document - Southend Village: Refer to paragraph 10.3, page 87.

Ravensbourne River Corridor Improvement Plan: Provides design guidance specific to this part of the river corridor.

Map 2.43 Former Tiger's Head Public House, 350 Bromley Road

SITE REF: SA44

Site Name/Address: FORMER COURTS SITE, 335-337 BROMLEY ROAD, DOWNHAM, SE6 2RP

Allocation: Mixed use incorporating housing and retail

Current use: Formerly occupied by Courts and more recently a temporary store.

Location and site description: This site is located at the junction of Whitefoot Lane and the east side of Bromley Road, opposite the the former Tiger's Head Public House.

Site characteristics

Area	0.53 hectares
PTAL	4
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building/located close to a Listed Building	No
Flood Zone (FZ) Location	FZ1 90%; FZ2 8%; FZ3a 2%
Other characteristics	Bromley Road, Southend Village SPD
Implementing body	Private sector
Expected development timescale	Period 1: 2011-2016
Planning status	Planning permission March 2010 (Ref: DC/09/73135)
Indicative housing capacity (dwellings)	117
Core Strategy Objectives	CSO 2, 3, 4, 5, 6, 8, 10, 11,
Core Strategy Policies	SP1, SP5, CSP7, CSP8, CSP13, CSP15, CSP18, CSP21

Other comments: The allocation will revitalise this area of Bromley Road, making a positive contribution towards achieving the Core Strategy's housing targets. Family housing and public realm improvements would be provided. Some retail will be maintained, creating an active frontage to encourage greater surveillance.

Thames Water have concerns regarding water supply capability but do not have concerns about waste water capability to this site.

Evidence base

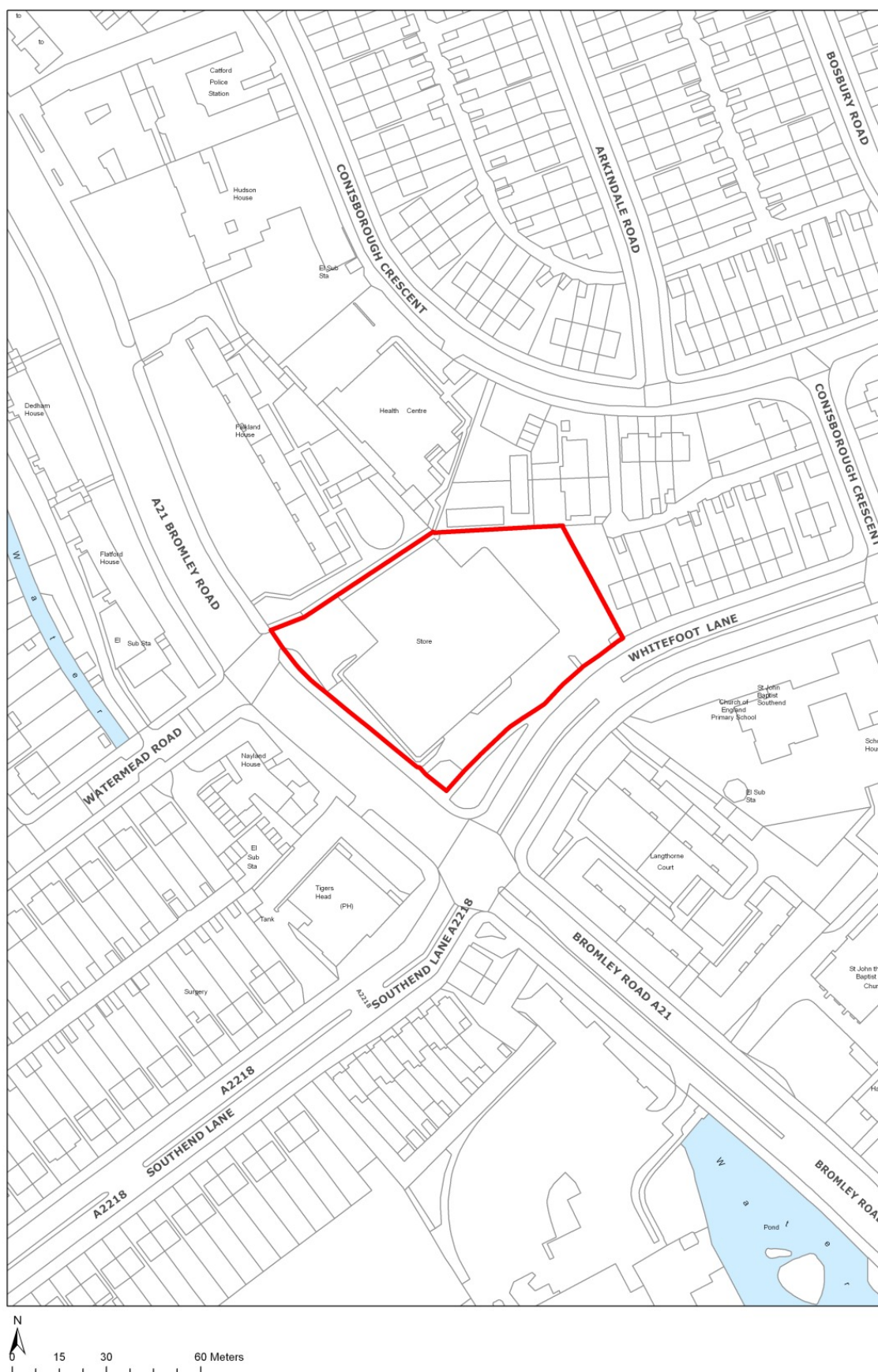
Strategic Flood Risk Assessment/Sequential Test: Given the small proportion of the site falling within Flood Zones 2 (8%) and 3a (2%), the proposed land use would pass the sequential test if located within the area of the site falling within Flood Zone 1. Should this not be the case, the Exception Test would need to be applied for the residential element.

Sustainability Appraisal: Mitigation measures will need to address waste management, flood risk, impact on trees including those adjoining the site, and air quality, noise and vibration impacts from the A21. Refer to Appendix 4 of the Site Allocations SA.

Bromley Road Supplementary Planning Document - Southend Village: Refer to para 10.2, pg 85

Ravensbourne River Corridor Improvement Plan: Provides design guidance specific to this part of the river corridor.

Map 2.44 Former Courts Site, 335-337 Bromley Road



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SITE REF: SA45

Site/Name Address: BLACKHEATH HILL LOCAL EMPLOYMENT LOCATION, BLACKHEATH HILL, SE10 8BA

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current use: Office, workshop and storage units

Location and site description: The site is located adjacent to of the Borough's boundary in the north east sector. It comprises the Blackheath Business Estate. It is a narrow site with a residential home to the east and to the west are social housing estates. The site has good direct access to the Strategic Road Network (A2). About fifteen minutes walk away is the DLR Station at Deptford Bridge. Greenwich Station (DLR and Network Rail) is closer and the A2 is serviced by a number of bus routes.

Site characteristics

Area	0.32 hectares
PTAL	3
Within/adjacent to a Conservation Area	Adjacent to a Conservation Areas and Area of Special Character over the boundary in Royal borough of Greenwich
Within an Area of Archaeological Priority	The entrance to the site falls within an Area of Archaeological Priority
Listed Building/ located close to a Listed Building	N/A
Flood Zone (FZ)	FZ1
Other	A Site of Importance for Nature Conservation lies adjacent to the southern and south western boundaries
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP5, CSP3

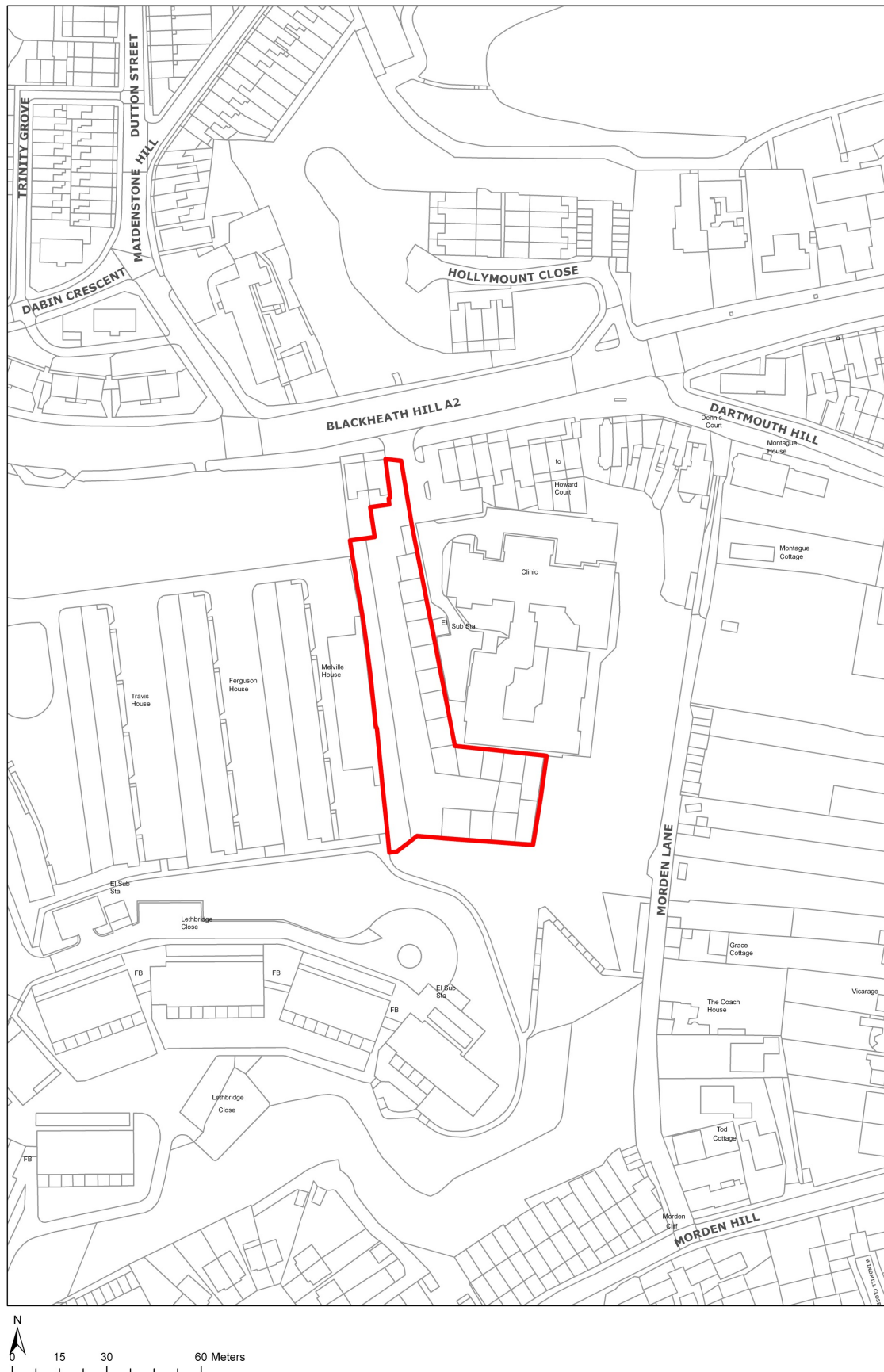
Other comments: The site is a small reservoir of business uses in this area of the borough.

Evidence base

Employment Land Study: Supports designation as LEL but recommends close monitoring following the 'Plan, Monitor, Manage' Approach.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Map 2.45 Blackheath Hill LEL



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SITE REF: SA46

Site Name/Address: MANOR LANE LOCAL EMPLOYMENT LOCATION, 203 MANOR LANE, SE12 0TX

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current use: Industrial/warehouse units with ancillary offices; builder's merchant

Location and site description: This location is close to the eastern boundary of the borough. It is shielded from residential properties to the north by the mainline railway and to the south by the configuration of the units which shield directly adjoining residential back gardens. This area comprises light industrial/warehouse units with ancillary offices forming the Chiltonian Industrial Estate, plus a separate building and yard occupied by a builder's merchant. The estate offers 34 light industrial/warehouse units, 16 of which received planning permission in 2000. The nearest bus routes are close by on Burnt Ash Hill and Lee Railway Station is within walking distance. Access to the South Circular is 10 minutes walk or a short drive away which also has bus routes.

Site characteristics

Area	2.75 hectares
PTAL	3
Within/adjacent to a Conservation Area	Separated from the Manor Lane Conservation Area by a railway embankment
Within an Area of Archaeological Priority	No
Listed Building/close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	A culvert carrying the River Quaggy (Hither Green Branch) is located on the western edge of this LEL and appears to be situated below Manor Lane
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP5, CSP3

Other comments: This LEL is the only substantial area in employment use in the eastern part of the borough.

Evidence base

Employment Land Study: The ELS recommends that the site should be designated as a Local Employment Location.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Map 2.46 Manor Lane LEL, SE12



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SITE REF: SA47

Site Name/Address: STANTON SQUARE LOCAL EMPLOYMENT LOCATION (comprising 471 – 505 Southend Lane, 65 Bell Green and Stanton Square Industrial Estate, Stanton Way), SE26

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses

Current use: Stanton Square Industrial Estate, a scaffolding yard, office/workshop

Location and site description: This is an island site surrounded by busy roads lying in the south of the borough at the junction of the A212 Sydenham Road and the A2218 Southend Lane SE26. The site has direct access to the main road network. Lower Sydenham station is directly to the south, and several bus routes are locally available. To the north lies the large Bell Green site. Other surrounding development is largely low density residential.

Site characteristics

Area	0.97 hectares
PTAL	3
Within/adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	Yes (Stanton Square Industrial Estate and 65 Bell Green)
Listed Building/close to a Listed Building	No
Flood Zone (FZ)	FZ1
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP5, CSP3

Other comments: The site has been in substantive use as an employment location and contained a small reservoir of business units which are currently being replaced by a newly built self storage centre.

Evidence base

Employment Land Study: Supports Local Employment Location designation. However, closely monitor following the 'Plan, Monitor, Manage' approach (see Appendix 6 of the ELS).

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 4 of the Site Allocations SA.

Map 2.47 Stanton Square LEL, SE26



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SITE REF: SA48

Site Name/Address: WILLOW WAY LOCAL 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

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses.

Current use: Small scale, diverse range of business uses. These include printing, catering, motor trades, two design companies, a diamond blade supplier and a medical equipment supplier.

Location and site description: This area is located between Forest Hill and Sydenham, in the south western corner of the borough. It lies on a side road linking the local shopping parades on Dartmouth Road and Kirkdale. Forest Hill and Sydenham Network Rail Stations are both about 10 minutes walk away and the area is well served by bus routes. Access to the strategic road network (A205 South Circular) is good via Dartmouth Road (A2216).

Site characteristics

Area	0.86 hectares
PTAL	3
Within or adjacent to a Conservation Area	Sydenham Park Conservation Area is directly adjacent to the east.
Within an Area of Archaeological Priority	No
Listed Building or close to a Listed Building	No
Flood Zone (FZ)	FZ1
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP5, CSP3

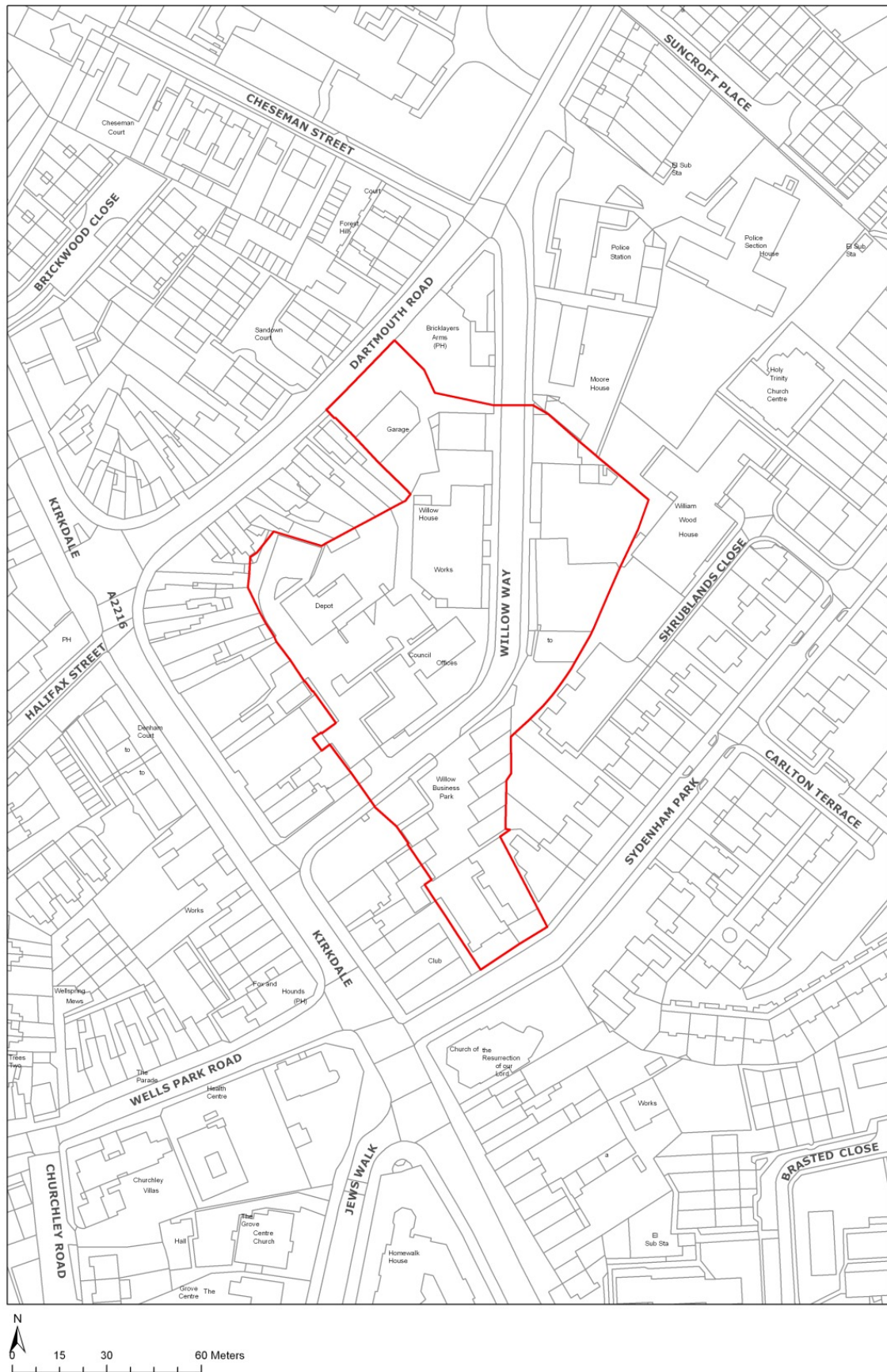
Other comments: This site provides a valuable pool of good quality premises serving a local market for which there has been consistent demand.

Evidence base

Employment Land Study: Supports designation as a Local Employment Location.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 6 of the Site Allocations Sustainability Appraisal.

Map 2.48 Willow Way LEL, SE26



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SITE REF: SA49

Site Name/Address: WORSLEY BRIDGE ROAD LOCAL EMPLOYMENT LOCATION, WORSLEY BRIDGE ROAD, SE26 (comprising Broomsleigh Business Park, Kelvin House and 11b Worsley Bridge Road), SE23

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses.

Owners: Multiple ownership

Current use: Broad mix of business uses ranging from office to industrial. The Broomsleigh Business Park is mainly in office use.

Location and site description: This area is close to the southern boundary of the borough, adjacent to a much larger area of employment land in the London Borough of Bromley. It is located on a triangular strip of land adjacent to the railway. Access to the site is good via Worsley Bridge Road to the A2218 Southend Lane with access to the A205 South Circular via Perry Rise. A number of local bus services are available. Lower Sydenham mainline and the East London Overground railway station is on the southern edge of the site.

Site characteristics

Area	1.20 hectares
PTAL	3
Within or adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building or close to a Listed Building	No
Flood Zone (FZ)	FZ1
Other	The railway line on the western boundary of the location is designated as green corridor
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP5, CSP3

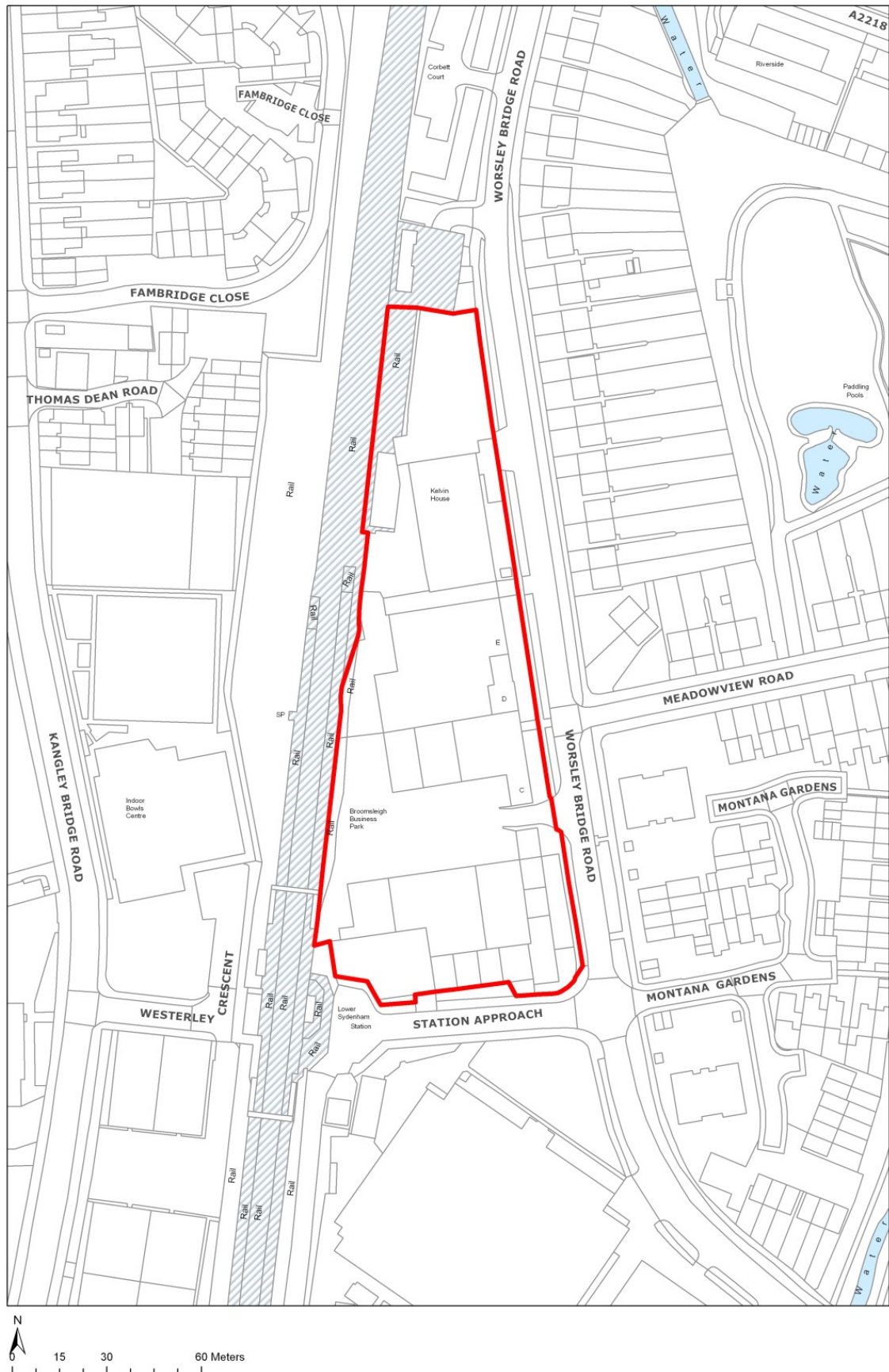
Other comments: This site is considered to represent an important reservoir of modern office and industrial premises located close to good public transport which supports the local economy.

Evidence base

Employment Land Study: Supports Local Employment Location designation. .

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 6 of the Site Allocations Sustainability Appraisal.

Map 2.49 Worsley Bridge Road LEL, SE26



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SITE REF: SA50

Site Name/Address: MALHAM ROAD LOCAL EMPLOYMENT LOCATION (Site bounded by Stanstead Road, Wastdale Road, Beadnell Road and Dalmain Road), SE23

Allocation: Local Employment Location (LEL) to enable protection for B Use Class Employment Uses.

Current use: A mixture of self-contained estates of small light industrial/warehousing units, and a mixture of other office and light industrial buildings.

Location and site description: This is a well defined area of land located just off the South Circular to the north east of Forest Hill Town Centre. Frontages on Stanstead Road and Wastdale Road comprise late Victorian three storey terraces with retail on the ground floor and some residential above. There are residential frontages on Dalmain and Beadnell Road. The area has good access to the South Circular A205 via Wastdale Road. There are bus routes on Stanstead Road and the network rail and East London Overground station at Forest Hill is about 10 minutes walk away together with the District Town Centre facilities of Forest Hill.

Site characteristics

Area	3.63 hectares
PTAL	3
Within or adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Listed Building or close to a Listed Building	No
Flood Zone (FZ)	FZ1
Core Strategy Objectives	CSO 4
Core Strategy Policies	SP1, SP5, CSP3

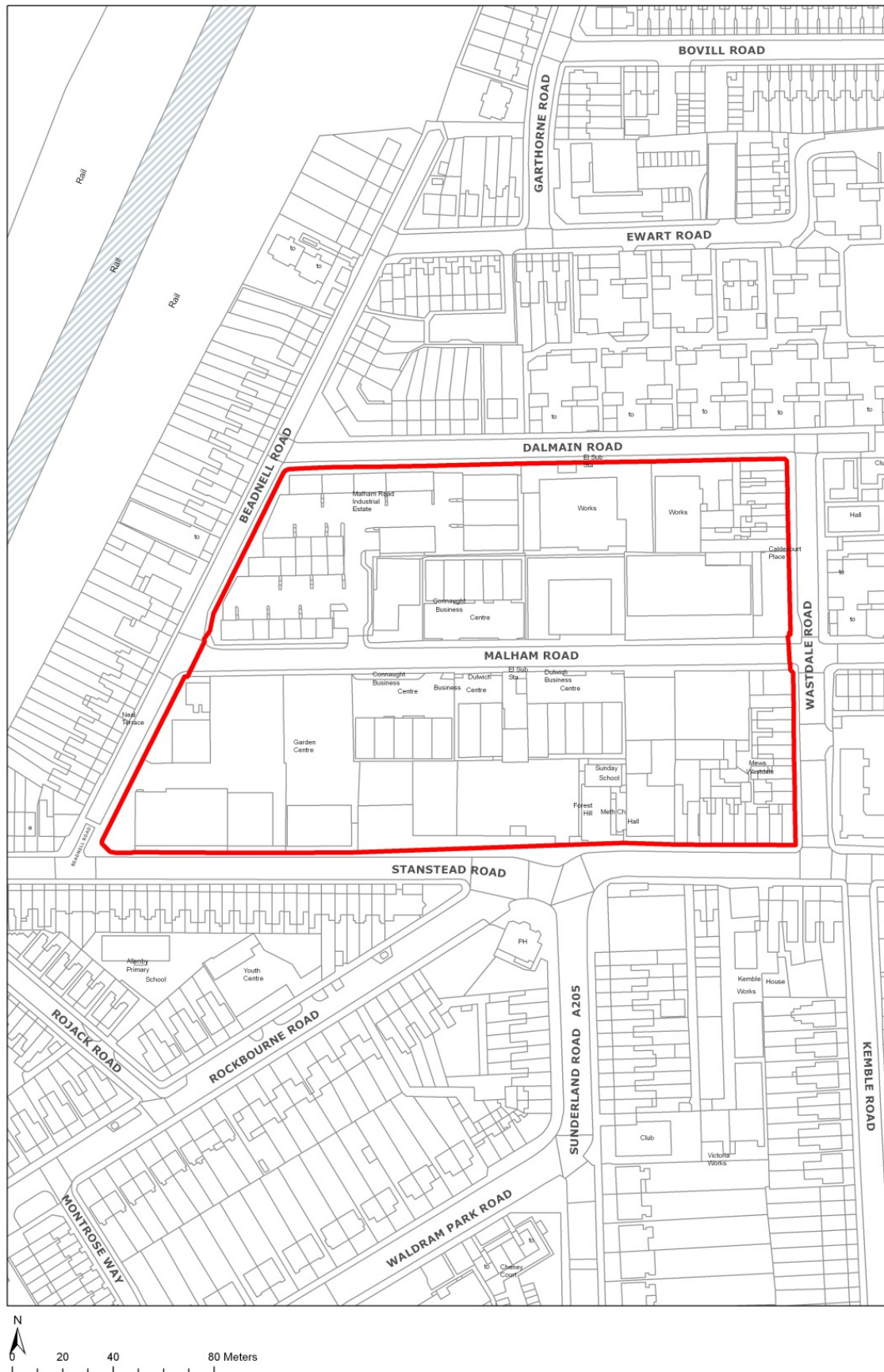
Other comments: Uses on this site are successful and in demand.

Evidence base

Employment Land Study: The ELS supports a Local Employment designation.

Sustainability Appraisal: Mitigation measures will need to address waste management, energy efficiency of buildings and landscaping. Refer to Appendix 6 of the Site Allocations Sustainability Appraisal.

Map 2.50 Malham Road LEL, SE23



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SITE REF: SA51

Site Name/Address: BONUS PASTOR CATHOLIC COLLEGE/ SECONDARY SCHOOL, Churchdown Road and Winlaton Road, Bromley BR1 5PZ BR1 5PZ

Allocation: Safeguard as educational use

Current use: Education - Secondary School

Location and site description: The Bonus Pastor school is located in the south of the borough, currently occupying two sites. The upper school is located on Winlaton Road, off Bromley Road (A21). The lower school is located on Churchdown Road.

Site characteristics

Area	0.8 hectares
PTAL	3
Within or adjacent to a Conservation Area	No
Within an Area of Archaeological Priority	No
Flood Zone (FZ)	FZ 1
Listed Building/located close to a Listed Building	No
Other	Green Chain Walk close by
Core Strategy Objectives	CSO 11
Core Strategy Policies	SP1, SP5, CSP20

Other comments: This school, serving 750 pupils, is on two sites, neither of which are large enough to accommodate a single school. Planning application (ref: DC/10/74508) was granted in September 2010 for the erection of college buildings and associated facilities at each sites, followed by demolition of the existing, adjacent, school buildings at each site, to be replaced with landscape and amenity space. Development on both sites would need to accord with Core Strategy Policy on the conservation, development and management of open space (CSP12).

Evidence base

Strategic Flood Risk Assessment/Sequential Test: The site is located in Flood Zone 1 and therefore suitable for all development proposals.

Sustainability Appraisal: Mitigation measures will need to address waste management, noise and impact on trees (on-site and those adjoining the site). Refer to Appendix 6 of the Site Allocations Sustainability Appraisal.

Map 2.51 Bonus Pastor Catholic College/Secondary School, Downham

2.7 Sites of Importance for Nature Conservation

- 2.39** In February 2006 the Greater London Authority (GLA) carried out a survey across the borough of all Sites of Importance for Nature Conservation (SINC). As a result of that survey, newly proposed SINC and proposed additions and deletions to existing SINC were suggested and these are set out below.
- 2.40** Sites of 'Borough Importance Grade 1' are firstly set out, followed by 'Sites of Borough Importance Grade II'. Where a site is proposed to be upgraded from Grade I to Grade II it is detailed under the Grade II category.
- 2.41** The site allocations detailed in this section are set out in the table 2.14 below. Each site allocation is then accompanied by a short explanation followed by a site map. Each site is included in the Site Allocations Sustainability Appraisal (refer to Appendix 6 of the SA).

Table 2.14 Sites of Importance to Nature Conservation (SINC)

Reference	Site	Site proposal
SINC 1	Hither Green Cemetery	Deletion and addition to SINC
SINC 2	Pool River Linear Park	Addition to existing SINC
SINC 3	Hillcrest Estate Woodlands	Addition to SINC
SINC 4	Grove Park Nature Reserve	Addition to SINC
SINC 5	Forster Memorial Park	Upgrade from Grade II to Borough Grade I importance
SINC 6	Loats Pit	Addition of habitat to the north of site
SINC 7	Grove Park Cemetery	Split site from Chinbrook Community Orchard and Green Chain Walk
SINC 8	Nunhead Cutting	Include area of habitat to the south and east
SINC 9	St Johns to Lewisham Railsides	Include area of habitat to the south-east
SINC 10	Lewisham Railway Triangles	Include area of habitat to the north-east
SINC 11	Hither Green Railsides	Add new areas of track between Lewisham High Street & St Mildreds Road
SINC 12	Hither Green Sidings	Amend boundary and add isolated strip of land on the southside of the railway
SINC 13	New Cross/ New Cross Gate Railsides	New site proposal
SINC 14	Mountsfield Park	Upgrade from Local Importance to Borough Grade II importance
SINC 15	Chinbrook Allotments	Orchard site combined with allotments to the south

Reference	Site	Site proposal
SINC 16	Chinbrook Meadows	New site proposal to include existing site at Amblecote Wood
SINC 17	Bromley Hill Cemetery	New site proposal
SINC 18	Gilmore Road Triangle	New site proposal

2.42 The key Core Strategy Objectives (CSO) delivered by the Sites of Importance to Nature Conservation are: CSO5, CSO7 and CSO11.

2.43 The relevant Core Strategy Policies (CSP) are: CSP12 and CSP19.

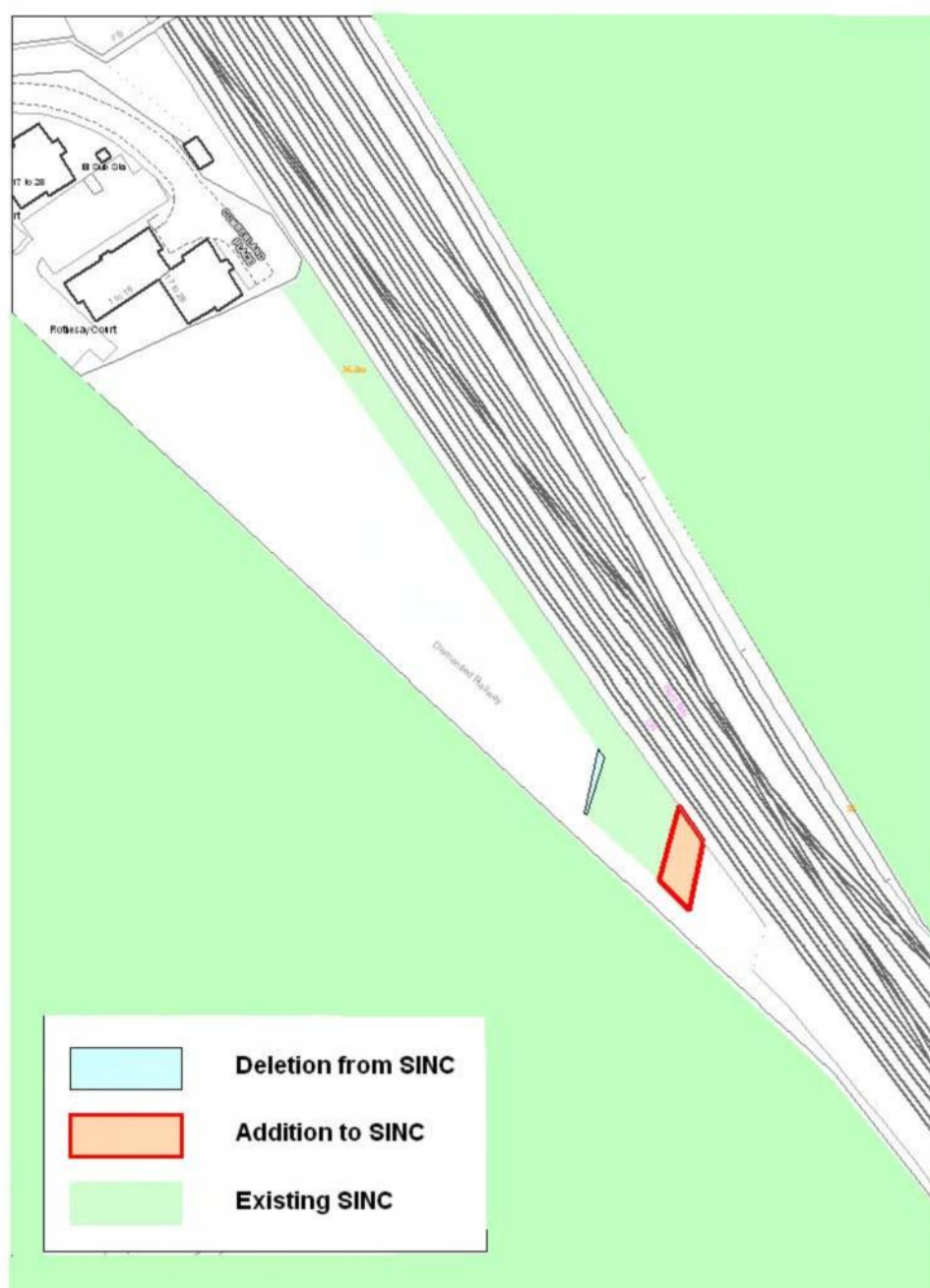
Sites of Borough Importance: Grade 1

SINC 1: HITHER GREEN CEMETERY

Ownership: London Borough of Lewisham

This allocation adds the small area of sidings land set aside as a nature reserve. A correction to the boundary is shown as a deletion.

Picture 2.53 Hither Green Cemetery

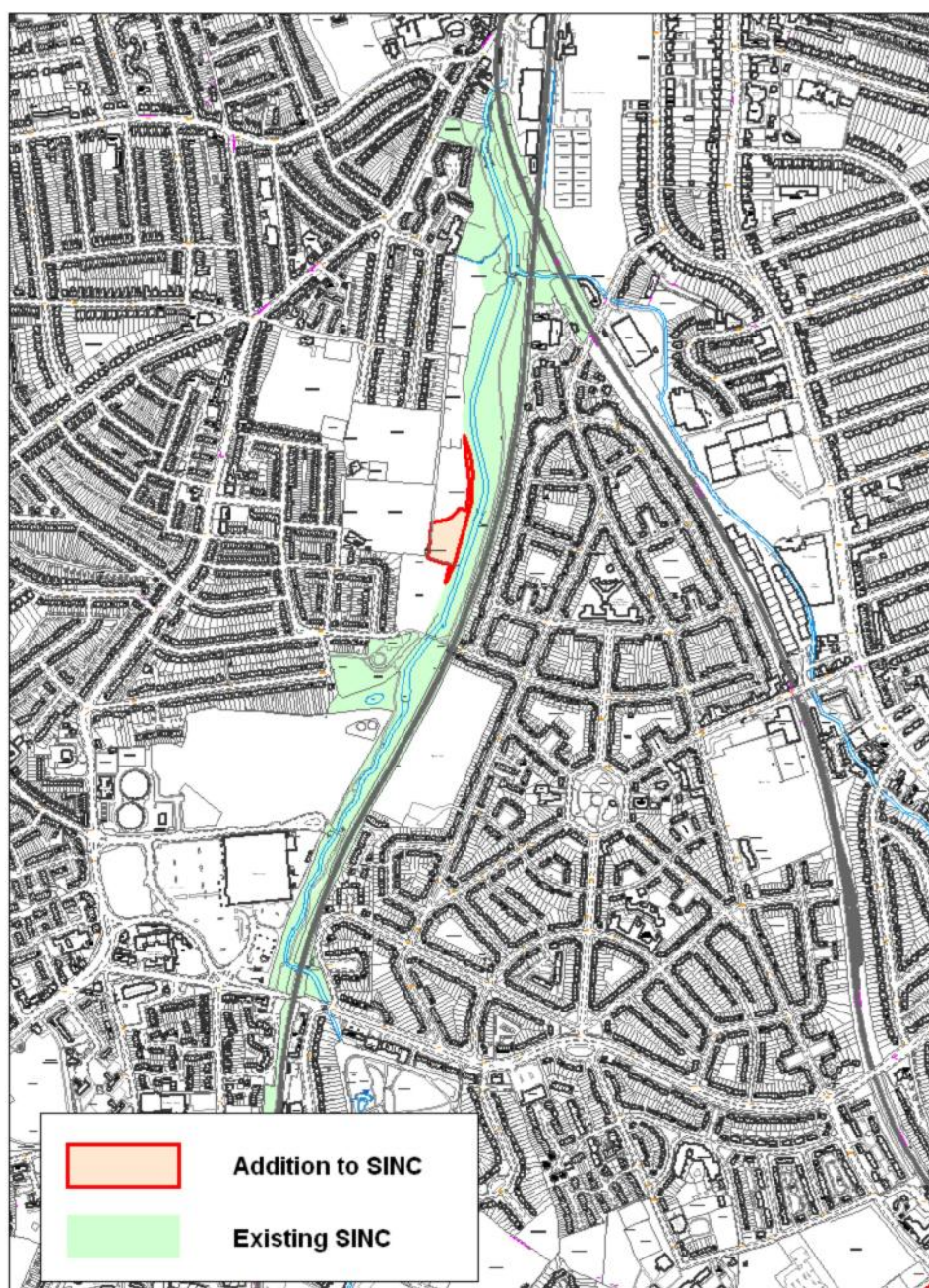


SINC 2: POOL RIVER LINEAR PARK

Owner: London Borough of Lewisham

A small area of unused allotments (east of the cricket ground) is allocated for addition to this site. The site is an area covered in roughland comprising false oat grass, cow parsley, hawthorn, hogweed, hops, bramble, nettle and a few other species. There are a few scattered ash trees. A riverside walk runs the length of this linear park.

Map 2.54 Pool River Linear Park



SINC 3: HILLCREST ESTATE WOODLANDS

Owner: London Borough of Lewisham

A small area of scattered trees and amenity grassland are additions to this site. This site is a remnant of ancient woodlands, once part of the Great North Wood, scattered around a housing estate. Some fine old oak and sweet chestnut trees link back to this time.

Map 2.55 Hillcrest Estate Woodland



SINC 4: GROVE PARK NATURE RESERVE

Owner: London Borough of Lewisham

This nature reserve and associated land contains a variety of habitats, including a block of woodland and the only substantial area of chalk grassland in the borough. The area nearest to the railway is dominated by grassland and tall herbs. To the east away from the railway, is an impenetrable roughland with many of the same species previously described present but much denser.

Map 2.56 Grove Park Nature Reserve

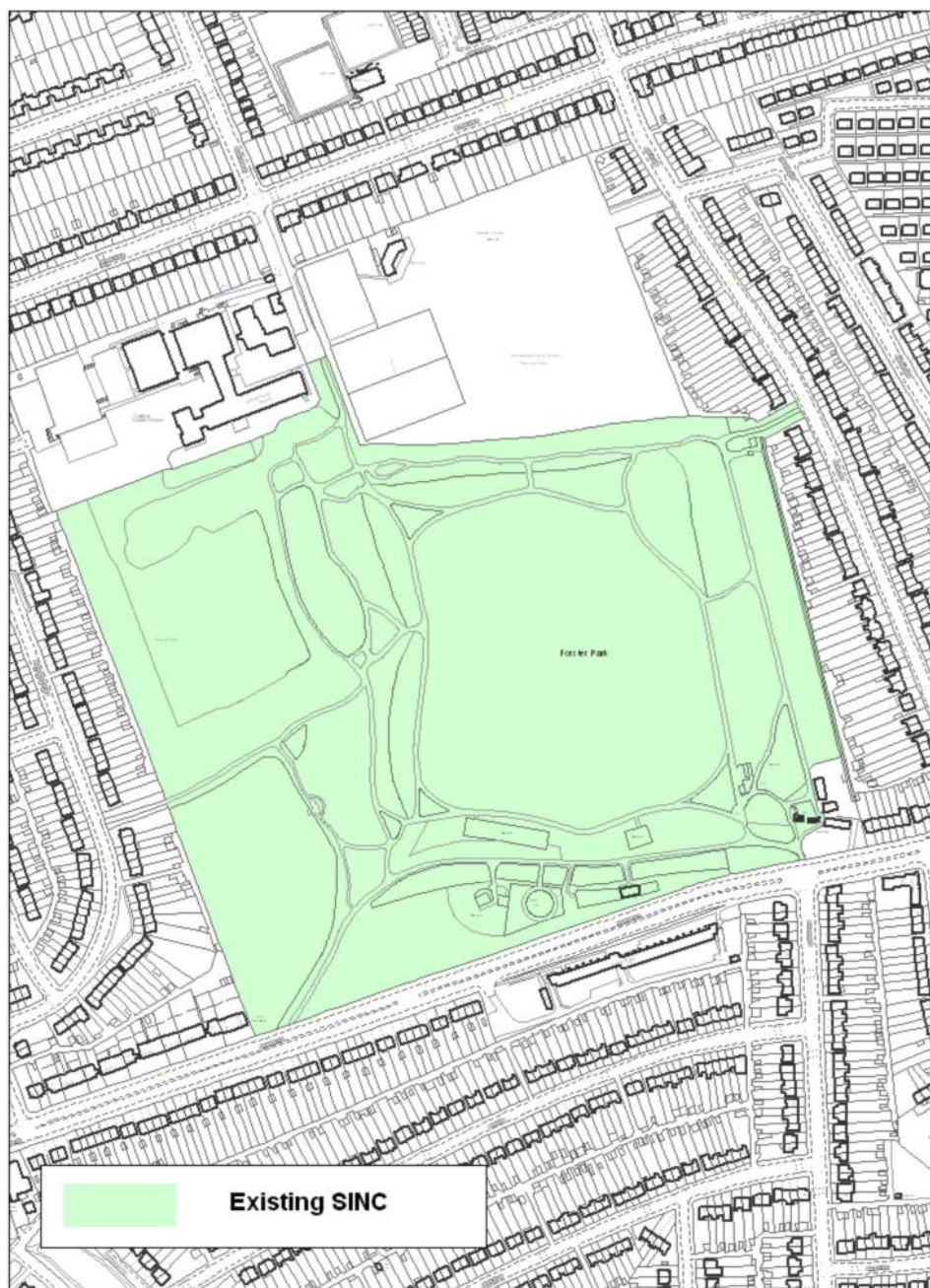


SINC 5: FORSTER MEMORIAL PARK

Owner: London Borough of Lewisham

This site is a historic park with a ring of ancient woodland around a central grassy field. It is upgraded from a borough Grade II importance to a Borough Grade 1 with no change in boundary.

Map 2.57 Forster Memorial Park



SINC 6: LOATS PIT

Owner: London Borough of Lewisham

This allocates the steep wooded slopes at the rear of the Lethbridge Estate, off Blackheath Hill. The area provides a pleasant backdrop for local residents and some valuable wildlife habitat and a small addition to the northern end is included in the allocation.

Map 2.58 Loats Pit



SINC 7: GROVE PARK CEMETERY

Owner: London Borough of Lewisham

The allocation splits the site from Chinbrook Community Orchard and Green Chain Walk. The cemetery contains flower-rich grassland and many mature trees and dense planted shrubberies.

Map 2.59 Grove Park Cemetery

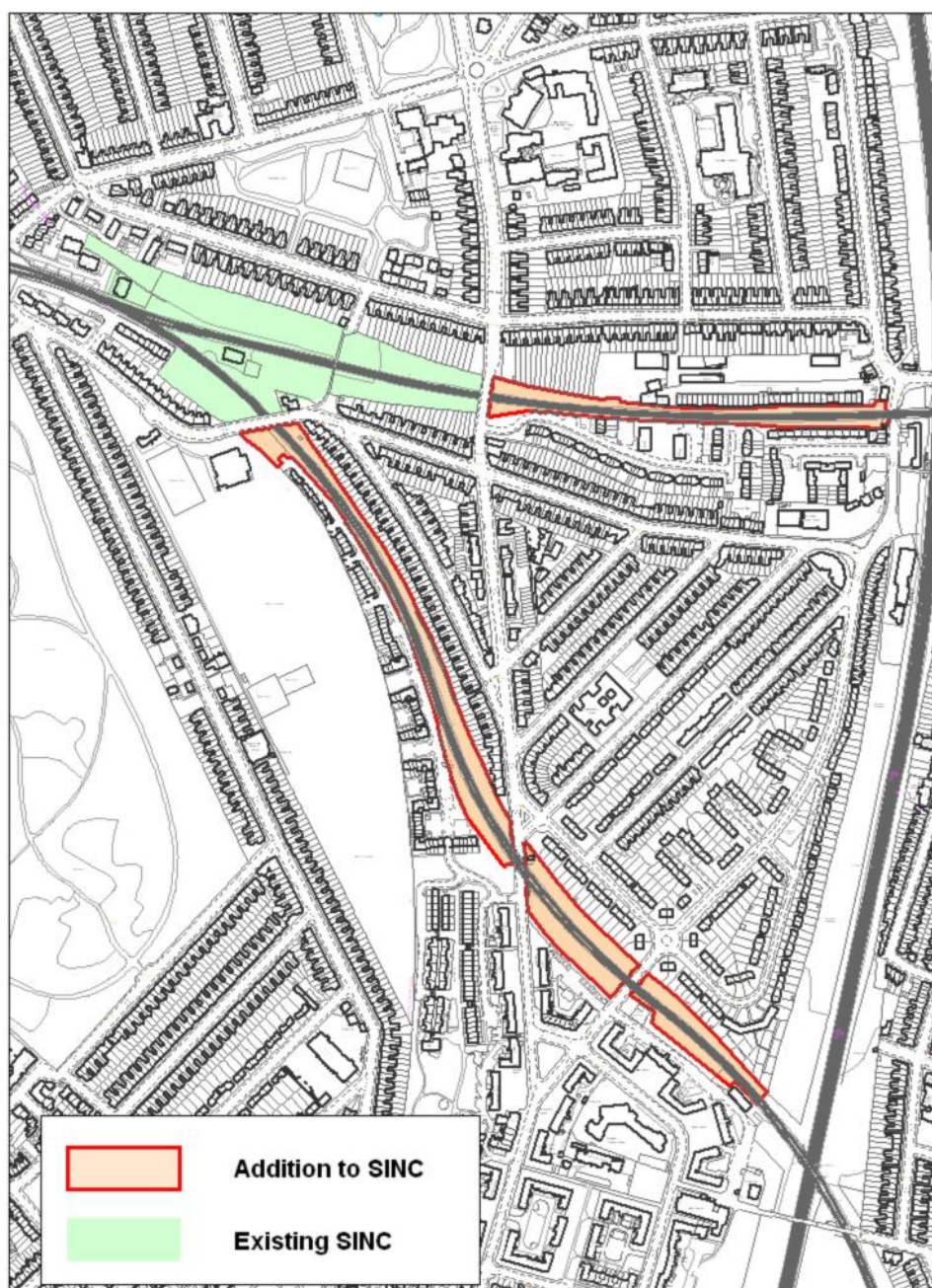


SINC 8: NUNHEAD CUTTING

Owner: London Borough of Lewisham

The wide shallow cutting to the east of Nunhead Station contains a mix of woodland, scrub and grassland. The allocation includes an area of contiguous habitat to the south and east.

Map 2.60 Nunhead Cutting



SINC 9: ST JOHNS TO LEWISHAM RAILSIDES

Owner: Network Rail

The area around St. Johns Station has a mix of woodland and flower-rich grassland. An additional area of contiguous habitat is allocated to the south east, extending to Lewisham station.

Picture 2.61 St Johns to Lewisham Railsides

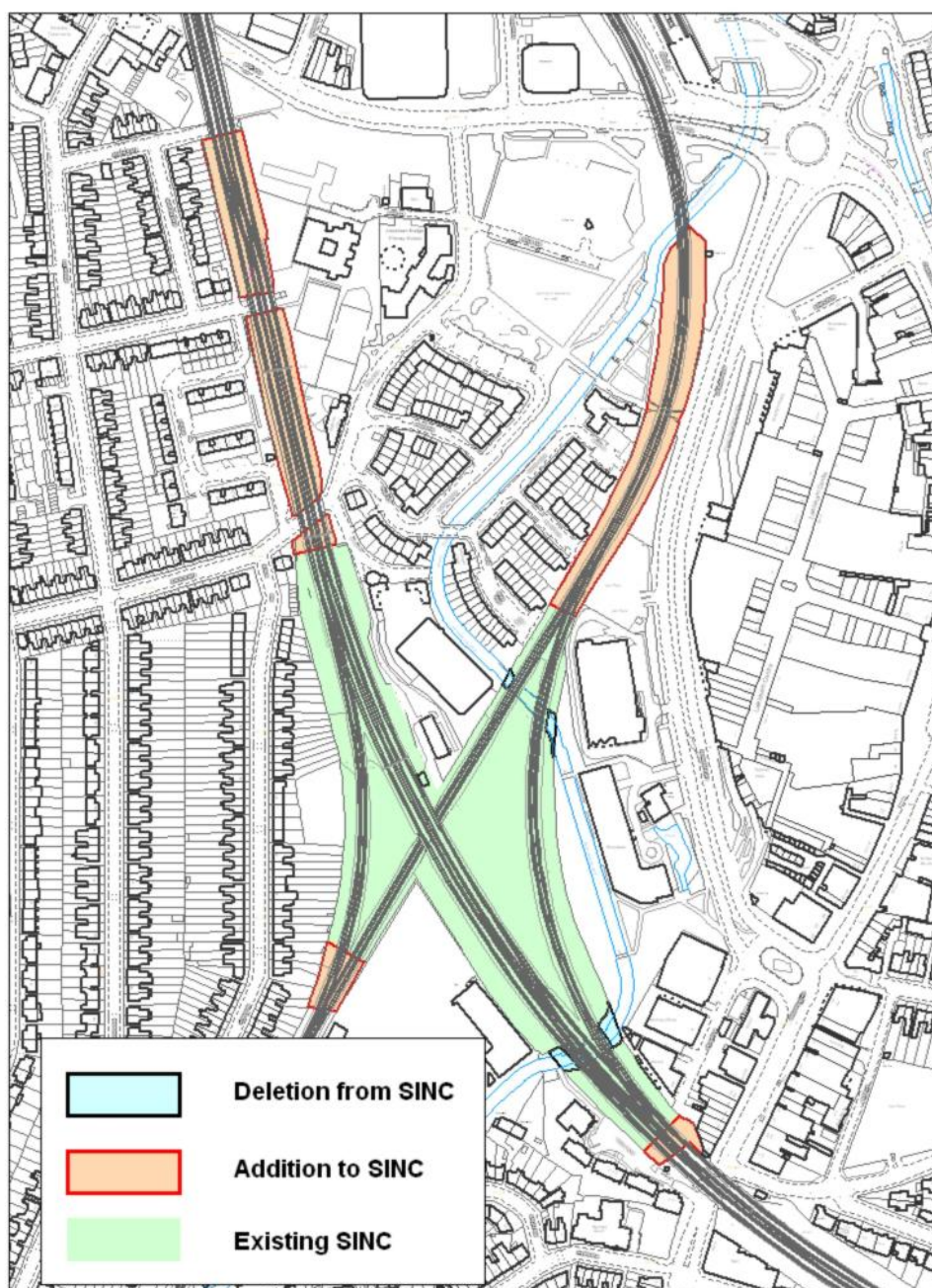


SINC 10: LEWISHAM RAILWAY TRIANGLES

Owner: Network Rail

The junction of the railway lines to Ladywell and Hither Green provides a valuable wildlife habitat right in the heart of Lewisham. An area of similar habitat is allocated in the north east.

Map 2.62 Lewisham Railway Triangles

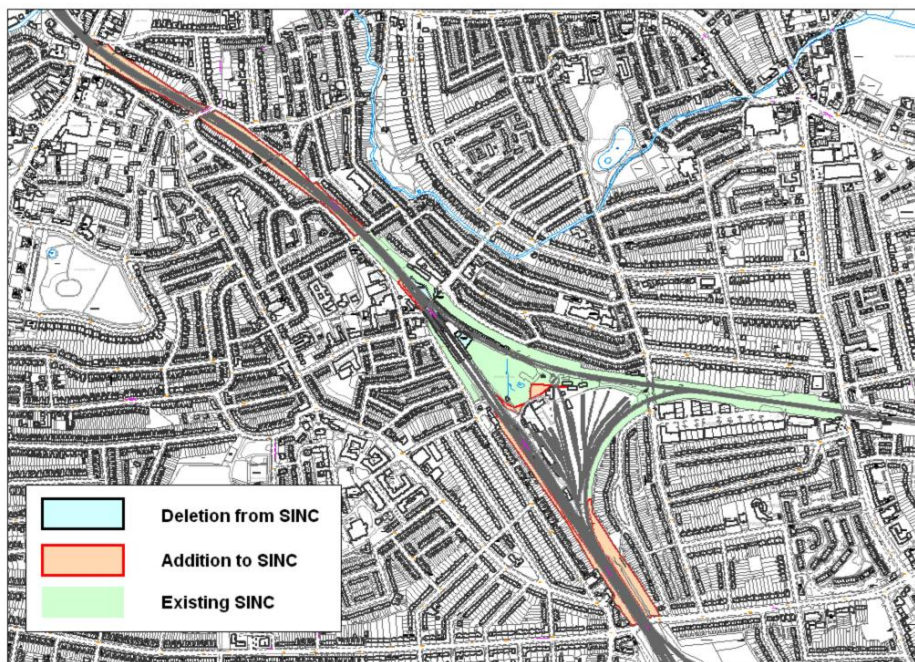


SINC 11: HITHER GREEN RAILSIDES

Owner: Network Rail

The railway tracks converge at Hither Green Station to form a triangular hollow of woodland and grassland. New areas of track have been allocated between Lewisham High Street and St. Mildreds Road and the boundary around the station and depot have been corrected.

Map 2.63 Hither Green Railsides

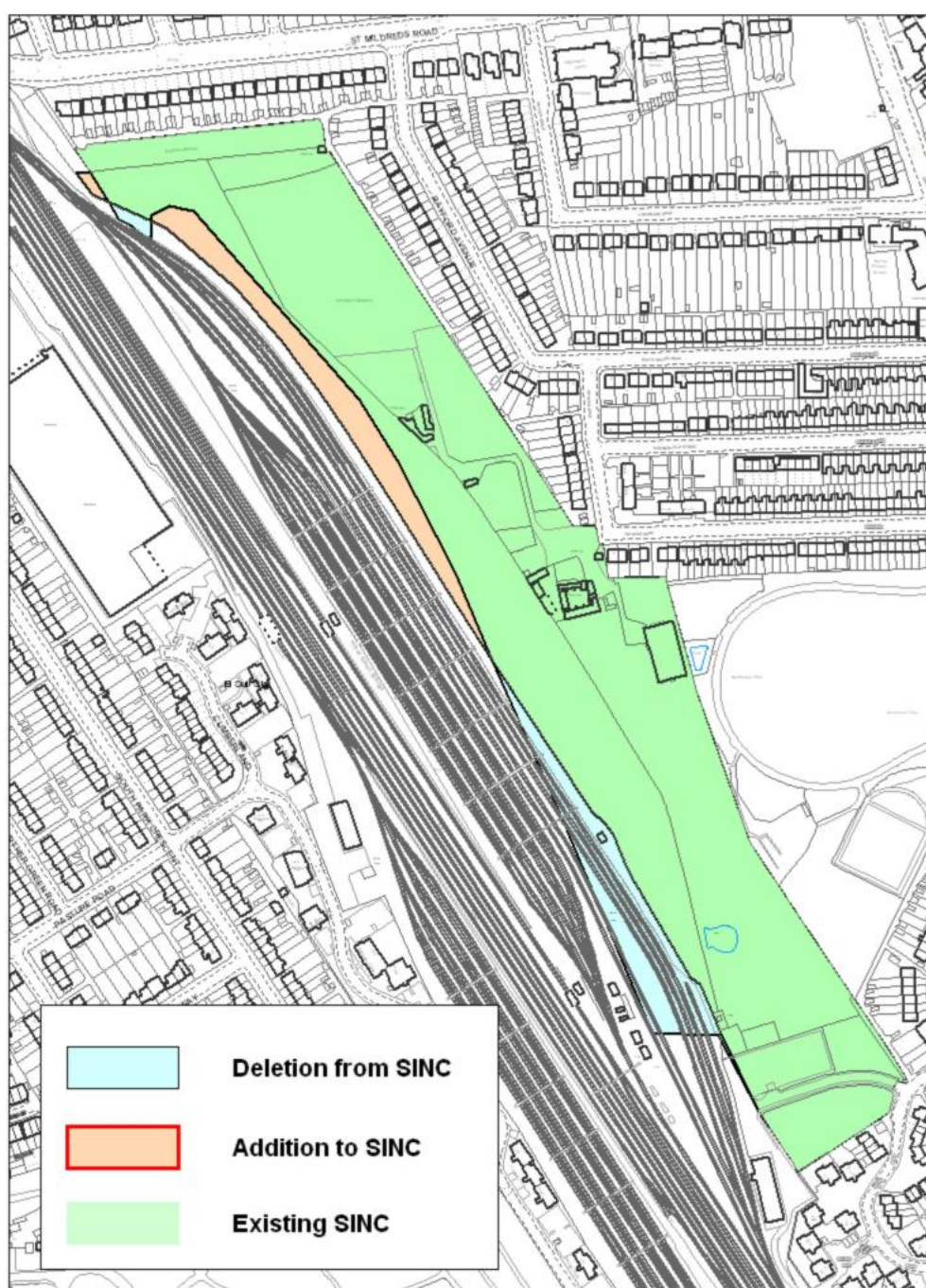


SINC 12: HITHER GREEN SIDINGS

Owner: Network Rail

These former sidings have a variety of wildlife habitats, including disused allotments, grassland, scattered trees, scrub and a small pond. The allocation amends the boundary to match the current distribution of habitat and adds the isolated strip of land associated with the Fairview Development on the south side of the railway.

Map 2.64 Hither Green Sidings



SINC 13: NEW CROSS and NEW CROSS GATE RAILSIDES

Owner: Network Rail

This allocated site comprises a wooded railway cutting reaching to the Southwark border and linking with several Sites of Importance for Nature Conservation. The site falls within a densely urbanised part of Lewisham with relatively few open spaces.

Map 2.65 New Cross and New Cross Gate Railsides

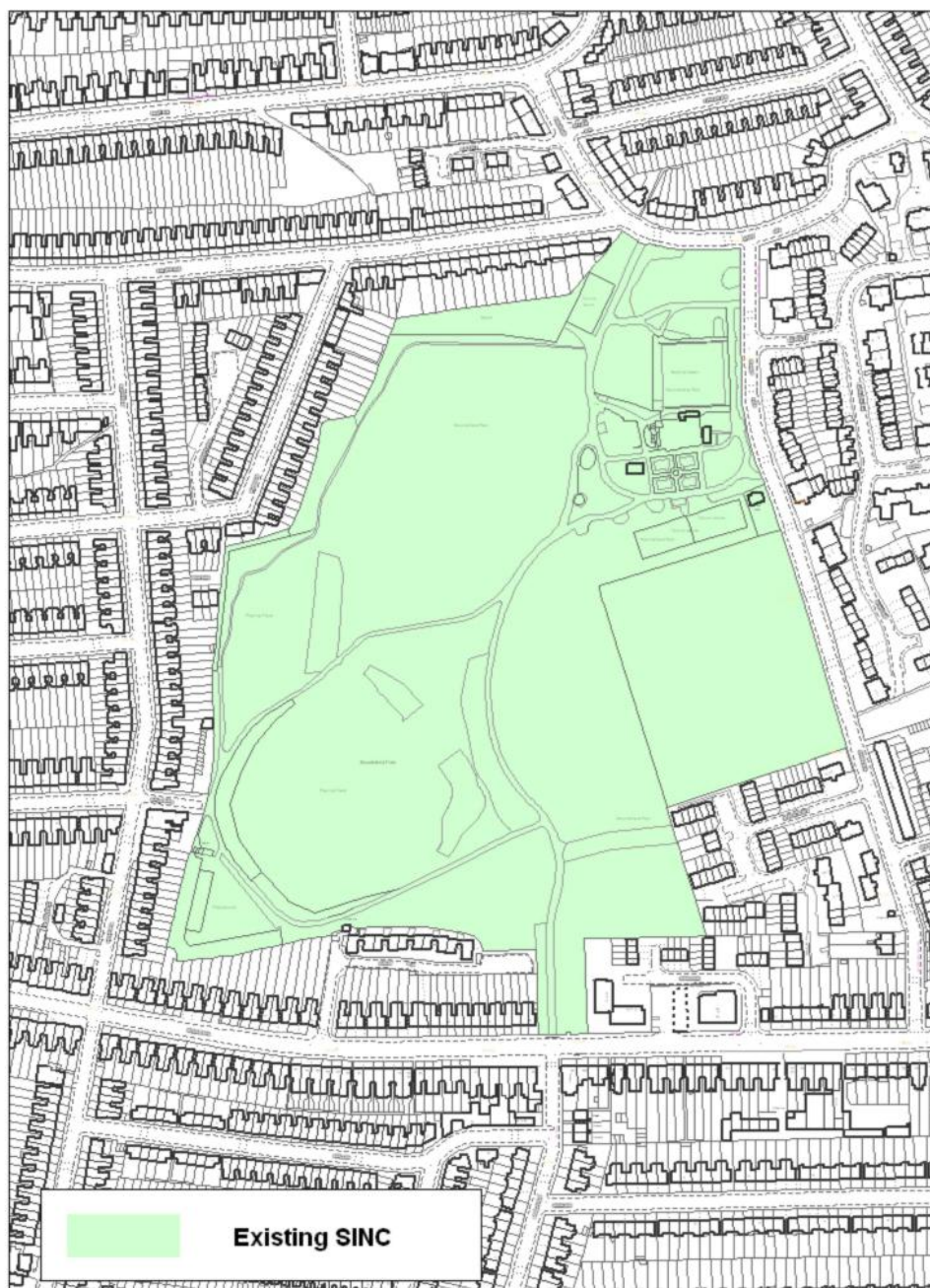


SINC 14: MOUNTSFIELD PARK

Owner: London Borough of Lewisham

This site is upgraded from a site of Local Importance to Borough Grade II because of the great improvements in good wildlife habitat available. No changes are made to the boundary.

Map 2.66 Mountsfield Park



SINC 15: CHINBROOK ALLOTMENTS

Owner: London Borough of Lewisham

This allocation comprises the orchard which has valuable grassland and two ponds which support amphibians. The allotments, which are managed organically, provide further wildlife habitat. The orchard site was once part of Grove Park Cemetery but it is now combined with the allotments to the south to complement and augment its existing habitats.

Map 2.67 Chinbrook Allotments



SINC 16: CHINBROOK MEADOWS

Owner: London Borough of Lewisham

This site is a good wildlife habitat and the allocation includes the Amblecote Road site.

Map 2.68 Chinbrook Meadows



SINC 17: BROMLEY HILL CEMETERY

Owner: London Borough of Lewisham

The allocated cemetery has a good range of fine mature trees and extensive patches of acid grassland.

Map 2.69 Bromley Hill Cemetery



SINC 18: GILMORE ROAD TRIANGLE

Owner: London Borough of Lewisham

The allocation is an area of small open space with many mature trees, located on the edge of Lewisham Town Centre

Map 2.70 Gilmore Road Triangle



2.8 Safeguarded waste sites

2.44 Core Strategy Strategic Objectives 5 (Climate change) and 8 (Waste management) and Policy 13 'Addressing Lewisham's waste management requirements' sets out how the borough will address its London Plan waste apportionment requirements. The total waste apportioned to Lewisham is 323,000 tonnes by 2020 and Core Strategy Policy 13 has identified sufficient land at the Surrey Canal Strategic Industrial Location (SIL) to meet this requirement. The three sites to be safeguarded within the SIL are:

- South East London Combined Heat and Power (SELCHP) plant
- Hinkcroft Transport Ltd recycling centre and
- Landmann Way recycling centre.

2.45 Details for the three sites and a map indicating their locations are set out below.

WASTE SITE 1 - South East London Combined Heat and Power (SELCHP)

Facility	Energy recovery facility
Address	Landmann Way, New Cross, London SE14 5RS
Type of facility	Incineration
Type of waste	Municipal, C&I
Site ownership	London boroughs of Lewisham, Southwark and Greenwich and private sector
Operator/Contractual Arrangements	A commercial partnership between the public and private sectors, the facility is operated by Veolia Environmental Services
Licensed annual throughput	488,000 tonnes
Site area	2.30
Actual annual output	427,000 tonnes
Notes	Final residual waste disposal facility. The amount listed is the actual throughput (averaged over three years), which is 88% of the permitted capacity shown on the Environment Agency's list of incineration facilities (2008). Currently operational. The site has potential for heat generation to supply existing or planned district heating networks.

Evidence base

South-East London Boroughs' Joint Waste Apportionment Technical Paper: This paper supports the allocation. Also refer to Core Strategy Policy 13.

Sustainability Appraisal: Mitigation measures will need to address flood risk and air quality, noise and vibration issues. Refer to Appendix 4 of the Site Allocations SA.

Map 2.71 South East London Combined Heat and Power (SELCHP)



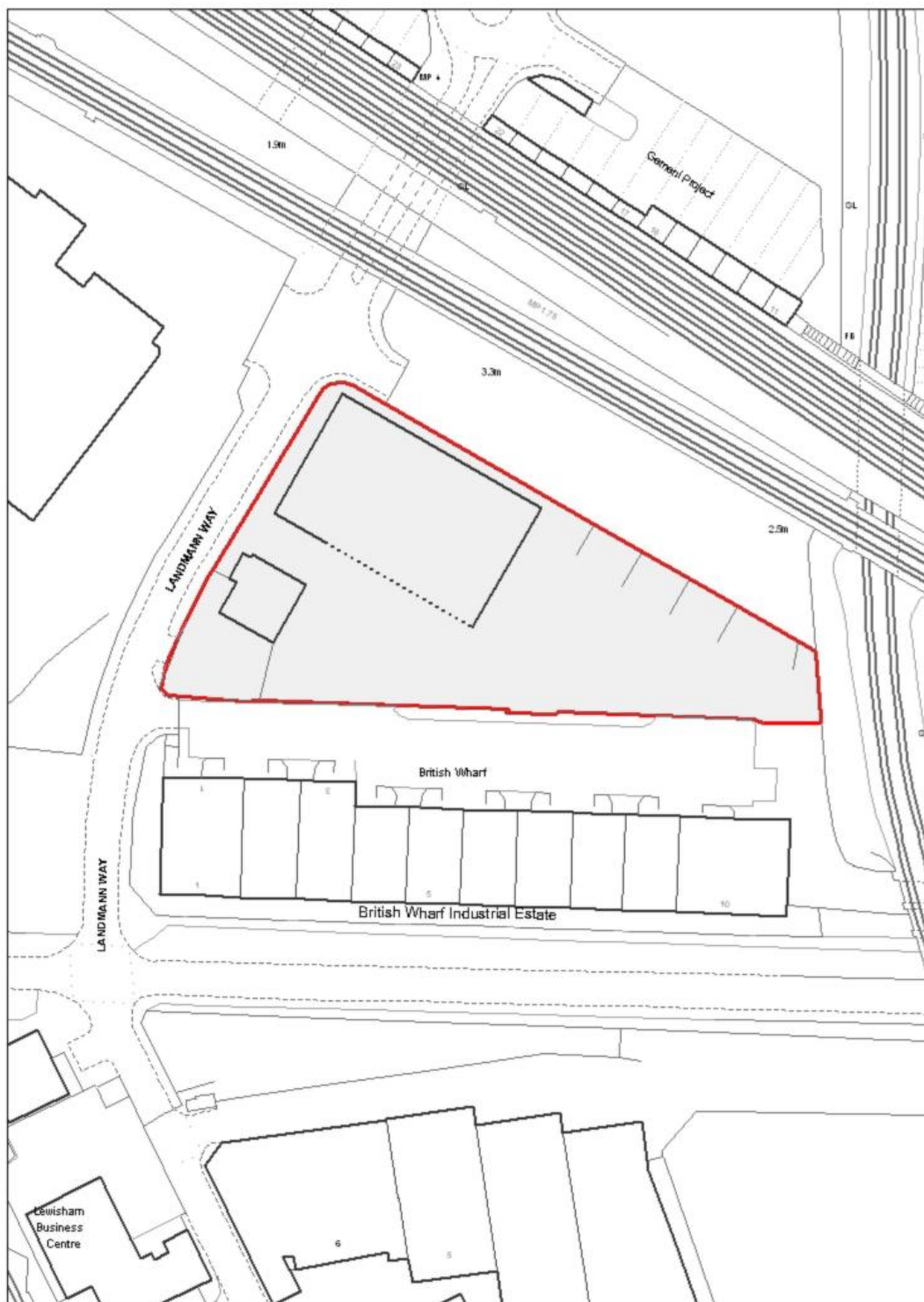
WASTE SITE 2 - Hinkcroft

Facility	Reuse and recycling centre
Address	Landmann Way, New Cross, London SE14 5RS
Type of facility	Recycling
Type of waste	Municipal, C&I
Site ownership	HTL Waste Management Services
Licensed annual throughput	130,000 tonnes
Site area	0.63
Actual annual output	52,000 tonnes (recycling component)
Notes	Independent facility, used by local authority. Capacity shown is based on current recycling rate of 40% of actual throughput, as the council cannot necessarily implement a higher recycling rate. Remainder of waste not shown, as this is not a final residual waste disposal facility. Currently operational.

Evidence base

South-East London Boroughs' Joint Waste Apportionment Technical Paper: This paper supports the allocation. Also refer to Core Strategy Policy 13.

Sustainability Appraisal: Mitigation measures will need to address flood risk and air quality, noise and vibration issues. Refer to Appendix 4 of the Site Allocations SA.

Map 2.72 Hinkcroft Transport Ltd Reuse and Recycling Centre

WASTE SITE 3 - Landmann Way

Facility	Recycling centre
Address	Landmann Way, New Cross, London SE14 5RS
Type of facility	Recycling waste transfer
Type of waste	Municipal, C&I
Site ownership	London Borough of Lewisham
Licensed annual throughput	7,500 tonnes
Site area	0.24
Actual annual output	3,000 tonnes
Notes	Council facility. Capacity shown is 40% of the actual throughput of 7,500, representing a 40% recycling rate. Capacity will be increased 5% for each 5-year period. Remainder of waste not shown, as this is not a final residual waste disposal facility. Currently operational.

Evidence base

South-East London Boroughs' Joint Waste Apportionment Technical Paper: This paper supports the allocation. Also refer to Core Strategy Policy 13.

Sustainability Appraisal: Mitigation measures will need to address flood risk and air quality, noise and vibration issues. Refer to Appendix 4 of the Site Allocations SA.

Map 2.73 Landmann Way Recycling Centre

2.9 Major and District Shopping Centres - primary and secondary frontages

2.46 The Core Strategy sets out the retail hierarchy for the borough and, in line with NPPF paragraph 23 and the London Plan, allows for the designation of primary and secondary frontages⁽³⁷⁾ within the borough's designated Major and District centres.⁽³⁸⁾ To aid clarity, the retail hierarchy is reproduced in Table 2.15; whereas Table 2.16 sets out the primary and secondary frontages within the major and district shopping centres, the extent of which will be defined on the Policies Map.⁽³⁹⁾

Table 2.15 Lewisham's retail hierarchy

Town centre classification	Location
Major	Lewisham, Catford
District	Blackheath, Deptford, Downham, Forest Hill, Lee Green, New Gross/New Cross Gate, Sydenham
Local Neighbourhood Centre	Downham Way, Crofton Park

Table 2.16 Major and District Shopping Centre Primary and Secondary Frontages

Centre	Primary frontages	Secondary frontages	Non-designated frontages
Blackheath	2-36 Montpelier Vale	1-25 Selwyn Court	
	1-23 Montpelier Vale	6-16 Blackheath Village	
	16-74 Tranquil Vale	18-34 Blackheath Village	
	3-49 Tranquil Vale	8-17 Royal Parade	
	6-12 Blackheath Village and Station Forecourt	25-49 Montpelier Vale	
		Tranquil Passage	
		1-4 Blackheath Grove	
		Blackheath Post Office, Blackheath Grove	
		1 Lawn Terrace	
Catford	76-166 Rushy Green and Winslade Way	87-205 Rushy Green	17-25 and 14-22 Brownhill Road
		42-70 & 43-85 Rushy Green	

37 The NPPF (Annex 2:Glossary) defines primary frontages as those "likely to include a high proportion of retail use"; whereas "secondary frontages provide greater opportunity for a diversity of uses"

38 Refer to Core Strategy Section 7, Core Strategy Policy 6 for further details.

39 The Supplementary Report to Lewisham Retail Capacity Study 2009, NLP, 23 September 2010, is the key evidence based document for the designated primary and secondary shopping frontages

Centre	Primary frontages	Secondary frontages	Non-designated frontages
		1 Bromley Road	
		22-44 Sangley Road	
		2-12 and 3-15 Brownhill Road	
		1-35 Catford Broadway	
		1-9 Catford Road (Station Buildings)	
		Unit 4 Catford Island (Mecca Bingo Hall)	
Deptford	1a-137a and 2-126 Deptford High Street	1-25 Deptford Broadway	2-14 New King Street
		483-505 New Cross Road	5-9 Watergate Street
		137c-227 Deptford High Street	2-10 and 7-31 Tanners Hill
		134-220 Deptford High Street	36-57 Deptford Broadway
			1-17 Deptford Church Street
Downham	431-473 Bromley Road and 16-74 Downham Way	434-496 and 475-499 Bromley Road	1-9 Old Bromley Road and 422 Bromley Road
		413-429 Bromley Road	
Forest Hill	4-58 London Road	2-30 Dartmouth Road	29-55 London Road
		35-105 Dartmouth Road and	6-18 Devonshire Road
		1-27 London Road	7-9 Davids Road
		1-33 Dartmouth Road and	Waldram Crescent and Place
		1-5 Devonshire Road	31-47; 16-28 Perry Vale
		1-5 David's Road	
		1-29 and 2-14 Perry Vale	
Lee Green	1-24 Leegate	2-10 Burnt Ash Road	382-394 Lee High Road
	7-23 and 12-30 Burnt Ash Road	418-432 & 227-351 Lee High Road	2-8 Hedgeley Street
	430 Lee High Road	2-18 Eltham Road	116-128 Lee Road

Centre	Primary frontages	Secondary frontages	Non-designated frontages
Lewisham (see Lewisham Town Centre Local Plan, figure 5.1)	The Lewisham Centre (including Unit 15 - Argos) and 70-212 Lewisham High Street	85-229 and 236-252, 262-328 Lewisham High Street	233-327 & 266-340 Lewisham High Street
		2-32 and 1-43 Lewis Grove	
		73-83 Lewisham High Street	
		1-91 and 6-120 Lee High Road	
New Cross/ New Cross Gate		327-329 New Cross Road	
		275-321 New Cross Road	
		256-272 New Cross Road	
		253A-261 New Cross Road	
		385-407 New Cross Road	
Sydenham	13-111 and 14-78 Sydenham Road	80-118, 2-12, 3-11 Sydenham Road & 309-325 & 260-280 Kirkdale	120-176 and 113-209 Sydenham Road; 242-256, and 291-307 Kirkdale

Delivery, Implementation and Monitoring Framework

- 3.1** The sites identified in this document will be delivered in the context of the Local Development Framework as a whole, and the wider policy framework which sits alongside the planning system. This means that implementation of this document will be influenced by the successful implementation of the Core Strategy.
- 3.2** Monitoring the delivery of sites allocated through this document will be carried out through the Annual Monitoring Report (AMR). This will include monitoring which sites have come forward in the plan period and whether or not the development has delivered the expected level of growth, for example, the number of housing units, retail floorspace and office floorspace specified in each of the site allocations. This will in turn assist with the future review of relevant LDF documents.
- 3.3** In line with government guidance, the Council has provided timescales for the implementation of the site allocations identified in this Site Allocations Local Plan. Details are provided for each site in section 2.

Affordable Housing Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision (NPPF Annex 2: Glossary).

Annual Monitoring Report A report produced by the Local Authority to assess progress with and the effectiveness of the Local Development Framework.

Air Quality Management Area Designated zone where specific air quality management proposals are proposed and defined in an air quality action plan.

Biodiversity A variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants and woodlands, grasslands, rivers and seas on which they all depend including the underlying geology.

Code for Sustainable Homes A national standard for sustainable design and construction of new homes which became mandatory on 1 May 2008. The Code measures the sustainability of a new home against categories of sustainable design using a 1 to 6 rating system to communicate the overall sustainability performance of a new home. The code sets minimum standards for energy and water use at each level. Go to www.communities.gov.uk/thecode to find out more.

Community Infrastructure Levy (CIL) A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Conservation Areas Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

Contribution Land, services facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.

Core Strategy A development plan document setting out the spatial vision and strategic objectives of the planning framework for the area, in line with the Sustainable Community Strategy.

Creative Industries Defined by the Department for Culture, Media and Sports as 'Those industries that are based on individual creativity, skill and talent'. They are also those that have the potential to create wealth and jobs through developing intellectual property. The creative industries include advertising, film and video, architecture, music, art and antiques, performing arts, computer and video games, publishing, crafts, software design, television and radio, and designer fashion.

Department of Communities and Local Government (CLG) The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.

Development The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land (Town and Country Planning Act (1990) Part III Section 55).

Development Plan This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Development Plan Document A Local Development Document that has been drawn up by the local planning authority in consultation with the community, has been subject to independent testing and has the weight of development plan status. This terminology has been replaced with 'Local Plan' for new documents, but remains for pre-existing documents (i.e. Lewisham Core Strategy DPD, 2011).

District Centre A centre that provides convenience goods and services to local communities and is accessible by public transport, walking and cycling. District centres typically contain 10,000-50,000 square metres of retail floorspace.

Edge of Centre For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Equalities Analysis Assessment This is concerned with anticipating and identifying the equality consequences of particular policy initiatives and service delivery and ensuring that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

Evidence Base The data and information about the current state of Lewisham used to inform preparation of Local Development Framework documents, including the Site Allocations Local Plan.

Flood Risk Assessment An assessment of the likelihood of flooding in a particular area, usually a specific site, so that development needs and mitigation measures can be carefully considered.

Gypsies and Travellers Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants educational needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such (Planning policy for traveller sites (March 2012)).

Independent Examination/Examination in Public The process by which a planning inspector may publicly examine a Development Plan Document before issuing a report. The findings set out in the report are recommendations to the local authority.

Infrastructure The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.

Listed Building Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

Local Development Document Sits within the Local Development Framework and comprise Development Plan Documents and Local Plans that have been subject to independent testing and have the weight of development plan status and Supplementary Planning Documents that are not subject to independent testing and do not have development plan status.

Local Development Framework This is a portfolio or a folder of Local Development Documents, which will set out the local planning authority's policies and proposals for meeting the community's economic, environmental and social aims for the future of their area where this affects the development and use of land.

Local Development Scheme A public statement identifying which Local Development Documents will be produced by the Council and when.

Local Employment Location (LEL) Land, as shown on the Policies Map, that is of local significance and provides goods and services for the local economy, which is used for business use, industrial use, storage and distribution uses, generally being those uses falling within Classes B1, B2 and B8 of the Use Class Order.

Local Neighbourhood Centre A centre that serves a localised catchment often most accessible by walking and cycling and typically contains mostly convenience goods and other services.

Local Plan A Local Development Document that has been drawn up by the local planning authority in consultation with the community, has been subject to independent testing and has the weight of development plan status.

Major Centre A centre that has a borough-wide catchment and typically contains over 50,000 square metres of retail floorspace with a relatively high proportion of comparison goods relative to convenience goods. Major centres may also have significant employment, leisure, service and civic functions.

Mixed Use Employment Location (MEL) Land currently in industrial use occupied by older and poorer quality industrial uses at low densities which may be incompatible with adjacent residential areas. The sites were considered by the Lewisham Employment Land Study to require redevelopment and have been designated to ensure mixed use development incorporating re-provision of business space to ensure the regeneration of a part of the borough where the environment is poor and levels of deprivation are high.

Mixed Use Housing Sites (MUH) These sites are often located in or around existing shopping areas. In addition to residential, a range of other uses, usually at ground floor is generally considered appropriate.

National Planning Policy Framework The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

Out of Centre A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Planning and Compulsory Purchase Act 2004 National planning legislation from central government aimed at improving the planning process and improving community involvement in it. Visit www.communities.gov.uk for more information.

Planning Obligation A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Previously Developed Land/Brownfield Land Land which is or has been occupied by a permanent structure (excluding agriculture and forestry buildings) and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal, where provision for restoration has not been made through development control procedures.

Primary and secondary frontages Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Public Transport Accessibility Level (PTAL) A standard method used in London to calculate access level of geographical areas to public transport. The result is a grade from 1-6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport and a PTAL of 6b indicates excellent access by public transport. More parking is generally allowed in areas with a low PTAL i.e. poor public transport and vice versa - and that also relate the allowed density of development to PTAL (i.e. areas with better public transport may have higher density housing or offices).

Regeneration The process of putting new life into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.

Sequential Test A process primarily designed to steer development to areas at lowest risk from flooding (NPPF paragraphs 100-104).

Site of Importance for Nature Conservation (SINC) Sites of borough and local importance, as shown on the Policies Map, for the protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

Spatial Planning Planning that goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. They will include policies which can impact on land use, for example by influencing the demands on, or need for, development but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Statement of Community Involvement This document sets out the local planning authority's policy for involving the community in the preparation and revision of the local development documents and planning applications.

Strategic Environmental Assessment A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.

Strategic Flood Risk Assessment: An assessment usually undertaken by a local authority at a borough-wide level that considers flood risk from all sources (river, sea, sewer surcharge, surface water) and examines the risk involved for developing certain areas within the borough in accordance with the NPPF. The Lewisham SFRA was produced by Jacobs and published in July 2008. Areas/sites are categorised as falling within one or more of the following flood zones:

Flood Zone 1 Low probability of flooding. Defined as land outside flood zone 2 and having less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%)

Flood Zone 2 Medium probability of flooding. Defined as land having between 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% - 0.1%) in any year

Flood Zone 3a High probability of flooding. Defined as land having 1 in 100 or greater annual probability of river flooding

Flood Zone 3b Land where water has to flow or be stored in times of flood. Defined as land having a 1 in 20 (5%) or greater annual probability of flooding in any year; or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the local authority and the Environment Agency.

Strategic Housing Land Availability Assessment A study aimed at identifying sites with potential for housing, assessing their housing potential and when they are likely to be developed.

Strategic Industrial Location (SIL) Land which is capable of housing essential infrastructure such as waste management, utilities and transport related functions including rail and bus depots, and capable of allowing 24 hour working. This land accommodates London's reservoir of industrial capacity for businesses that do not demand a high quality environment and which meet London's economic needs.

Supplementary Planning Document Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability Appraisal A systematic appraisal process, including the requirements of the European Strategic Environmental Assessment Directive. The purpose is to assess the social, environmental and economic effects of the strategies and policies in a Local Development Document from the start of the preparation to allow any harmful impacts to be identified and minimised and beneficial impacts to be maximised.

Sustainable Community Strategy This is a document that has been prepared by Lewisham's Local Strategic Partnership. It sets out how the vision and policies for Lewisham will be achieved. The Core Strategy is the spatial interpretation of the Sustainable Community Strategy.

Town Centre Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

Waterlink Way A long distance cycle/pedestrian route following the River Ravensbourne from the south of the borough to the Thames at Deptford.

List of Abbreviations

AAP	Area Action Plan
AMR	Annual Monitoring report
AQMA	Air Quality Management Area
DCLG	Department of Communities and Local Government
DPD	Development Plan Document
EA	Environment Agency
EQIA	Equalities Impact Assessment
FRA	Flood Risk Assessment
FZ	Flood Zone
GLA	Greater London Authority
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LEL	Local Employment Location
MEL	Mixed Use Employment Location
NPPF	National Planning Policy Framework
PTAL	Public Transport Accessibility Level
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
SELCHP	South East London Combined Heat and Power Plant
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SINC	Sites of Importance for Nature Conservation
SP	Spatial Policy (within the Core Strategy)
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance

ST	Sequential Test
UDP	Unitary Development Plan

UDP Schedule 1: Proposals Removed

Table 2.1

Map Ref.	Site Ref.	Site Address	Comments
C8	2	Normanton Street	Site developed.
C2	3	Silwood Triangle, Trundleys Road, SE8	Site designated as a Strategic Industrial Location in the Core Strategy
C3	4	New Cross Railway Yards, Juno Way	Site developed.
C3	5A	New Cross Hospital Site, Avonley Road	Southern portion of the site is carried forward as SA1.
C4	6	161-171 New Cross Road, SE14	Site developed.
C8	7	Clyde Terrace, Forest Hill SE23	Southern portion of the site is carried forward as SA19. Northern portion is extended and carried forward as SA18.
C9	11	113-157 Sydenham Road, and 1-8 Berryman's Lane, SE26	113-157 Sydenham Road only carried forward as SA21.
D3	13A	Site at New Cross Station, Amersham Vale, SE14	Site size (0.20ha) is below the threshold for inclusion. No proposals for development within the LDF period.
D3	13B	Site between New Cross Gate Station and 267 New Cross Road, and 17-25 Goodwood Road, SE14 Key Development Site	Address corrected to include 27 Goodwood Road. Carried forward as SA5.
D4	16	Tanners Hill	Boundary modified and carried forward as SA40.
D8/D9	17	Bell Green Gasworks, SE26 Key Development Site	Carried forward as SA25.
E3	20A	Sun Wharf, Kent Wharf, Thanet Wharf, 18 Creekside, and Car Park at Berthon Street SE8 Key Development Site	Carried forward as two sites - SA10: Sun and Kent Wharf; and SA11: Thanet Wharf. Laban Centre developed.

UDP Schedule 1: Proposals Removed

Map Ref.	Site Ref.	Site Address	Comments
E4	20B	SeagerBuildings,Brookmill Road, SE8 Key Development Site	Carried forward as SA3.
E5	22	16a Algernon Road	Carried forward as SA37.
F6	43	104-108 George Lane	Site developed.
G10	46	Arcus Road, Downham	Proposal no longer relevant.

