

Core Strategy Policy 14

Sustainable movement and transport

1. The access and safety of pedestrians and cyclists throughout the borough will be promoted and prioritised.
2. A network of high quality, connected and accessible walking and cycling routes across the borough will be maintained and improved, including Waterlink Way, the South-East London Green Chain, the Thames Path, and new connections throughout the Deptford New Cross area.
3. A managed and restrained approach to car parking provision will be adopted to contribute to the objectives of traffic reduction while protecting the operational needs of major public facilities, essential economic development and the needs of people with disabilities. The car parking standards contained within the London Plan will be used as a basis for assessment.
4. Car free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street. A controlled parking zone (CPZ) may be implemented where appropriate.
5. Travel plans will need to be submitted which meet or exceed the Department of Transport's thresholds for transport assessment and Transport for London guidance.
6. Cycle parking will be required for new development and TfL guidelines will be used to assess provision. Design will need to incorporate safe and secure cycle storage and parking as well as other facilities including showers and lockers, where appropriate.
7. The use of the River Thames, the rail network and the borough's strategic routes (Transport for London road network) will be supported as freight transport corridors.
8. Use of the River Thames for passenger transport and transport of construction and waste materials to and from development sites, where practicable, will be supported.
9. The Council will work with Transport for London, Network Rail and other partners to ensure the delivery of necessary transport infrastructure, as well as working with adjoining boroughs to address the cumulative impact of development by enabling more effective management of traffic and improving the environment for all users, including pedestrians, cyclists and public transport users.

Policy justification

- 7.137** The policy approach supports government policy and guidance, particularly PPG13, which promotes more sustainable transport choices through walking, cycling and public transport, adopting a restricted approach on parking to aid the promotion of sustainable transport and ensuring all new and existing developments of a certain size have travel plans.
- 7.138** The cumulative impacts of major developments on the transport infrastructure have been assessed through three transport studies, a borough-wide Transport Study, the North Lewisham Transport Study, and the Lewisham Town Centre Study.
- 7.139** The borough-wide Transport Study provides a strategic framework to guide investment in transport infrastructure on an area-wide and site-specific basis, including identification of potential sources of funding. The Study provides an integrated multi-modal strategy to support the Core Strategy and assesses the need to address existing strategic transport deficiencies.

This was supported by specific area transport studies for Deptford and New Cross and the Lewisham Town Centre to assess the cumulative impact of proposed development and recommend investment priorities to improve accessibility.

- 7.140** The three transport studies have made various recommendations to facilitate an improved pedestrian and cycling environment and ensure that major development contributes to improved public transport accessibility. The key projects have been included as part of the Core Strategy Infrastructure Schedule and will inform the prioritisation of monies collected through a planning obligation. 'Deptford Links' has been included as a project in the Mayor of London's 'Great Spaces Initiative'.
- 7.141** The three studies conclude that the transport investment currently taking place and/or planned (Thameslink, DLR three car extension, East London Line extension, Lewisham low h road layout, Kender triangle) combined with policies to ensure modal shift and improve the walking and cycling environment, will ensure that the growth planned for the borough can be accommodated on a variety of transport modes.
- 7.142** The application of the restraint-based parking standards within the London Plan will require a co-ordinated and parallel approach to the management of on-street parking supply if development and intensification are not to lead to an increase in on-street parking stress and an undermining of the effectiveness of those standards. The use of car clubs will contribute to the successful implementation of this policy.
- 7.143** Of particular note is the East London Line extension, between New Cross and West Croydon, and Dalston Junction, to open in 2010. New track and heavy-rail rolling stock will be introduced and will also provide station accessibility (access for all) improvements at Sydenham, Forest Hill, Honor Oak, New Cross and New Cross Gate.
- 7.144** The Council supports the southern extension to Lewisham of the London Underground Bakerloo line as outlined in the Mayor's Transport Strategy and Draft Replacement London Plan, and will work with Transport for London and other transport providers to ensure a suitable route.
- 7.145** The Core Strategy policy is aimed at supporting and delivering the measures set out within the Lewisham Local Implementation Plan (LIP) and reflects the LIP targets for transport over the next five years. The LIP is the borough's statutory transport plan to implement the London Mayor's Transport Strategy and provides the details on projects, proposals and programmes through to 2015. The LIP does not seek to increase capacity for motor traffic, its priority instead is to increase accessibility for people on foot, cycle and bus.
- 7.146** The policy is further justified by:
- PPS1 and the principle of integrating climate change considerations into all areas of spatial planning concerns, including transport
 - PPS3, which seeks to take a design-led approach to the provision of car-parking space that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly
 - PPS4, which seeks to ensure that local authorities have regard to the accessibility of town centres, especially through public transport, walking and cycling, and that everyone has access to a range of facilities.
- 7.147** The Core Strategy supports the London Plan policies. Like all other London local authorities and Transport for London (TfL), the Council has a duty placed on it to secure the expeditious movement of traffic so far as may be reasonably practicable having regard to its other

obligations, policies and objectives.⁽¹³⁹⁾ The Spatial Strategy and the general Core Strategy policies, allied to the London Plan parking standards applied as part of a comprehensive approach to the management of parking supply, will be a major means of delivering this objective.

- 7.148** The Mayor's Transport Strategy provides the regional context for transport planning, setting out specific requirements for local authorities. The policy approach supports the fundamental direction of the Strategy, the investment in public infrastructure and public services necessary to accommodate London's growing population and economic activity in a sustainable way.
- 7.149** The Mayor's Best Practice Guidance Health Issues in Planning provides key healthy outcomes for transport issues, with a focus on encouraging walking and cycling. The policy supports the healthy outcomes for increased fitness, reduced risk of cardiovascular disease, reduced levels of air pollution and CO₂ emissions, reduced noise and improved mental health. This links with recent initiatives throughout the borough being undertaken by the NHS Lewisham.
- 7.150** The policy supports the Lewisham Air Quality Action Plan to deliver improved air quality within the borough. The focus is to reduce emissions from road transport, with an emphasis on balancing supply side measures, such as improved walking, cycling and public transport, and demand site management, such as traffic restraint and regulation.

Signposts and evidence base

National

- Planning and Climate Change (Supplement to PPS1), December 2007
- PPS3 Housing
- PPS4 Planning for Sustainable Economic Growth
- PPG13 Transport
- Guide on Transport Assessment, Communities and Local Government and Department of Transport, March 2007

Regional

- London Plan, 2008
- Transport vision for a growing world city, November 2006
- London Freight Plan, 2007
- Transport Strategy, 2001
- Health Issues in Planning, Best Practice Guidance, 2007
- London Plan SPG Land for Transport Functions, 2007

Local

- Shaping our future: Lewisham's Sustainable Community Strategy 2008-2020
- Lewisham Local Implementation (Transport) Plan, 2006
- Lewisham Borough-wide Transport Study, 2009
- Lewisham Town Centre Transport Study, 2009
- Deptford New Cross Transport Study, 2009
- North Lewisham Links Strategy, 2007
- Ravensbourne River Corridor Improvement Plan

139 Traffic Management Act 2004

7.4.2 High quality design for Lewisham

7.151 The Core Strategy policies relate to implementing:

- strategic objective 1 by contributing to regeneration and securing physical and socio-economic change
- strategic objective 10 by protecting and enhancing Lewisham's character
- strategic objective 11 by improving community well-being.

Overview

7.152 High quality, well-designed new development is a key factor that will contribute to the long-term sustainability of communities in Lewisham. In order to be successful new development must meet the qualities required by national and regional policy and guidance and also reflect and be sympathetic to the local physical and social characteristics of the borough.

7.153 Lewisham has distinctive topographical characteristics, which will need to be considered as part of any development proposal. This was broadly outlined in the Spatial Strategy contained in Section 6 and has the following key characteristics:

- The Ravensbourne Valley passes from north to south through the borough surrounded by low hills topped with open spaces which provide a framework of local views and panoramas which will continue to be protected.
- The major town centres of Lewisham and Catford are located in this valley where major development is proposed.
- Lewisham Gateway is sited on the confluence of the rivers Ravensbourne and Quaggy, which should be enhanced in development proposals.
- The Sydenham Ridge forms the south-western boundary of the borough and is visible from within the borough. It forms a wooded skyline feature that the Council would wish to preserve.
- Most of the borough south of the A2 is suburban in character comprising well-integrated areas of mostly good quality residential development of varying styles, age and character.
- The borough north of the A2 (Deptford/New Cross) is flat and horizons are narrower and that, combined with a fragmented street network, means it is difficult to navigate.
- Large areas of the borough are designated as conservation areas and Areas of Archaeological Priority.
- A framework of local landmark buildings has been identified which add character and interest to the skyline of the borough.
- Two protected vistas of the dome of St Paul's Cathedral viewed from Greenwich Park and Blackheath Point pass across the north of the borough. These vistas are set within a London Panorama as viewed from Greenwich Park and Blackheath Point as defined in the View Management Framework of the London Plan. These Protected Vistas and the London Panorama act to manage the design and placement of tall buildings in the north of the borough to enhance the panorama and preserve the view of St Paul's.
- The River Thames provides the borough's northern boundary.

- 7.154** The Government, specifically through PPS1 and PPS3, has a strong focus on ensuring good quality design but does not specify particular styles except in special circumstances.⁽¹⁴⁰⁾ Design must lead to sustainable places.
- 7.155** PPS5 sets out the Government's planning policies on the conservation of the historic environment.⁽¹⁴¹⁾ This provides for heritage assets and the national interpretation of the Town and Country Planning Acts for conservation areas, listed buildings, locally listed buildings and other local features such as boundary markers and water troughs, and archaeological remains.
- 7.156** The London Plan has policies on a range of design issues including compact city, density, tall buildings, strategic views, the River Thames and accessibility to buildings. We need to determine how we include a locally distinctive element to design while using existing national and regional policies already in existence.
- 7.157** It should be noted that sustainable design and construction and Lewisham's river and waterways network is dealt with in Section 7.3 of the Core Strategy. The Core Strategy design policies cover the following areas:
- improving design for Lewisham
 - conserving Lewisham's historic environment
 - the location and design of tall buildings
 - protected vistas and the London panorama and local views, landmarks and panoramas.
- 7.158** The policies have been prepared in accordance with PPS1, PPS3, PPS5, are in conformity with the London Plan and evidenced through various local masterplans and urban design frameworks, and the Tall Buildings Study.

140 PPS1, Sustainable development and PPS3, Housing

141 PPS5, Planning for the historic environment