



Local development framework

Lewisham Infrastructure Delivery Plan

As of August 2010

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1. Introduction

Planning Policy Statement (PPS) 12¹ provides renewed emphasis on the deliverability of plans and the need for local planning authorities to demonstrate that necessary social, physical and green infrastructure is provided to support the delivery of the vision for an area – as set out in its Core Strategy.

Planning Together² stresses that place-making and the spatial planning system make the provision of social infrastructure central to the delivery of successful places and communities. It stresses that the successful planning and delivery of services requires an understanding of how they are provided and by whom, the likely needs of any new major housing developments, and collaborative working to ensure that the right blend of services are available to local communities in the right locations and at the right time, in cost and resource-effective ways.

Status and Purpose

This document forms part of the evidence base for Lewisham's Local Development Framework (LDF). It has been prepared in close consultation with the various delivery agencies and the process of preparing the document and the Plan itself seeks to:

- Identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery);
- Further strengthen relationships between the Sustainable Community Strategy and Local Development Framework (LDF);
- Improve lines of communication between key delivery agencies and the local planning authority;
- Identify opportunities for integrated and more efficient service delivery and better use of assets;
- Provide a sound evidence base for funding bids and prioritising the deployment of allocated funding;
- Help facilitate growth in Deptford New Cross, Lewisham and Catford and manage development elsewhere; and
- Integrate with the emerging Planning Obligations SPD and provide the basis for any Community Infrastructure Levy charging schedule.

The report is also intended to be a 'live' document that will be used as a tool for helping to deliver infrastructure and will be monitored and revised as necessary.

This is a significant and challenging piece of work. Accordingly, the Council has adopted a rigorous yet pragmatic approach, noting that it is better to be approximately right than accurately wrong.

¹ Planning Policy Statement 1- Local Spatial Planning (June 2008)
<http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicystatements/pps12>

² Planning Together: Updated practical guide for local strategic partnerships and planners (April 2009)
<http://www.communities.gov.uk/publications/planningandbuilding/planningtogether>

Structure of document

This report is structured as follows:

Section 2 provides a context for infrastructure planning in Lewisham. It starts by setting out the characteristics of the place and the importance of the equalities agenda. It goes on to explain the role played in infrastructure planning by the Lewisham Strategic Partnership, the Sustainable Community Strategy, Local Area Agreement and future Comprehensive Area Assessment. It ends by focusing on the LDF.

Section 3 defines 'physical', 'social' and 'green' infrastructure and identifies who will be responsible for delivering what (the delivery agencies).

Section 4 explains the methodology adopted for preparing the Plan and the assumptions made in relation to the amount, type and distribution of development and population projections.

Section 5 addresses committed and planned projects, future needs and costs and funding as they relate to physical infrastructure.

Section 6 addresses committed and planned projects, future needs and costs and funding as they relate to social infrastructure.

Section 7 addresses committed and planned projects, future needs and costs and funding as they relate to green infrastructure.

Section 8 considers the need for and proposed provision of infrastructure in the Regeneration and Growth Areas and for the Strategic Sites.

Section 9 focuses on delivery and monitoring of the IDP and introduces the Infrastructure Delivery Plan Schedule.

2. Context

Lewisham Today

Stretching from the Thames in the north to the borders of Bromley in the south, the 13 square miles of Lewisham encompasses diverse communities, speaking over 170 languages. Key characteristics of the Borough include³:

- It has a relatively young population with 25% of people aged under 19
- It is the 15th most ethnically diverse local authorities in England, with almost 40% of the population coming from Black and Minority Ethnic (BME) communities
- Christianity is the most prevalent religion in the borough (at 61% it is the fifth highest proportion in Inner London), with Lewisham having the lowest proportion of Muslim people in Inner London (4.6%)
- It is one of the greenest parts of south-east London, with over 20% of the borough being parkland or open spaces and
- The 2007 Index of Multiple Deprivation (IMD) ranks Lewisham as the 39th most deprived in England, with a number of its neighbourhoods (Super Output Areas) ranked in the 20% most deprived in the country.

Ethnicity and cultural diversity

Lewisham benefits from an ethnically and culturally diverse population. The black and minority ethnic (BME) population is greater in the borough (34%) than the London average (28.9%), and comprises 50% of all school pupils. The largest of these are of Caribbean (12.3%) and African (9.1%) origin, with Asian, Chinese and Turkish/Turkish Cypriot communities also making up a sizeable proportion. A higher proportion of the population was born in the UK (76%), compared with London as a whole (73%). There is also a higher proportion of the population born in the Caribbean (5%) than in London overall (2%).

Car ownership

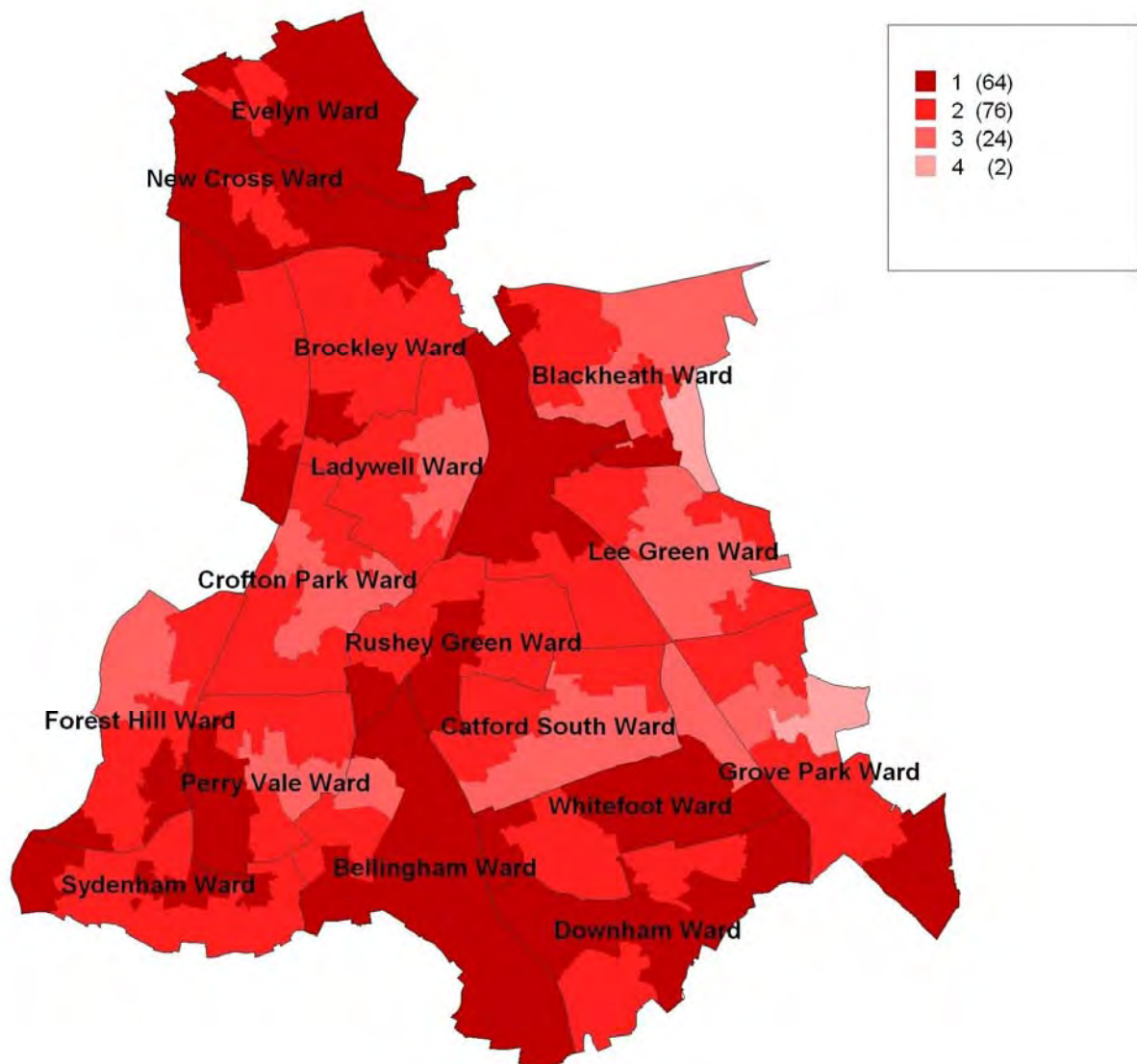
The census provides important contextual information on transport in Lewisham and the needs of local residents. It shows that the average proportion of households with access to a car has steadily risen from 42% in 1971, 50% in 1981, and 53% in 1991 to just fewer than 57% in 2001. The total number of cars owned by households in Lewisham has increased by 12,432 (19%) to 79,270 between the 1991 and 2001 census. There are however, significant variations between different parts of the Borough with ward data ranging from over 50% households without a car [Brockley, Evelyn and New Cross] to under 33% [Catford South and Grove Park.].

Deprivation

Deprivation is spread quite broadly across Lewisham, making it one of the most deprived local authority areas in England. With pockets of deprivation in most areas but significantly concentrated in the southern wards of Bellingham, Rushey Green, Downham and Whitefoot; the northern wards of Evelyn, New Cross and Telegraph Hill; and parts of Brockley and Lewisham Central.

³ These statistics come from the draft Joint Strategic Needs Assessment (LB Lewisham/Lewisham PCT, April 2009)

Figure 2.1: Indices of Multiple Deprivation by Super Output Area



Equalities

With Lewisham being as diverse as it is and with such pockets of deprivation, equalities are a key issue when considering infrastructure provision. This is particularly true as BME communities and Gypsies and Travellers tend to live in deprived areas which are in need of regeneration and growth and are, therefore, the focus of efforts to improve infrastructure provision. To illustrate this point, Ward data from the 2001 Census shows that Evelyn and New Cross wards (which closely coincide with the Deptford New Cross part of the proposed Growth Corridor) have the highest proportion of BME people in the borough (63% and 62% respectively).

The Equalities Impact Assessment (February 2009)⁴ for the Core Strategy Options Report identifies the policy areas that are particularly relevant to women, BME communities, disabled people, older people, gay and lesbian people and members of the faith communities. Infrastructure planning needs to acknowledge that different people need different policy responses and different provision. What is clear from this Assessment and

⁴ Equalities Impact Assessment (LB Lewisham, February 2009)

recent consultation in North Deptford⁵, is that all communities value good, safe and accessible transport systems, open spaces, health, social care and community facilities.

If it is accepted that all infrastructure (buildings, spaces and transport links) need to be designed and managed so that they are accessible and inclusive to and safe for everyone, then there are two particular groups that need very specific responses in planning the infrastructure of the borough. These are Gypsies and Travellers and faith communities.

Gypsies and Travellers. Until recently Lewisham contained one authorised Gypsy and Traveller site at Thurston Road in Lewisham Town Centre, which had room for 17 caravans. However, this site has closed to make way for the Lewisham gateway regeneration proposals. Planning permission was granted in March 2008 for a new five pitch site at the Watergate School site in Catford, to help accommodate those families from the Thurston Road site who want alternative accommodation. Separate to the regeneration imperative to provide alternative accommodation, local authorities are required to undertake accommodation needs surveys for Gypsies and Travellers under the terms of the Housing Act 2004. This has been carried out at a regional level by the GLA, with the London Boroughs' Gypsy and Traveller Accommodation Needs Assessment (GTANA) (March 2008)⁶. This found a minimum additional pitch requirement for Lewisham of four and a maximum residential pitch requirement of 16.

The Core Strategy Submission Document addresses the needs of the Gypsies and Travellers community and makes clear that the proposed Site Allocations DPD will allocate sufficient sites through criteria in line with Circular 01/06 and the GTANA. This report does not, therefore, specifically address the issue. However, it is hoped that the infrastructure planning process that it outlines will help in the identification of appropriate sites.

Faith Communities. Growing congregations of some faith groups raise particular demands for places of worship and associated facilities. This is particularly true of Pentecostal churches that are largely made up of African and Caribbean populations and this is an important issue for Lewisham with its large African and Caribbean population. The GLA has published findings of research into need for places of worship⁷ which recommended that London Plan guidance be prepared on how boroughs should undertake a needs assessment and the policy and development control mechanisms that can be used to meet identified needs. The Council is awaiting this guidance before considering whether and how to carry out an assessment.

In the mean time, the Council's Community Sector's list of organisations actively seeking premises reveals that 21 faith organisations (all apparently churches) are currently trying to find premises. An analysis has also been undertaken of decisions on planning applications over the last five years. This reveals that 13 decisions have been made in relation to applications for new-build premises and changes of use specifically for places of worship

⁵ North Deptford Consultation (LB Lewisham, February 2009)

⁶ The London Boroughs' Gypsy and Traveller Accommodation Needs Assessment (March 2008) <http://www.london.gov.uk/mayor/housing/gtana/docs/report.pdf>

⁷ Responding to the needs of faith communities: places of worship (Report for GLA, May 2008) <http://www.london.gov.uk/mayor/planning/docs/places-of-worship.pdf>

(discounting requests for approval of details following earlier permissions). The decisions made on these applications were as follows: Granted – 5, Refused – 6 and Allowed on appeal – 2. There have also been 13 unauthorised places of worship over the years 2004 to 2009.

Lewisham Strategic Partnership

Established in 2001, the Lewisham Strategic Partnership is the Local Strategic Partnership (LSP) for the Borough and brings together representatives from Lewisham's public, private, voluntary and community sectors to examine how, by working together, the quality of life of Lewisham's citizens can be improved. It is responsible for achieving the vision of the borough set out in Shaping our future – Lewisham's Sustainable Community Strategy 2008 – 2020 (see below).

The LSP coordinates partnership activity in the borough. The LSP is led by the LSP Board which is chaired by Lewisham's Mayor. Working alongside the board are six thematic partnerships, each of which concentrate on a specific aspect of local work and service delivery. The thematic partnership responsible for infrastructure is the Sustainable Development Partnership and its role in overseeing the implementation of the Infrastructure Schedule is discussed in Section 9.

Sustainable Community Strategy

The LSP published its current Sustainable Community Strategy (SCS) in May 2008⁸. 'Shaping Our Future' provides a strategy for the borough for 2008-2020. This establishes a vision for the borough and sets out the following six key outcomes as the basis for public action locally:

- Ambitious and achieving – where people are inspired and supported to fulfil their potential
- Safer – where people feel safe and live free from crime, antisocial behaviour and abuse
- Empowered and responsible – where people are actively involved in their local area and contribute to supportive communities
- Clean, green and liveable – where people live in high quality housing and can care for and enjoy their environment
- Healthy, active and enjoyable – where people can actively participate in maintaining and improving their health and well-being
- Dynamic and prosperous – where people are part of vibrant communities and town centres, well connected to London and beyond

Local Area Agreement

Local Area Agreements (LAAs) are three-year agreements, based on local sustainable community strategies, that set out the priorities for a local area agreed between central government and the local area, represented by the lead local authority through local strategic partnerships. The Lewisham LAA for 2008/9 to 2010/11, 'Opportunity and well-being for all', was adopted in June 2009. It includes 35 designated indicators, 17 statutory education attainment indicators and 18 local indicators. It was developed by concentrating on a focused

⁸ Shaping Our Future – Lewisham's Sustainable Community Strategy 2008-2020
<http://www.lewishamstrategicpartnership.org.uk/docs/SCS.pdf>

set of outcomes directly related to the priorities set out in the SCS. It also sets targets for Years 2008/09, 2009/10 and 2010/11.

Comprehensive Area Assessment

Comprehensive Area Assessment (CAA) began in April 2009⁹. It is part of a new performance framework that is area based and focused on outcomes delivered by councils working alone or in partnership. By bringing together evidence across different local services, it is hoped that CAA will be more effective in driving improvement than separate assessments for each sector can be.

The area assessment takes the area's LAA and SCS as its starting point, along with statutory education and attainment targets. The broad approach is to assess the future prospects in the area for achieving better outcomes by looking at the impact that local service organisations are collectively having on improving priority outcomes.

Community Engagement (Duty to Involve)

The Government introduced a 'duty to involve' in April 2009¹⁰ to reinforce the importance of involving citizens in local decision making and service provision. This reinforces the need for a single consultation database and a single evidence base across LSP partners.

Total Place Initiative

Complementary to the work relating to infrastructure delivery is that currently being carried out through Total Place. This is a new initiative that looks at how a 'whole area' approach to public services can lead to better services at less cost. It seeks to identify and avoid overlap and duplication between organisations – delivering a step change in both service improvement and efficiency at the local level, as well as across Whitehall.

Lewisham is one of 13 pilot areas participating in the scheme, and have selected four themes for detailed focus, one of which related to Asset and Energy management. This work stream examines the extent to which the impact of a more strategic approach to assets and energy across the public sector in Lewisham can be quantified, and seeks to provide the means for extending this further across the Borough. Partners involved in the project include LB Lewisham, Metropolitan Police, Lewisham Fire Service, Lewisham PCT, University Hospital Lewisham, South London and Maudsley NHS Foundation Trust, Goldsmiths, University of London, Lewisham College and Job Centre Plus. This work is seeking to build on the strong commitment to collaborative working that already exists within the Borough.

Proposals this theme is looking to test include:

- The development of locally integrated information exchange and decision-making on public assets
- A single benchmarking model for performance indicators
- Creation of a single Borough-wide strategy for assets linked to the Borough's planning framework

⁹ CAA: Framework document (Feb 2009)
<http://www.audit-commission.gov.uk/reports/NATIONAL-REPORT.asp?CategoryID=&ProdID=63FF7DFA-D1DB-46D0-B72E-39DA12AEF9E1&SectionID=sect2#>

¹⁰ As set out in section 138 of the Local Government and Public Involvement in Health Act 2007

The initial phase of the work has drawn together data and strategic documentation on public assets and energy consumption. This includes performance benchmarks and targets across different sectors and building types including: number, size and purpose of buildings; number of staff within buildings; property values; energy consumption; and transport and related assets and costs. The next phase involves in-depth analysis which is expected to sit under four main headings: co-location, rationalisation of assets, joint procurement of energy and facilities management and benchmarking models. Findings from the Total Place pilots were presented to central government in January 2010. However, it is anticipated that the legacy of Total Place, including new strategic and collaborative ways of working will continue beyond the pilot's life cycle.

Community Infrastructure Levy

Community Infrastructure Levy (CIL) is a new power that allows councils to raise funds from developers alongside new building projects to help build infrastructure such as new schools, hospitals, roads and transport schemes as well as libraries, parks and leisure centres. It does not cover the provision of 'affordable housing' as the Government considers that planning obligations remain the best way of enabling affordable housing contributions to be tailored to the particular circumstances of the site and, crucially, enable such housing to be provided on-site. CIL is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. The CIL Regulations 2010 came into effect on 6th April 2010.

The Regulations set out the detailed provisions enabling local authorities in England and Wales to introduce a CIL in their areas, and also how the levy would operate if they did so. The levy would apply to new buildings or extensions where 100sqm or more of space is provided (net increase in floorspace) and the revenue from the levy must be applied to infrastructure needed to support the development of the area. The levy must be set out in a 'charging schedule' which forms part of the LDF (although not a Development Plan Document) which is subject to an examination in public.

The Regulations also provide for the reform of the current system of developer contributions towards infrastructure ('planning obligations') so that the two regimes operate effectively alongside each other. This includes:

1. Putting the Government's policy tests on the use of planning obligations set out in Circular 5/05 on a statutory basis for developments which are capable of being charged CIL. The Regulations make it unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL, whether there is a local CIL in operation or not, if the obligation does not meet all of the following tests:
 - a) necessary to make the development acceptable in planning terms
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.

2. Ensuring the local use of CIL and planning obligations does not overlap. On the local adoption of CIL, the Regulations restrict the local use of planning obligations to ensure that individual developments are not charged for the same items through both planning obligations and CIL.
3. Limiting pooled contributions from planning obligations towards infrastructure which may be funded by CIL. On the local adoption of CIL or nationally after a transitional period of four years (6 April 2014), the Regulations restrict the local use of planning obligations for pooled contributions towards items that may be funded via CIL. However, where an item of infrastructure is not locally intended to be funded by CIL, pooled planning obligation contributions may be sought from no more than five developments to maintain the flexibility of planning obligations to mitigate the cumulative impacts of a small number of developments.

Spatial Development Strategy for London (The London Plan)

The London Plan consolidated with Alterations since 2004 was published in February 2008. The Mayor of London published a draft Replacement London Plan for consultation in October/December 2009, with the aim of publishing a new London Plan in late 2011/early 2012. The Mayor's current and emerging strategic policies have a significant impact on proposed infrastructure provision, including:

- Embracing growth and identifying Opportunity and Regeneration Areas;
- The promotion of sustainable waste management ; and
- The encouragement of decentralised energy and on-site renewable energy technologies.

Local Development Framework (LDF)

The Lewisham LDF is the collection of local development documents, which will collectively deliver the spatial planning strategy for the Borough. The LDF has a role to play in delivering virtually all of the priorities that are identified under these six key outcomes, particularly those relating to clean green and liveable, strengthening the local economy and decent homes for all.

The Core Strategy is the key plan within the LDF and key partners have been fully engaged in ensuring that there is a dynamic relationship between it and the SCS, in line with Government guidance¹¹. The Submission Document sets out the Council's spatial vision, strategy and strategic objectives for the future development of Lewisham over the next 15 years in line with the principles of sustainable development and the priorities of Lewisham's SCS, 'Shaping our Future'. The policies and plans in the LDF are key delivery mechanisms to deliver the targets and outcomes identified in the LAA alongside the plans of other partners, the use of land and assets and private investment.

The Council published its Core Strategy Submission Document in February 2010 and is intending to formally submit its Strategy for examination in October 2010.

¹¹ Creating Strong, Safe and Prosperous Communities (July 2008)
<http://www.communities.gov.uk/documents/localgovernment/pdf/885397.pdf>

3. Infrastructure and Delivery Agencies

Infrastructure

PPS12 uses but does not define the terms 'physical', 'social' and 'green' infrastructure. Section 216 of the Town and Country Planning Act 2008 makes it clear that funds secured in the future by CIL must be used for infrastructure purposes. In doing so it defines 'infrastructure' as including (but not limited to) the following:

- a) Roads and other transport facilities;
- b) Flood defences;
- c) Schools and other educational facilities;
- d) Medical facilities;
- e) Sporting and recreational facilities;
- f) Open spaces; and
- g) Affordable housing (although the CIL Regulations 2010 do not allow CIL to be secure 'affordable' housing).

For these purposes, 'infrastructure' has been taken as relating to tangible facilities and the physical provision that is needed to enable publicly funded services to be provided (e.g. railway tracks, pipes/cables, streets, 'Home Zones', buildings and open spaces) and the IDP does not directly consider the services that are provided from these facilities. For logistical reasons, the scope does not include private facilities (e.g. private schools or hospitals).

Planning Policy Guidance (PPG) 17 (Planning for Open Spaces) identifies a number of open space typologies to allow a consistent basis for local authorities to assess local wants and needs. These typologies, which were adopted for the Lewisham Open Space Strategy, are also adopted here in preference to more recent attempts to define 'green infrastructure'¹²

Tables 1 to 3 below identify the infrastructure topics that are to be assessed.

Delivery Agencies

PPG12 (para. 4.29) refers to a number of infrastructure delivery agencies and this has been used as a starting point in identifying the relevant agencies for Lewisham. This list has been refined and expanded to refer to the specific Council directorates and LSP partners (including those who sit on the SDP), as identified in Section 2, and other relevant public and private sector agencies. It also includes Voluntary Action Lewisham (VAL), which is the Council for Voluntary Services in Lewisham.

Tables 3.1 to 3.3 below also identify the delivery agencies that have been consulted as part of the work in preparing the IDP.

¹² See, for example, 'Green Infrastructure Planning Guide, Version 1.1' (2006, North East Community Forests, University of Newcastle Upon Tyne, Northumbria University – supported by The Countryside Agency, Forestry Commission, English Nature and Groundwork)
http://www.greeninfrastructure.eu/images/GREEN_INFRASTRUCTURE_PLANNING_GUIDE.pdf

Table 3.1: Physical Infrastructure Topics and Delivery Agencies

Topic No.	Infrastructure Topic	Delivery Agency
P1	Transport <ul style="list-style-type: none"> Streets, footways/cycleways Rail Buses River 	<ul style="list-style-type: none"> LBL Regeneration Department for Transport Transport for London Network Rail Train Operating Companies
P2	Utilities <ul style="list-style-type: none"> Electricity Gas Local Energy Generation + Distribution 	<ul style="list-style-type: none"> EDF Energy Southern Gas Network ESCOs (Energy servicing companies)
P3	Waste Management <ul style="list-style-type: none"> Municipal Waste + Recycling Commercial Waste + Recycling 	<ul style="list-style-type: none"> LBL Customer Services SELCHP Private Operators
P4	Flood Defence <ul style="list-style-type: none"> Water supply Waste water/Sewage Flood Alleviation 	<ul style="list-style-type: none"> Environment Agency Thames Water Land owners/developers

Table 3.2: Social Infrastructure Topics and Delivery Agencies

Topic No.	Infrastructure Topic	Delivery Agency
S1	Education <ul style="list-style-type: none"> Primary Secondary Post 16 Higher Education 	<ul style="list-style-type: none"> LBL Children + Young People Lewisham College Goldsmiths, University of London
S2	Health <ul style="list-style-type: none"> Health and well-being programmes Primary Care (GPs, Community Pharmacies, Dentists, Optometrists) Community Health Services Acute and Mental Health (Acute Beds, Other beds) Mental health services (community) Voluntary and community sector providers 	<ul style="list-style-type: none"> LBL Community Services LBL Children + Young People Lewisham Hospital NHS Trust South London + Maudsley NHS Foundation Trust (SLAM) NHS Lewisham (PCT) HUDU¹³ GPs, Community Pharmacies, Dentists + Optometrists Private providers VAL and other voluntary and community sector providers
S3	Community <ul style="list-style-type: none"> Early Years Community Centres Community Halls Offices for voluntary organisations Places of Worship 	<ul style="list-style-type: none"> LBL Community Services LBL Customer Services VAL
S4	Leisure <ul style="list-style-type: none"> Outdoor Sports Facilities Indoor Sports Facilities Libraries 	<ul style="list-style-type: none"> Parkwood Leisure

¹³ Healthy Urban Development Unit (HUDU) - Whilst the HUDU is not a delivery agency as such, it exists to support London's 31 NHS Primary Care Trusts to engage and be proactive in relation to the health and planning strategy agenda for London.

Topic No.	Infrastructure Topic	Delivery Agency
S5	Estate Renewal <ul style="list-style-type: none"> New mixed tenure neighbourhoods 	<ul style="list-style-type: none"> LBL Customer Services Lewisham Housing Association Group Phoenix Housing Gateway Lewisham Homes
S6	Emergency Services <ul style="list-style-type: none"> Fire Police Ambulance Services 	<ul style="list-style-type: none"> Lewisham Police London Fire Brigade London Ambulance Services NHS Trust

Table 3.3: Green Infrastructure Topics and Delivery Agencies

Topic No.	Infrastructure Topic	Delivery Agency
G1	Open Space <ul style="list-style-type: none"> Civic Spaces Parks and Gardens Natural and Semi-natural spaces Amenity Greenspace Provision for children and Young People Allotments Cemeteries and Churchyards 	<ul style="list-style-type: none"> LBL Customer Services Glendales Groundwork Trust Thames Gateway London South VAL Environment Agency Network Rail GLA/Design for London

4. Methodology

Overall approach

The overall approach to infrastructure planning in Lewisham is guided by the requirements of PPS12 and good practice guidance, including 'A Steps Approach to Infrastructure Planning and Delivery' (June 2009), published by the Planning Advisory Service¹⁴. The seven steps included in this guidance are set out in Table 4.1 below, together with commentary on how infrastructure planning in Lewisham is taking account of the guidance.

This section builds on the findings in the Social Infrastructure Framework Working Paper (January 2009) which identifies social infrastructure requirements generally for 2012, although this was extended to 2017 in some cases, by applying the service requirements included within the London Thames Gateway Social Infrastructure Framework (LTGSIF) Model – version 2.

Table 4.1: A Steps Approach to Infrastructure Planning

Step	Commentary
Step 1: Vision/Policy Context 1.1 Set out the long-term vision for the area 1.2 Establish a sustainable community strategy delivery strategy	<ul style="list-style-type: none"> Overarching vision established in Sustainable Community Strategy Spatial planning strategy is emerging as part of Core Strategy SCS delivery strategy in place and it is proposed to use and develop it (see Step 2)
Step 2: Governance 2.1 Set up a group for infrastructure and asset management/establish working arrangements and engagement between stakeholders	<ul style="list-style-type: none"> LSP Partnership Board to focus on infrastructure provision (see Section 9) LBL Planning engaging with broad range of delivery agencies (see Consultation below and Appendix 3).
Step 3: Evidence Gathering 3.1 Undertake a resource overview 3.2 Identify existing public sector capital programme commitments and private sector developments 3.3 Identify existing public service delivery outlets and potential for joint use 3.4 Use public sector assets as resources base for local area regeneration and redevelopment	<ul style="list-style-type: none"> A resource overview is being implemented by way of a number of studies that form part of the evidence base for the Core Strategy (SIF, PPG17 Assessment etc.) and as part of preparing topic papers Public sector capital programmes have been identified in consultation with delivery agencies Future private residential investment identified in Housing Trajectory Lewisham's The Asset Management Board (ASM) carries out asset reviews and identifies the potential for co-location/joint use The ASM and LBL Regeneration Strategy also help to ensure that public assets are managed in ways which help regenerate the area
Step 4: Standards and Deficits 4.1 Identify infrastructure delivery Standards 4.2 Use infrastructure standards to identify existing local deficits 4.3 Use infrastructure standards to identify future local deficits	<ul style="list-style-type: none"> Appropriate standards have been identified in discussion with delivery agencies and in the SIF, PPG17 Assessment, Planning Obligations SPD etc. Infrastructure standards and judgement are being used to identify existing and future deficiencies

¹⁴ A Steps Approach to Infrastructure Planning and Delivery (June 2009), Planning Advisory Service <http://www.pas.gov.uk/pas/aio/109121>

Step	Commentary
4.4 Use infrastructure standards to identify infrastructure requirements for strategic sites	
Step 5: Infrastructure Delivery Plan 5.1 Identify infrastructure requirements and delivery resources in five-year tranches 5.2 Introduce viability testing capacity and process 5.3 Undertake sustainability appraisal of infrastructure delivery plan schedule.	<ul style="list-style-type: none"> The Infrastructure Delivery Plan Schedule identifies 3 x 5-year tranches (see Delivery Periods below) LBL draws on external consultant advice to assess the viability of major development proposals where necessary Sustainability Appraisal to be undertaken of Core Strategy
Step 6: Validation 6.1 Consult on infrastructure delivery plan schedule 6.2 Prepare an infrastructure delivery strategy 6.3 Undertake risk assessment	<ul style="list-style-type: none"> The Infrastructure Delivery Plan Schedule has been prepared in consultation with Delivery Agencies Section 9 of this report sets out an infrastructure delivery strategy Key relevant risks are identified on a topic by topic basis
Step: 7: Delivery 7.1 Implement infrastructure delivery programme 7.2 Undertake annual monitoring and review progress on delivery	<ul style="list-style-type: none"> Monitoring arrangements have been established (see Section 9)

Delivery periods (stages)

The emerging LDF is setting out how new development will be planned for and managed up to 2026 (15 years from the expected adoption of the Core Strategy in 2011). For the purposes of infrastructure planning, forecasts for development have been divided into the immediate pre-2011 stage and three overlapping five-year stages) as set out below:

- Pre 2011 Period
- Stage 1 (2011-2016)
- Stage 2 (2016-2021 and
- Stage 3 (2021-2026).

Proposals by delivery agencies for new facilities in Period 1 are likely to be relatively certain as they will be based on existing and emerging strategies, delivery plans and capital programmes. However, the degree of certainty over the delivery of new or improved facilities is likely to decrease and level of risk increase over time. This is one reason why this Plan must be viewed as a 'living document' and monitored and updated as necessary.

Amount and distribution of residential development

Core Strategy

The emerging Core Strategy focuses additional development in Regeneration and Growth Areas (Spatial Policy 1), namely Lewisham Town Centre, Catford Town Centre and the Deptford-New Cross/New Cross Gate area (referred to hereafter in this Plan as Deptford New Cross). Having said this, some growth will also take place in other parts of the Borough, namely District Hubs, Local Hubs, Areas of Stability and Managed Change and the Downham Local Regeneration Area.

This plan focuses on additional residential development and the people that will live in these homes and use facilities and services. Much of the evidence base that supports the emerging Core Strategy is based on the GLA's 2008 Round Demographic Projections (published in March 2009), that were based on the December 2008 Housing Trajectory set out in the 2007/08 Annual Monitoring Plan.

However, four factors have led the Council to update this trajectory and to ask the GLA to update the population projections that take account of it. These are as follows: (1) the December 2008 Housing Trajectory extends only to 2023; (2) it has become apparent that the 2008 population projections do not accurately reflect the likely distribution of planned development on allocated sites; (3) the economic recession and the fact that development is not coming forward as quickly as originally assumed, and; (4) the latest information available on development interest as set out in the September 2009 Housing Trajectory, with some sites falling away and new sites being identified.

Expected population growth

In December 2009, the GLA kindly updated the 2008 Round Population Projections for the Borough, based on the September 2009 Housing Trajectory (set out in Appendix 1). These projections, referred to throughout this document as the 2008+ Round Projections, better reflect current circumstances and more accurately distribute population increases associated with planned development on allocated sites around the Borough's 18 wards and thus reflect the growth scenario provided for in the emerging Core Strategy.

The predicted Borough-wide population increases associated with the growth scenario (set out in Tables 4.2 and 4.3) take account of the base population and expected fertility, mortality/survival, migration and household representative rates in addition to increased population associated with new development.

Borough-wide population projections

Table 4.2: Borough-wide population increases

2009	2016	2021	2026	% Change 2009-2026
268,090	290,277	305,682	315,847	17.8

Table 4.3: 2008+ Projections age distribution 2009-26*

Age group	2009	2015	2020	2026	% change 2009- 2026
0 to 4	21,270	22,870	22,633	22,605	6.3
5 to 9	16,419	19,729	20,740	20,412	24.3
10 – 14	14,458	15,169	18,145	18,715	29.4
15 - 19	13,909	13,802	14,648	17,139	23.2
20 - 24	17,937	17,743	18,271	19,532	8.9
25 - 29	30,366	30,496	30,500	31,584	4.0
30 - 34	31,678	31,892	32,552	32,307	1.9
35 - 39	24,842	28,418	28,757	28,748	15.7
40 -44	21,616	22,395	25,738	24,820	14.8
45 - 49	18,099	19,248	20,985	22,616	24.9
50 -54	13,615	16,456	17,820	18,694	37.3
55 - 59	10,368	12,420	15,031	15,596	50.4
60 -64	9,180	9,249	11,248	13,197	43.7
65 - 69	7,009	7,973	8,252	9,977	42.3
70 - 74	6,069	5,805	6,920	7,156	17.9
75 - 79	4,677	4,760	4,768	5,587	19.5
80 - 84	3,443	3,253	3,544	3,626	5.3
85 - 89	2,089	1,948	1,946	2,128	1.8
90 + over	1,046	1,210	1,277	1,408	34.6
Total	268,090	284,835	303,775	315,847	17.8

* Information not readily available for 2016 and 2021

- Lewisham’s resident population is skewed towards the younger age groups and the Borough has a younger age structure than the national average, especially in the 0-4 and 15-44 age groups. The above projections show particular increases in school aged children and young adults (5-19 year olds), middle-aged and older adults (45-69) and the very old (90+).

In addition, Lewisham’s communities will also become more diverse:

- Currently around 40% of residents are from a black and minority ethnic background. By 2020, this figure is projected to increase to 44%, with particular growth in the Black African and Black Caribbean communities
- New communities from the European Union and beyond will continue to make their home in the borough
- Improved health services and medical technology will result in a larger proportion of older residents living longer

Ward population projections

The predicted ward-based population increases are set out in Table 4.4.

Table 4.4: 2008+ Projections - population distribution by ward 2009-2026

Ward	2009	2016	2021	2026	Change 2009-2026 (rounded)
Lewisham Total	268,090	290,277	305,682	315,847	+18%
Bellingham	14,278	14,730	15,419	17,392	+22%
Blackheath	13,952	14,325	15,045	14,353	+3%
Brockley	15,669	16,275	17,033	15,198	-3%
Catford South	14,704	15,183	15,879	16,571	+13%
Crofton Park	14,660	15,107	15,823	15,555	+6%
Downham	14,964	15,553	16,274	19,305	+29%
Evelyn	16,705	27,578	30,534	35,786	+114%
Forest Hill	14,890	15,476	16,194	16,031	+8%
Grove Park	14,746	15,230	15,935	17,067	+16%
Ladywell	13,128	13,614	14,320	13,417	+2%
Lee Green	12,697	13,084	13,716	12,679	0%
Lewisham Central	16,255	18,743	19,504	16,980	+4%
New Cross	16,588	17,577	18,476	21,090	+27%
Perry Vale	15,293	15,750	16,506	16,696	+9%
Rushey Green	14,248	15,077	15,759	15,903	+12%
Sydenham	16,122	16,920	17,747	18,619	+15%
Telegraph Hill	15,245	15,648	16,441	16,267	+7%
Whitefoot	13,949	14,407	14,075	16,938	+21%

Table 4.4 highlights some significant predicted increases in population, particularly in relation to Evelyn and New Cross wards (the Deptford New Cross Regeneration and Growth Area) and Downham (the Local Regeneration Area).

Infrastructure projects

The following sections of the IDP address the full range of proposed infrastructure projects. These include those that are:

- 'Committed' – where they are ready to go and funding has been secured
- 'Planned' – where the scope of the project is defined and there is an intention to deliver, but funding has yet to be identified and
- 'Emerging' – where the need for a project has been identified, but the scope has yet to be defined and funding has yet to be secured.

The Infrastructure Schedule (Appendix 3) identifies those projects that are considered 'essential' for the delivery of the Core Strategy; i.e. those projects that must happen if the policy objectives set out in this Strategy are to be met in full. This includes those projects that are considered essential if the policy objectives (land use priorities and/or urban design principles) for the Strategic Site Allocations are to be met in full.

Regeneration and Growth Areas and Strategic Sites

As referred to above, Spatial Policy 1 of the emerging Core Strategy focuses development in three Regeneration and Growth Areas, namely Lewisham Town Centre, Catford Town Centre and the Deptford New Cross. The emerging Strategy (Strategic Site Allocations) also identifies five Strategic Sites within these Areas which are considered central to the achievement of that strategy (paragraph 4.6 of PPS12). These sites are as follows:

Lewisham Town Centre

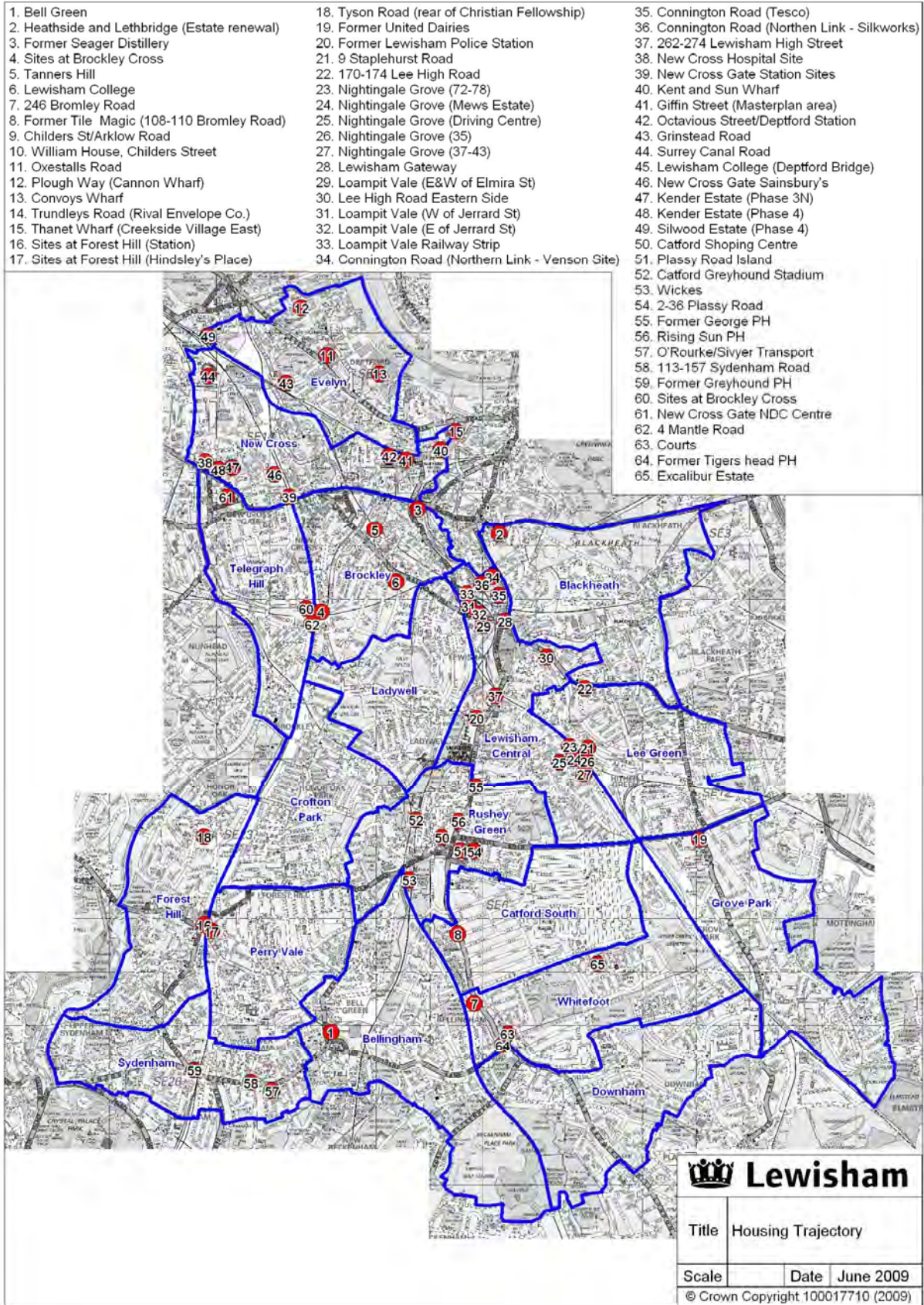
- Lewisham Gateway

Deptford New Cross

- Convoys Wharf
- Surrey Canal Road (Millwall and surrounds)
- Oxestalls Road (The Wharves) and
- Plough Way

Figure 4.1 below illustrates the September 2009 Housing Trajectory by identifying the allocated sites. This demonstrates the clustering of permitted and proposed development in the Growth and Regeneration Areas (Lewisham Town Centre, Catford Town Centre and Deptford New Cross)

Figure 4.1: September 2009 Housing Trajectory Sites



Infrastructure demands in the Regeneration and Growth Areas are likely to be most challenging and PPS12 requires the identification of infrastructure requirements for Strategic Sites (paragraph 4.11). Accordingly, Section 8 of this Plan focuses on these Areas and Sites.

Infrastructure in adjacent boroughs

The River Thames provides a significant barrier between Lewisham and Tower Hamlets and cross-borough movement of people to use services in a northerly-southerly direction is considered to be relatively small. However, there will be more significant movement across the Greenwich, Bromley and Southwark borough boundaries; most significantly in connection with schools.

Representatives of the various Lewisham delivery agencies liaise with their counterparts in Greenwich, Bromley and Southwark agencies. The IDP process has not sought to systematically map out existing and proposed infrastructure in adjacent Boroughs. However, Figures 4.2 and 4.3 do identify key infrastructure in the following areas:

Transport

- Key public transport and road/cycle/pedestrian proposed projects within 800m of the Borough boundary

Education

- Primary schools within 2.4km of the Borough boundary (the maximum distance that primary aged children can be expected to travel)
- Existing and proposed secondary schools

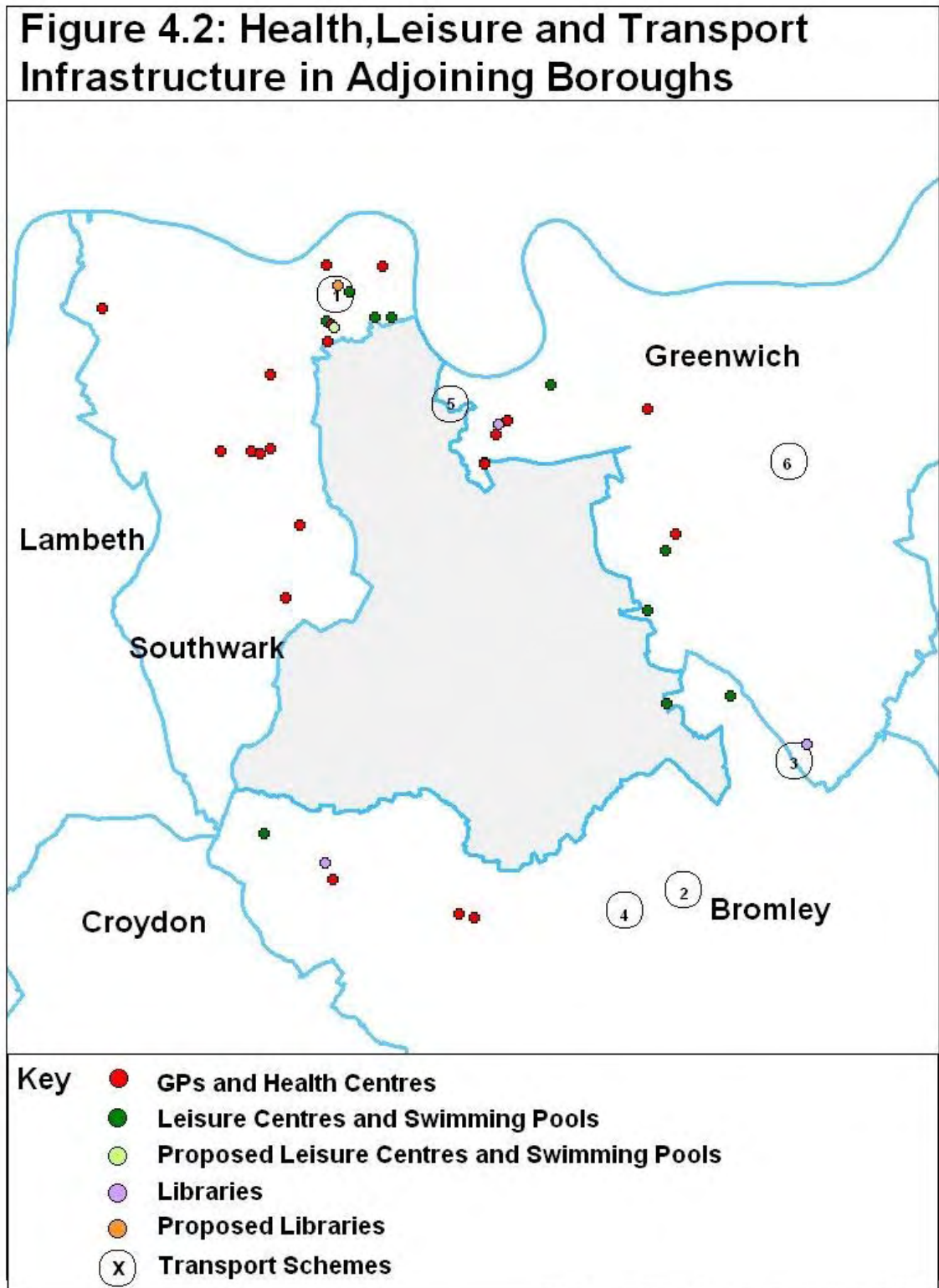
Health

- Existing health facilities within 800m of the Borough boundary

Libraries/Leisure Centres and Swimming Pools

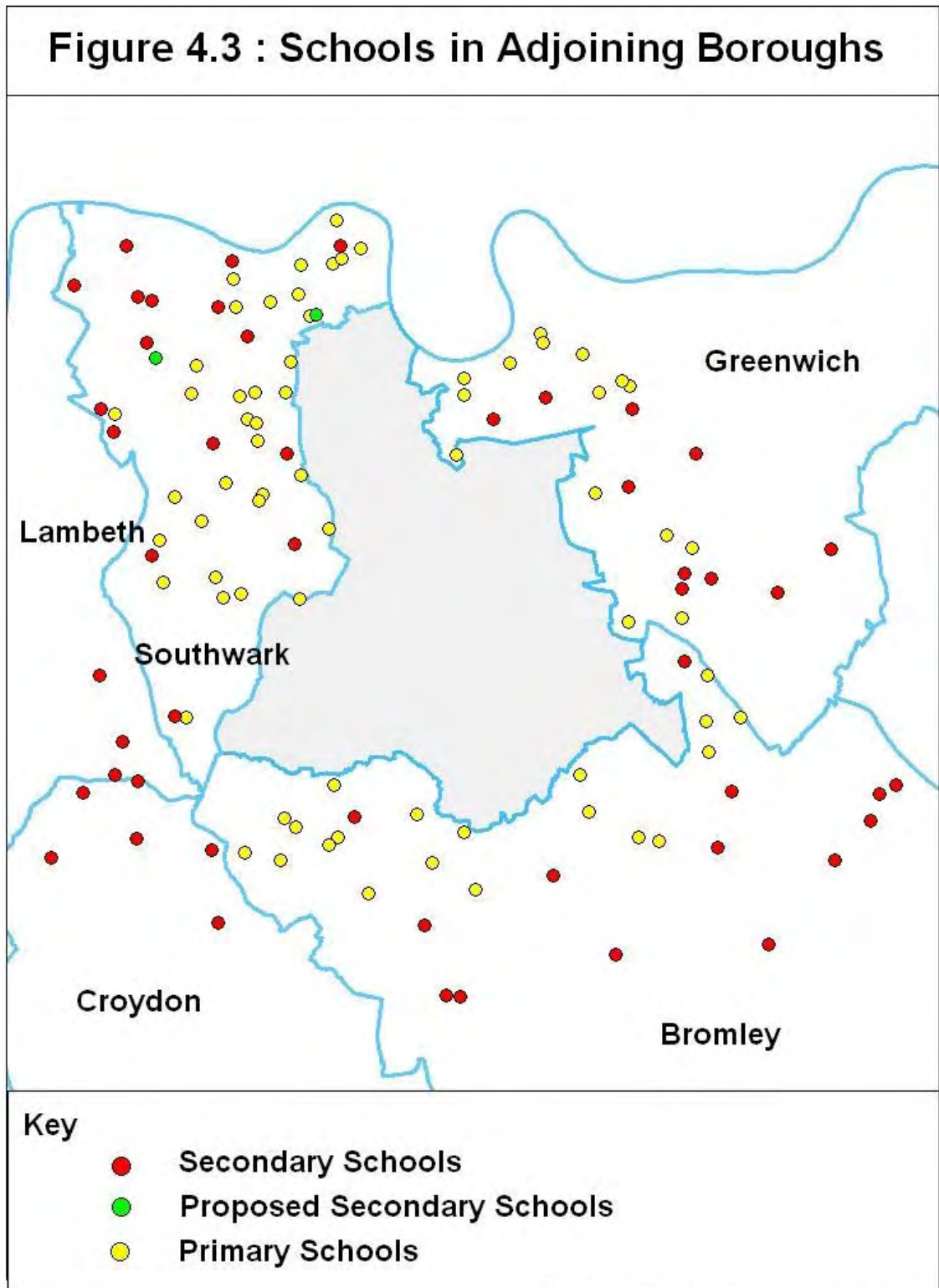
- Existing and proposed facilities within 800m of the Borough boundary

Figure 4.2: Health, Leisure and Transport Infrastructure in Adjoining Boroughs



Collins Bartholomew Ltd 2005

Figure 4.3: Schools in Adjoining Boroughs



Collins Bartholomew Ltd 2005

Consultation

Planning officers have engaged with all the key delivery agencies, either through correspondence or in meetings (or both). Appendix 2 lists the meetings that have been held and the dates of key correspondence during the review of an earlier version of this document (March to August 2010).

5. Physical Infrastructure

Introduction

This section addresses physical infrastructure needs relating to:

- P1 - Transport
- P2 - Utilities
- P3 - Waste Management
- P4 - Flood Defence

P1. Transport

Introduction

The Mayor of London, through Transport for London (TfL), manages the Transport for London Road Network (TLRN) and is responsible for buses and the Docklands Light Railway. Network Rail is responsible for infrastructure planning for the railways. The Council is responsible for the local highway network and seeks to work in partnership with these agencies and others to balance the need for access and demand for travel with the supply of transport and other calls on street space.

Existing provision

The existing transport provision is identified on Figure 5.1 and can be summarised as follows:

- Waterlink Way, Thames Path and Cycle routes
- 20 rail stations
- 3 DLR stations
- 2 London underground stations (although these form part of the London Overground network upon completion of the East London Line Extension)
- 42 bus routes
- TLRN including the A2, A20, A21 and A205 (South Circular)
- Convoy's Safeguarded Wharf

Committed and planned projects

The committed and planned transport projects are identified on Figure 5.2 and are described below under the various modes of transport.

Figure 5.1: Transport Existing

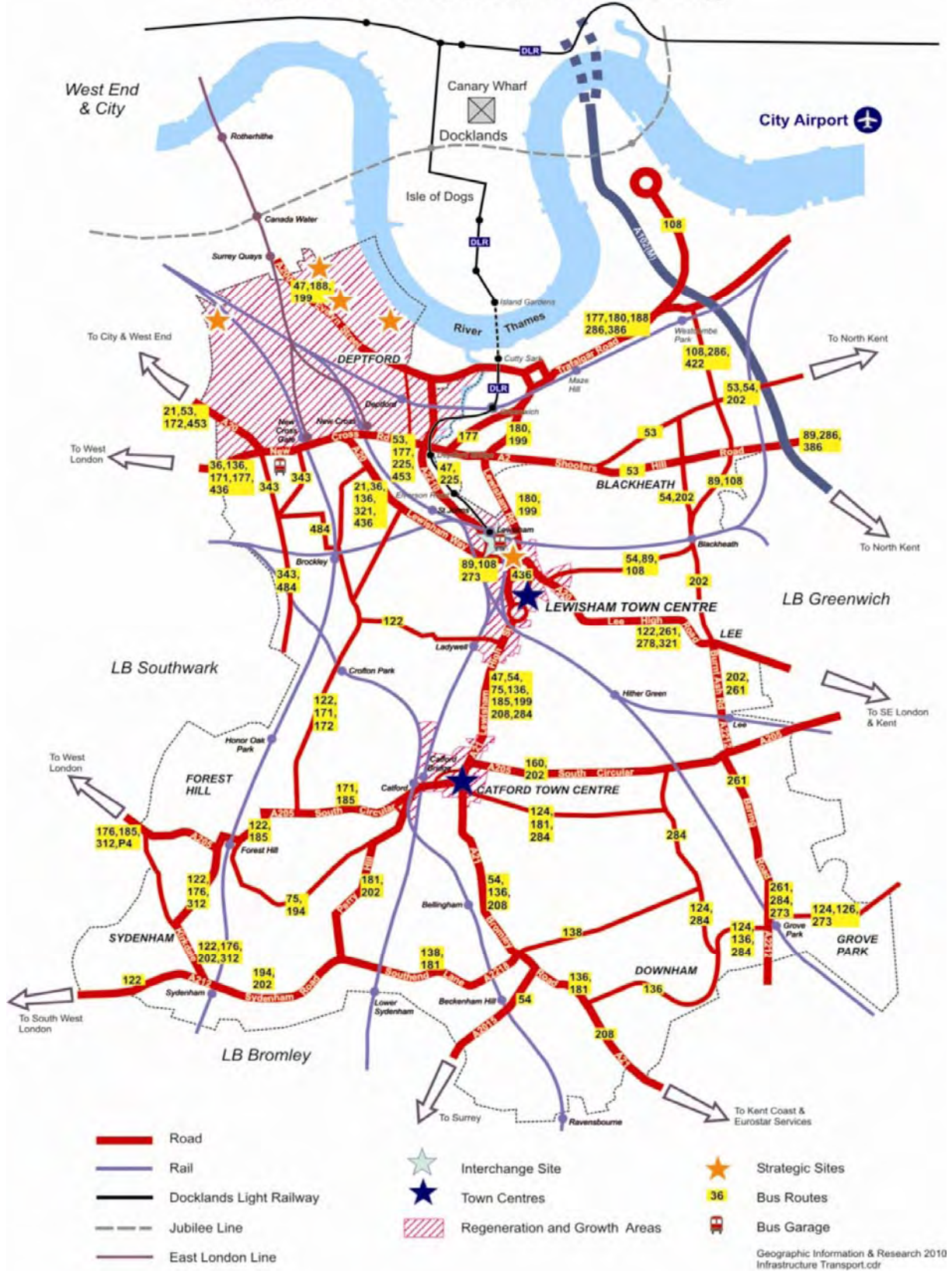
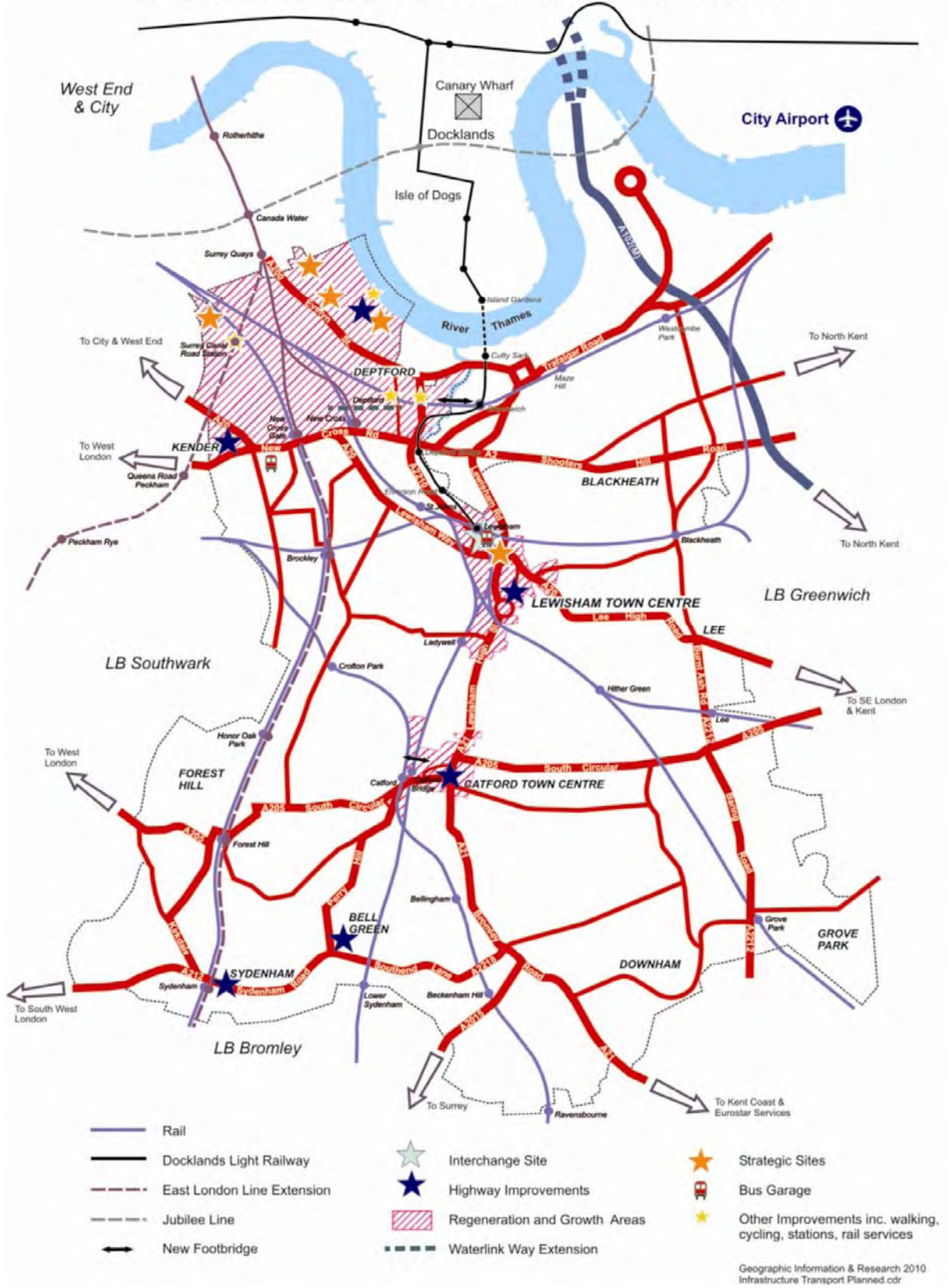


Figure 5.2: Transport Proposed Projects



Walking/Cycling

Waterlink Way. Waterlink Way comprises a linked network of open spaces, waterways and pedestrian and cycle routes from Beckenham Place Park (in Bromley) to Deptford Creek, following the line of the rivers Ravensbourne, Quaggy and Pool. This includes plans to improve the crossing of Ladywell Road and the longer term aspiration to continue the route along the river through the Weirside Depot site. It forms part of the South East London Green Chain (SELGC), the emerging East London Green Grid (ELGG) and the proposed All London Green Grid.

The Council continues to work with landowners, the Environment Agency, LDA/Design for London and others to implement this strategic piece of pedestrian/cycle and green infrastructure. In February 2009, the LDA awarded a grant of £1.96m to improve signage and marketing for the Waterlink Way as a whole and to improve the southern and middle Ladywell Fields, including the creation of wetlands, to complement the improved northern Ladywell Fields.

A total of £200k has also been allocated to develop Green Corridors (£100k in Beckenham Place Park and £100k for Waterlink Way). Some s.106 funding has also been allocated for localised improvements along the route of the Waterlink Way (e.g. along Ladywell Road).

Deptford Links, North Lewisham Links Strategy + Legible Lewisham - Route 1 (Fordham Park to Deptford High Street). This project aims to improve east-west pedestrian and cycle routes in Deptford – linking development sites with stations at Deptford, New Cross Gate, South Bermondsey and Surrey Quays. It is informed by the North Lewisham Links Strategy (May 2007)

This project will implement the priority project in the North Lewisham Links Strategy (May 2007). It comprises the creation of an improved sequence of paths/cycle ways and open spaces to create a safe and attractive route which improves connectivity and permeability in the Deptford New Cross area

Fordham Park will benefit from greatly improved sports facilities (possibly shared with a redeveloped Deptford Green School), new natural landscaping and play equipment. The New Cross underpass will be transformed into a route that people, including school children and students, feel safe to use. A new public square will be created by the Waldron Health Centre, helping to tie this new iconic building in to the area. Margaret Mcmillan Park will be rejuvenated and streetscape improvements to Douglas Way and other roads will help link these improved spaces to Deptford High Street.

Funding of £4m for the project has been secured from the Homes and Communities Agency (Thames Gateway Programme) over the years 2009/10 and 2010/11 (Stage 1).

Creekside Tie-in Project. The LDA/Design for London is funding feasibility and design work of up to £50,000 during 2008/09 and 2009/10 to develop specific projects to improve walking and cycling along and around Deptford Church Street. This work would provide a platform for bidding for public funds and securing financial contributions from developers (planning

obligations) to implement schemes that would support the Council's regeneration plans for Deptford New Cross and complement Lewisham College's plans to redevelop its Deptford Bridge Campus (see Social).

Deptford Creek Bridge. Financial contributions from the development of the Creekside Village East site will provide a pedestrian bridge across Deptford Creek, directly linking the west side of the Creek with Greenwich Station. The new link will complement the Links Strategy referred to above and improve connectivity and access to public transport.

Convoys - Thames Path and Cycle Route Extension. The Convoys Wharf proposals provide for the extension of the Thames Path and cycle route through the site.

Catford Link. Financial contributions arising from the development of the former Catford Greyhound Stadium will provide a pedestrian and cycle bridge across the railway to Doggett Street to link the site to the Catford town centre and on to Ladywell Fields and to provide a route through the site. This will be provided by the developer in consultation with Network Rail and is expected to be delivered in Stage 1.

Rail infrastructure

General. Network Rail is responsible for providing and maintaining national railway tracks and has a statutory planning role for rail infrastructure. In London it works closely with Transport for London (TfL). Network Rail's South London Route Utilisation Strategy (RUS)¹⁵ identifies a strategy for accommodating growing demand on the railway up to 2019. The RUS proposes, subject to the development of satisfactory business cases and funding approvals:

- Completion of East London Line Extension (ELLX) and works to the Brighton line
- Early implementation of ELLX Phase 2
- Additional capacity on new SouthEastern timetable in December 2009, Lengthening of trains to 12 cars on SouthEastern trains from Charing Cross and Cannon Street, and 10 cars on the SouthCentral Sydenham line by 2012

High Speed Rail Link. Domestic services on the High Speed Rail Link between Kent and St. Pancras commenced operation in late 2009. These services have the effect of diverting existing passengers away from trains which currently travel through Lewisham from the North Kent Lines, thereby providing additional seating capacity for Lewisham residents.

East London Line Extension (ELLX)/London Overground. The first phase of the extension, from Dalston in north east London to Crystal Palace and West Croydon in the south of the capital operational in June 2010. A further extension north to Highbury and Islington completed in 2011. The approximate cost of this is £1bn.

In February 2009, TfL and Department of Transport announced that Phase 2 would go ahead, creating an east-west spur from Surrey Quays to Clapham Junction. At Clapham

¹⁵ South London Route Utilisation Strategy (Network Rail March 2008)
<http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20london/south%20london%20rus.pdf>

Junction trains would then be able to run on to the London Overground services to Highbury and Islington, completing a circuit of Central London around zones 2 and 3. The approximate cost of this phase is £64m.

Delays in a funding commitment from Department for Transport (DfT) mean that a station at Surrey Canal Road cannot now be built as an integral part of the extension itself and 'passive provision' is being made to allow for its provision in the future. It is still hoped that the cost of a future station will be met by the DfT (approximately £7m) and LBL (approximately £3m), with LBL reclaiming this contribution from its Local Implementation Plan (LIP) funding allocated to Lewisham from TfL.

Crossrail. The Crossrail project has now started and is expected to be completed by 2018, of most interest to Lewisham will be the interchange at Whitechapel with the East London Line and Crossrail. By providing a faster route to London from Woolwich and Abbey Wood, Crossrail is also expected to divert existing passengers away from trains which currently travel through Lewisham from the North Kent Lines

Thameslink. This is a major enhancement programme that will permit up to 24 x 12 car trains to run through the core Thameslink route between St. Pancras and Blackfriars and then to various destinations in south London, with stations in Lewisham already enjoying links to St.Pancras. Whilst the final train pattern is not likely to be agreed for some time, the RUS suggests that of the 24 trains per hour, 8 would directly serve Lewisham, with 4 tph each on the Sydenham and Catford lines. This would increase capacity from 8-car trains to between 10 and 12-car trains by 2015. The project is being implemented in phases, with the full capability due to be delivered from December 2015 (in Stage 2). Includes major works adjoining the Surrey Canal Triangle site; the 'Bermondsey dive under.'

Deptford Station. The redevelopment of Deptford Station will see the erection of a new station building to the west of the existing station in the former station yard. After the new development is brought into use, the remainder of the existing station will be demolished and the backing structure repaired and refaced. A surfaced and lighted pedestrian access area will be provided between the new station entrance and Deptford High Street. The existing station is to remain operational while the new station is being built. The infrastructure works are expected to cost in the order of £11.2m, with funding coming from a number of partners including the LDA (£320k), TfL (£140k), DCLG (£4.6m), the Railway Heritage Trust (£70k), LBL (£2.45m) and Network Rail (£2m). The Council has, subject to contracts with Network Rail, appointed Volker Fitzpatrick as the contractor to build the station and it is hoped that the construction will start in October 2010

Bus/Tram infrastructure

Bus Garages and Stations. The existing bus garages at Catford (180 Bromley Road) and New Cross Gate are to be retained as bus garages. The consented Lewisham Gateway proposals provide for a relocated bus layover which will result in a 40% increase in bus stop capacity and a much improved environment for passengers. The scheme is due to be implemented in Period 1.

Bus Stops/Bus Lanes and Bus Lay-over Spaces. The successful London Bus Priority Network Partnership has run its course and has delivered significant improvements to bus infrastructure in recent years (bus lanes, real-time information at bus stops, bus gates, bus activated traffic signals etc.). The Council will continue to work with TfL to secure the following improvements:

- Provision of a bus lane along Loampit Vale, allowed for as part of the consented Loampit Vale development, due to be implemented in Delivery Period 1;
- A review of bus route connections to the Convoys Wharf site;
- Improvements to bus stops and the provision of real-time passenger information, where necessary, linked to development proposals.

The Council will also continue to pursue bus priority measures as part of LIP funded Corridor proposals.

Highways

Kender Triangle. This project involves enhancing the street environment and public realm by removing the gyratory system at Kender Triangle and reinstating two-way traffic at Queens Road and New Cross Road. This will result in street reclamation and better spaces for residents, pedestrians and cyclists. The project is being implemented by the Council in partnership with TfL. The TLRN design is almost complete with the main contract starting in Jan 2010. The budget for the internal roads is estimated at £1.5m, broken down as follows:
09/10 £100k for design and investigation (surveys, trial holes etc)
10/11 £900k Implementation and Design/tender/supervision
11/12 £500k Implementation and supervision, with the target date for completion being May 2011.

Lewisham Town Centre. As part of the Lewisham Gateway scheme, there will be improvements to the Lewisham Interchange, removal of the Lewisham roundabout and its replacement with a highway layout known as the 'Low H'. This new layout creates the opportunity for a major mixed-use development between the stations and the Town Centre, with an enhanced public realm and better pedestrian connectivity. It also significantly improves the interchange between bus and rail and offers operational benefits over the existing layout for buses in terms of priority, stop accessibility and stop capacity. The proposed highway layout has been modelled and found to retain a similar vehicular capacity to the existing highway network. These works are being implemented by TfL in partnership with Lewisham Gateway Developments Limited and are due to be completed in Stage 1.

Catford Town Centre. The Council has a longer-term aspiration to realign the South Circular (A205) and widen Plassey Road to accommodate two-way working. This would enable the central part of Rushey Green to be converted to an on-street bus interchange and would provide additional public open space. TfL have prepared options and indicative costings for the works.

Sydenham Town Centre and Bell Green. The council has developed plans to enhance Sydenham Road from Westwood Hill to Mayow road, with funding obtained from Transport for London and the Council's own resources to enhance station approach. The Sydenham

Town Centre works are a £3.6m project that is due to be implemented during 2010 and 2011 subject to all necessary approvals and final funding agreement by TfL. The overall goals are to:

- Enhance the general street environment
- Improve the quality of the route to the station
- Improve the environment for shoppers and people waiting for buses
- Reduce the dominance of vehicles
- Improve walking links to the high street
- Make the high street more cycle friendly

In 2005, the Council granted outline planning permission for the development of Phases II and III of the redevelopment of the Bell Green Gas Works site. The permission requires the following works:

- Provision of highway improvements to Bell Green (two lanes for southbound traffic and improvements to the Bell Green Perry Rise junction);
- Provision of a financial sum to fund the various off site highway improvements and other transport improvements;
- To use existing s.106 funds (previously secured as part of the Bell Green proposals) to fund the various off-site highway improvements and transport provisions.

Convoy Wharf Highway Works. A number of improvements to existing highways are proposed as part of the Convoys Wharf development. These include works to the Evelyn Street/New King Street/Deptford High Street junction and works to the Evelyn Street/Dragon Road junction (including works to Surrey Canal Bridge).

River transport

Convoys Wharf. Part of the Convoys Wharf site is a safeguarded wharf by virtue of Directions under Articles 10 and 17 of the Town and Country Planning (General Development Procedure) Order 1995. Planning applications for this site are referable to the Mayor under Part IV of the Town and Country Planning (Mayor of London) Order 2000. The Mayor of London has identified Convoys Wharf as being capable of being made viable for cargo-handling uses, particularly to accommodate the predicted growth in green industry operations¹⁶.

The Council is working with prospective developers, the GLA and other partners to ensure that a viable working wharf forms part of the comprehensive development of this strategic site. It is also keen to explore the feasibility of enabling a river bus service to call at the site.

¹⁶ Safeguarded Wharves on the River Thames, London Plan Implementation Report (January 2005) http://www.london.gov.uk/mayor/planning/docs/safeguarded_wharves_05.pdf

Future needs

Recent and planned studies

The Council has commissioned a number of recent studies on transport matters to help with infrastructure planning and to develop its Core Strategy. TfL is also preparing a Sub Regional Transport Plan for East London. The Lewisham studies are discussed briefly below.

Borough-wide Study (Final Report October 2009). Colin Buchanan's undertook this study, which assessed the existing local and regional transport systems to determine their capacity and adequacy in light of anticipated development, particularly housing. The report identifies the main transport and traffic issues arising from the two growth options included in the Core Strategy Options Report (February 2009) and helped the selection of the preferred option which is set out in the Submission Document.

Deptford New Cross Transport Infrastructure Study (January 2009). Urban Initiatives undertook a study for the Deptford new Cross area. The study assessed future travel demand and capacity of the public transport network and set out a series of proposals to address identified issues.

Lewisham Town Centre Study (September 2009). Colin Buchanan took into account the committed and planned transport improvements in the area (including Lewisham Gateway) and recommended a series of further transport measures to support development in the Town Centre.

Planning Obligations Study (August 2009). Urban Initiatives reviewed the above studies and identified further possible improvements to encourage walking and cycling, public transport use and future growth.

Borough Corridor Spending Plan (August 2009). Colin Buchanan identified priorities for identified Corridors.

Neighbourhoods and Corridors, and Smarter Travel Programme (September 2009). Urban Initiatives develops a list of prioritised projects for inclusion in the 2010/11 LIP.

Emerging projects

Local Implementation Plan. For a number of years, London boroughs have been required to bid annually to TfL for funding from various 'transport mode' based funding pots. TfL has now moved to a formula based system of funding allocation, based on consolidated programmes around 'Maintenance', 'Corridors', 'Neighbourhoods', 'Smarter Travel' and 'Major Schemes'. The Council is developing three year programmes of Corridor, Neighbourhood and Smarter Travel projects.

The Planning Obligations Study referred to above s identifies future potential projects under the following headings:

- Borough-wide Networks
- Borough-wide Programmes

- Grouped Schemes for Deptford and New Cross, New Cross Road, Lewisham town centre, Brookmill Road and Loampit Vale, Hither Green, Forest Hill, Catford
- Grouped Schemes for s.106 contributions to LIP funded corridor and neighbourhood schemes
- Area Based Schemes

The potential projects in the relevant Grouped Schemes for Deptford New Cross, Lewisham Town Centre and Catford Town Centre are identified in Section 8 (Regeneration and Growth Areas and Strategic Sites). The following summarises some potential Borough-wide and Corridor and Neighbourhood schemes to be considered and prioritised as part of the development of the replacement LIP.

Borough-wide Networks:

- Feeder connections to Waterlink way, LCN and Thames Path;
- Borough-wide links across public open space – provision of improved and new footpaths/shared cycle facilities;
- Bus priority networks – addressing bottlenecks in the system by a series of targeted small schemes;
- Contribution to GOAL2012 cycle network and feeders (Delivery Periods 1 to 3); and
- Waterlink Transit – investigate potential of high quality –semi-segregated bus service between Catford, Deptford and Surrey Canal Road via Convoys Wharf.

Borough-wide Programmes:

- Strategies and Guidance (Stages 1 to 3) – Borough-wide strategies to standardise approach to delivering public realm enhancements;
- Cycle Parking (Stages 1 to 3) – delivery of Borough-wide cycle parking facilities;
- Cycle permeability (Stages 1 to 3) – cycle priority measures;
- Car use (Stages 1 to 3) – implementation of car management measures, including CPZs and on-street electric charging points;
- Freight (Stages 1 to 3) – contribution to Freight Quality Partnership;
- Bus stop accessibility improvements and new bus stops (Stages 1 to 3);
- Local Accessibility Schemes (Stages 1 to 3) – flush kerbs, tactile level crossovers, Braille signs etc.;
- Travel awareness/smarter travel (Stages 1 to 3) – 2 x travel plan officers (workplace and residential);
- Legible Lewisham (Stages 1 to 3) – high quality signs and maps; and
- Local street enhancement projects (Stages 1 to 3) – improvements to footways and carriageways.

S.106 Contributions to LIP funded Corridor and Neighbourhood schemes (over and above LIP):

- Principal Road Maintenance (additional public realm improvements) (Stages 1 to 3);
- Bridge strengthening (additional public realm improvements) (Stages 1 to 3);
- Evelyn Street Corridor (Stage 1) – additional public realm improvements; and
- LCN+ corridor (Stages 1 to 3) – contributions towards addressing major barriers to cycling and completion of CRISP schemes (cycle route implementation stakeholder plans).

Bakerloo Line Extension. The Council also supports the longer-term objective of extending the Bakerloo Line into south-east London, as identified in Policy 6.2 of the draft Replacement London Plan and the Mayor of London's draft Transport Strategy. This would involve constructing a relatively short length of tunnel from Elephant and Castle to just south of Lewisham Town Centre and could provide new stations at Walworth, New Cross Gate and Lewisham, before then running on the Hayes Line and possibly to Bromley North (replacing national rail services). A full appraisal would be required to determine feasibility.

Costs and funding

The approximate costs of the committed and planned projects are identified in the Infrastructure Schedule. The approximate cost of the Borough-wide Networks, Programmes and Schemes and for those associated with the Growth and Regeneration Areas (set out in Section 8) are to be determined.

Potential sources of funding for future projects include LIP funding from TfL, Department for Transport, LB Lewisham central funding/parking revenues and prudential borrowing and s.106 contributions (which will be aided by the Council's Planning Obligations SPD, which takes account of the Planning Obligations Study referred to above).

P2. Utilities

Introduction

This paper provides details on proposed energy (Electricity and Gas) and water (Water and Sewerage) infrastructure servicing the borough, taking account of the fact that most infrastructure related investment decisions are made at a regional level and are reflected in the respective long term planning strategies of the various utility companies. These decisions take account of projected population growth in Lewisham.

Existing provision

Energy

- 1 Gas Holder Station in Bell Green
- 275kV underground electricity cable runs across the Borough.

Water and Sewage

- 1 covered reservoir
- 1 water works
- 1 combined sewer overflow (CSO) and pumping station

Energy

There are four key elements involved in providing electricity – generation, transmission, distribution and supply. This paper considers the first three, but not supply, as the supply companies do not directly influence utility infrastructure provision in the borough.

Energy generation

Generation companies produce electrical energy that is then sold in bulk to various Energy Supply companies who then compete with other suppliers to sell this energy to the public and businesses. Generation companies are too remote for LDF planning purposes and their infrastructure investment plans are excluded from consideration in this paper.

It also needs to be noted that the published and draft Replacement London Plan (Policies 4A.1 to 4A.7) and emerging LDF include policies that encourage making buildings more efficient and less energy hungry ('lean'), and the on-site production of 'clean' (Combined Heat and Power) and 'green' energy (including biomass and photovoltaic panels). These policies also encourage the establishment of local heating and cooling networks. LBL is actively implementing these policies and is facilitating the establishment of Energy Services Companies (ESCOs), such as in relation to the Loampit Vale development. The Council is also in discussion with South East London Combined Heat and Power (SELCHIP) and the London Development Agency about the possibility of developing an energy network that could serve some of the new development proposed in the Deptford New Cross growth area. These measures will help reduce the demand for energy to be provided to accommodate the anticipated growth.

Energy transmission

Transmission Companies hold licences under relevant legislation to develop and maintain efficient, co-ordinated and economical electricity and/or gas transmission systems providing gas and electricity supplies from generating stations to local distribution companies.

Electricity transmission

National Grid owns, operates and maintains the national electricity transmission network across Great Britain and transmits both electricity and gas to distribution companies that provide these utilities in Lewisham.

National Grid's 'National Grid 2008 GB Seven Year Statement' is the key strategic infrastructure planning document relating to the upgrading of electricity transmission infrastructure nationwide. All decisions to reinforce and upgrade infrastructure are made at a regional (i.e. Greater London) level following discussions with the local network distribution company on projected increase in demand. Reinforcements may be made at an existing substation or a new grid supply point. National Grid may also undertake development works at its existing substations to meet changing patterns of generation and supply.

London's energy demand is nearly 10% of the Great Britain system peak demand and the Capital's demand is reliant on importing electricity from generating plants across the country, predominantly located in the northern regions.

There is considerable uncertainty in making accurate demand forecasts and given this, National Grid manages the timing of the construction of infrastructure reinforcements such that investments are made to well defined system requirements. This means that, generally, construction is deferred as far as is practicable to avoid undertaking investments that may turn out to be unnecessary. At the same time, flexibility is planned into the overall transmission system such that it does not unduly inhibit the development of future projects.

The majority of single new demands are less than 50MW in size. Additionally, there is sufficient network capacity to meet increased single new demand of up to 150MW in a single zone such as London without requiring additional major reinforcement into the whole zone. At this stage, it is expected that electricity demand for planned single developments in Lewisham will not exceed the 150MW threshold. While major reinforcements to the electricity transmission system servicing London may be needed in the future, the planned development in Lewisham is unlikely in itself to require any such reinforcement.

Within Lewisham, a 275kV underground electricity cable owned by National Grid runs across the borough. New development will need to take the route of this cable into account.

The company is planning a number of significant connection and infrastructure reinforcements to the national transmission system, including the use of devices that not only maximise the efficiency of the existing transmission system thereby limiting environmental impact and meet future demand, but also enable rapid network modifications to meet changing system requirements.

Gas transmission

National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. These connect with eight local distribution networks. Network enhancements to increase supplies to Lewisham's local gas distribution network (run by Southern Gas Networks in Lewisham) are based on overall demand growth across the Greater London region, rather than site specific developments.

National Grid's 'National Grid Gas Ten Year Statement 2008' is the key strategic infrastructure planning document relating to the upgrading of gas transmission infrastructure nationwide. This report provides a ten-year forecast of transportation system usage and likely system developments in line with projected trends in population and usage patterns. A number of projects are planned for the south east and nationally, such as the Isle of Grain in Kent, which are important for gas supply to Lewisham. None are planned in Lewisham itself.

Energy distribution

Energy distribution companies, provide, operate and maintain the electrical and gas supply systems in particular areas.

Electricity distribution

EDF Energy Networks is the sole electricity distribution company across Lewisham Council and large parts of Greater London. All energy suppliers in Lewisham must use EDF Energy's distribution network to provide power to end users.

EDF Energy Network's 'Long term Development Statement (November 2008)' report is the key strategic infrastructure planning document. The report provides a forecast for load-related network reinforcement investment for the period 2008/09 – 2012/13 and is based on expectations of load growth, taking account of anticipated new-build activity, combined heat and power (CHP) schemes, and the impact of distributed generation. A number of trends have developed over recent years that will influence reinforcement requirements. These include (a) general growth in summer load as a consequence of climate change; (b) growing trend towards high rise, energy-intensive buildings in central London; and (c) increasing use of energy intensive domestic heating and cooling systems.

Given that EDF Energy distributes electricity to a large part of Greater London, decisions relating to infrastructure reinforcement are made a wider regional level. EDF Energy has not identified the need for any specific infrastructure to support the anticipated levels of growth and no infrastructure investment is planned within the Borough itself over this time.

Gas distribution

Scotia Gas Networks (SGN) is the UK's second largest gas distribution company and is the holding company of Southern Gas Networks plc. Among other regions, Southern Gas Networks distributes gas to London boroughs south of the River Thames.

SGN is legally obliged to develop and maintain an efficient and economical pipeline system and, subject to that, to comply with any reasonable request to connect premises, provided that it is economic to do so. However, in many instances, specific system reinforcement may be required to maintain system pressures for the winter period after connecting a new supply

or based on demand. Dependent on scale, reinforcement projects may have significant planning, resource and construction lead-times and two to four years' notice is typically required of any project requiring the construction of high pressure pipelines or plant, although in certain circumstances, project lead-times may exceed this period

Southern Gas Network's report 'Long Term Development Statement for Scotland Gas Networks and Southern Gas Networks (2008 – 2018)' is the key strategic infrastructure planning document. This report identifies significant individual infrastructure reinforcements that have been approved and those that are currently forecast to be required during 2008-18. These projects will indirectly result in ensuring an adequate future gas supply in Lewisham. However, SGN has not identified the need for any specific infrastructure to support the anticipated levels of growth and there are no planned infrastructure upgrades by SGN within Lewisham up until 2018.

Water and sewage

Water supply

Thames Water as a statutory water undertaker has a duty to maintain the security of water supply in 6 water resource zones (including the London resource Zone). Infrastructure investment decisions are based on projected needs within zones as far as possible although some overlaps across zones do sometimes occur.

In May 2008, Thames Water prepared a draft 'Water Resources Management Plan' (WRMP) which sets out how water supplies will be provided over a 25 year period. This paper identifies the additional infrastructure that will need to be provided over this time in order to ensure future water supplies for areas including the Greater London area.

Thames Water's infrastructure investment programmes is based on projected demand for water resources over a 5 year cycle known as the Asset Management Plan (AMP) process. The current period (as at June 2009) is the AMP4 period which runs from 1 April 2005 to 31 March 2010. AMP5 will cover the period from 1 April 2010 to 31 March 2015 and is expecting approval by the end of 2009. AMP's 6 and 7 will cover the periods 2015-20 and 2020-25 respectively.

Thames Water has committed to a number of infrastructure enhancements aimed at both demand management and new water supplies across the London zone in order to address projected deficit in future water supply relative to demand. Additionally, other planned infrastructure upgrades have been identified for discussion over subsequent AMP periods. These include the planned Thames Gateway desalination plant and a programme of 'demand management options' (including leakage savings from mains replacement and metering) and 'supply management options' (Including 'Artificial Recharge' in Kidbrooke, in neighbouring Greenwich).

It also needs to be noted that the London Plan (Policies 4A.3 and 4A.16) and emerging LDF include policies that encourage minimisation of use of potable water. These measures will help reduce the demand for potable water to be provided to accommodate the anticipated growth.

Water Resource schemes

Potential future water resource development options for the London area have also been identified. These include the building of reservoirs in the south east region and groundwater schemes in neighbouring Greenwich and Southwark. It is anticipated that these may also serve other regions as necessary.

Sewage

Sewerage infrastructure in Lewisham is a combined surface and foul water system owned and operated by Thames Water and, as with water supply, supply is managed through the AMP process. Under the Water Industry Act 1991, Thames Water have limited powers to prevent connection ahead of infrastructure upgrades, as developers have an automatic right to connect to the sewers system once their development has been granted planning permission. However, Thames Water is consulted on all major planning applications and on major policy documents to ensure that the proposed development is accounted for as part of any planned infrastructure improvement works. Indeed, the Supreme Court judgement of *Barratt Homes Ltd v Welsh Water* with respect to proposed new housing and a school in Llanfoist near Abergavenny in Monmouthshire, refers to the importance of sewerage undertakers being at least consulted as part of the planning process.

Committed and planned projects

Committed Sewage Infrastructure - Thames Tunnel. The planned Thames Tunnel project consists of a scheme to reduce and limit pollution of the Rivers Thames and Lee from the Beckton and Crossness sewerage system. The scheme involves the construction of a storage and transfer wastewater tunnel from West London to Beckton in East London and the interception of a number of combined sewer overflows along the River Thames. Part of the tunnel will lie in North Lewisham (running across Deptford Creek) and will be connected to an existing pumping station in the Borough (Earl Pump Station). The published London Plan (Policy 4A.18 Water and sewerage infrastructure) and draft Replacement London Plan (Policy 5.14 Water quality and sewerage infrastructure) supports this project and urges Boroughs to support the principle of the project in their LDFs.

Thames Water currently intends to submit a planning application to the Infrastructure Planning Commission in September 2010. Subject to receiving planning permission, the tunnel is expected to be completed by 2020 and upon completion will substantially reduce the level of overflows of untreated sewage from London's sewers into the River Thames (including at Deptford Creek). The estimated financial costs of the full length tunnels and secondary treatment range from £2 billion – £2.2 billion, with costs being met largely from increased utility bills for customers. The completion date for the project is likely to be in 2020.

LBL Planning is working with Thames Water in relation to the possible need for above ground infrastructure associated with the Tunnel and ways of minimising disturbance during construction, particularly if either the "Rotherhithe" or "Abbey Mills" routes are chosen.

Decentralised Energy and Energy Masterplanning (DEMaP) .The draft Replacement London Plan (October 2009) sets a target of 25% of the heat and power used in London to be

generated through the use of decentralised energy systems by 20125. Decentralised Energy projects and district heating networks can require extensive and complex infrastructure, long timescales and engaged stakeholders but once installed, provide electricity and heat at very low carbon intensities as well as the opportunity for returns on investment.

An area to the south of Lewisham Town Centre has been declared a Low Carbon Zone, with funding in place from the GLA/LDA. This has a target of a 20.12% reduction in CO₂ emissions by 2012, with an additional requirement to identify how to meet a 60% reduction by 2025. Work is focusing on opportunities to establish a heat network emanating from Lewisham Hospital. The LB Lewisham is part of the London Development Agency's DEMaP project to facilitate and accelerate delivery of decentralised energy across London. The budget for 2009/10 is £15,000 to fund a feasibility study into the low and zero carbon energy capacity of the Borough, including the preparation of a 'heat map', and to help realise opportunities for decentralised energy and networks in the Deptford New Cross Growth and Regeneration Area. There is potential further funding of projects for 2010/2011, although the level of potential funding is to be determined. Opportunities that are currently being investigated are:

- Use of waste heat from the South East London Combined Heat and Power (SELCHP) plant to provide heat via a district heating network for strategic and mixed use sites in the Deptford New Cross area, including Convoys Wharf, Surrey Canal Road, Oxestalls Road and Plough Way
- The future extension of a SELCHP network to serve development around Deptford Town Centre and Deptford Creek

Emerging projects

The preparation of this report has helped strengthen liaison between LBL Planning and the utility companies. In addition to continuing to consult these companies on major planning applications and emerging policy documents, a Utilities Liaison Network is to be established. This will enable LBL to update the companies on its housing trajectory and growth scenario and for the sharing of information about the management of supply and demand of energy and water and sewerage infrastructure. This is discussed in more detail in Section 9.

Planned investment in energy related infrastructure in the borough over the plan period will focus on decentralised and renewable energy facilities in order to meet prescribed national and regional carbon reduction targets. In the three Growth and Regeneration Areas and in other locations where the need arises, proposed developers may be required to contribute towards the establishment of energy generation infrastructure.

The development of Decentralised Energy networks and ESCOs provide opportunities to install a range of infrastructure that shares common routes and ducting (the corollary of co-locating different health/education/leisure facilities), including pipes, cables and waste disposal/Envac systems.

The Deptford / New Cross Focus Area extends westward into Southwark where there is a high concentration of existing and planned developments. The concurrent Southwark Heat Mapping Study has identified this area as the "Canada Water" Focus Area. There are also a number of large properties in Greenwich along the A2 road, which could be connected to the

Deptford / New Cross network. This cross-borough opportunity has been studied in more detail in the GLA SELCHP Report². This report explores the various options of utilising waste heat from SELCHP. Ultimately, three branches are proposed to serve clusters in the London Boroughs of Southwark, Lewisham, and Lambeth. Although many of the report's findings still hold, several new developments have come into plans since its issue in early 2005. Moreover, the introduction of the Renewable Heat Incentive would have improved the economics of the system.

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

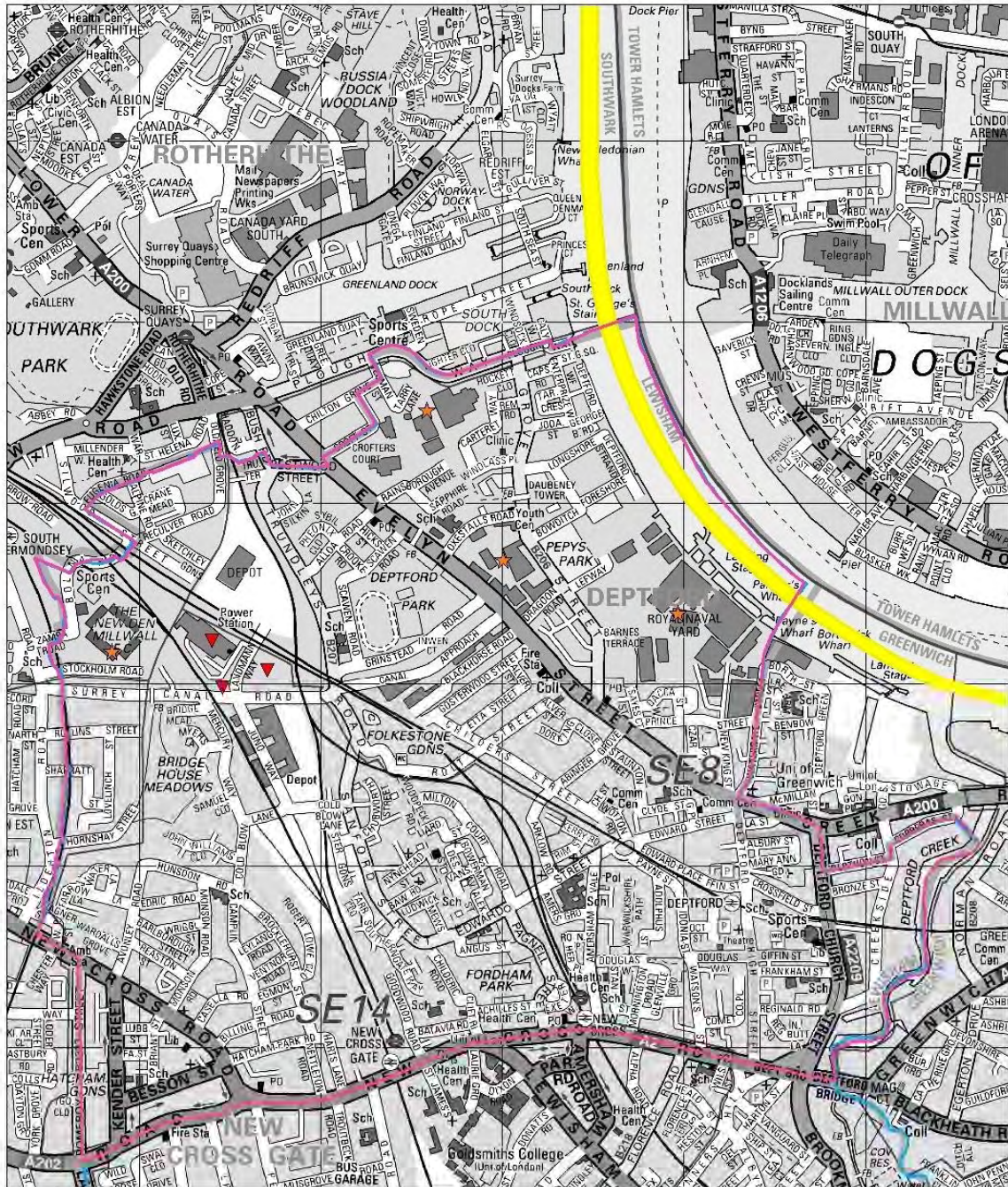
Costs and funding of the committed and planned projects are identified above.

The costs of adjustments/improvements to the established utility networks associated with new development are funded by developers in agreement with the companies concerned and cannot be estimated. Essential repairs, maintenance and necessary upgrades of the energy, sewerage and water networks are funded by the relevant companies; who, on the whole, reclaim the costs from increased utility bills for customers.

The costs of establishing and running decentralised energy systems are met by developers of these schemes, working with Energy Service Companies (ESCOs) where appropriate, with costs being met from charges made for the supply of heat/ energy to customers.

Planning Obligations may be required towards establishment of facilities where centralised renewable energy generation facilities serving the site are provided off site.

Figure 5.3: Utilities and Waste Management



- ▼ Safeguarded Waste Sites
 - Thames Tunnel
(indicative only)
- Regeneration and Growth Areas
 - ★ Strategic Sites

Collins Bartholomew Ltd 2005

P3. Waste Management

Introduction

This section details the provision and capacity of the borough's existing waste management infrastructure to manage the future waste stream of the borough taking into account the additional impacts on waste arising from projected population growth.

Existing provision

The existing large waste sites are

- South Eastern London Combined Heat and Power (SELCHP incinerator)
- Hinkcroft Transfer Station
- Economics Skips
- Reuse and Recycling Centre

There are also approximately 36 mini recycling centres (bring sites); and more than 1000 bins on Council Estates and private flat developments across the Borough.

Background

The London Plan, consolidated with alterations since 2004, (Feb 2008) requires London authorities to set aside land that can be allocated for the treatment of waste. Policy 4A.21 sets a target of 85% self-sufficiency in dealing with its waste by 2020. All London boroughs are required to set aside sufficient land within their statutory planning document(s) to manage this waste. Boroughs are, however, permitted to collaborate and jointly pool their apportionment requirements

In July 2008, LB Lewisham in collaboration with the London Boroughs of Bexley, Bromley, Greenwich and Southwark (the 'Southeast London Boroughs') jointly prepared a technical paper on long term waste management within these boroughs¹⁷. The paper's purpose is to provide sound evidence to support the Core Strategy being prepared by each borough). This was achieved by firstly identifying suitable waste management sites, and secondly, by demonstrating that, sufficient capacity to manage future waste exists in these sites up until 2025 in order for the Southeast London Boroughs to collectively meet their obligations resulting from the London Plan waste apportionment allocations.

Table 1 lists the London Plan baseline apportionment figures for the amount of waste to be managed by the boroughs, and is used as the basis for the July 2008 technical paper. The waste apportionments have been allocated among London boroughs to ensure that London's target for 85% self sufficiency in dealing with its waste arising is achieved by 2020. However, given the 5 year timeframe for core strategies, the boroughs are to jointly set out plans for the delivery of facilities to meet the apportionment to 2020, whilst looking beyond a further five years to 2025 in order to provide the evidence needed for the 15-year scope of the Core Strategy.

¹⁷ 'Southeast London Boroughs' Joint Waste Apportionment Technical Paper(2008)'

Table 5.1: Borough Apportionment Totals for 2020 (excerpted from Table 4A.6 of the London Plan)

GLA APPORTIONMENT REQUIREMENTS (in tonnes per annum, at 2020)						
	Bexley	Bromley	Greenwich	Lewisham	Southwark	Totals:
Municipal	248,000	134,000	182,000	113,000	133,000	810,000
C&I	459,000	248,000	337,000	210,000	246,000	1,500,000
Totals:	707,000	382,000	519,000	323,000	379,000	2,310,000

The total apportionment requirement for Lewisham is 323,000 tonnes (including commercial and industrial waste). The Council has identified three waste management sites that have been safeguarded to manage the borough's waste until 2025:

- South East London Combined Heat and Power (SELCHP) Plant – Total annual waste management capacity of 488,000 tonnes;
- Hinkcroft Transport Ltd recycling centre - Total annual waste management capacity of 52,000 tonnes; and
- Landmann Way Recycling centre - Total annual waste management capacity of 3,000 tonnes

Findings

The total waste management capacity of waste facilities in Lewisham is 543,000 tonnes compared to its apportioned requirement of 323,000 tonnes by 2020. There is therefore significant surplus capacity in Lewisham's waste management facilities to manage the borough's waste until at least 2025. There is therefore no additional need for waste infrastructure to be provided over this time.

Between the boroughs there is a projected surplus over the GLA waste apportionment requirement of 13,000 tonnes per annum at 2010, 398,000 tonnes per annum at 2015, 379,000 tonnes per annum at 2020 and 358,000 tonnes per annum at 2025.

Combining the results of the potential waste capacity for each of these sites gives a figure of 3,889,000 tonnes per annum, which is well over one and a half times the amount needed for the waste apportionment requirements set out in Table 4A.6 of the London Plan (at 2020). This shows that the Southeast London boroughs can safely rely on the identified safeguarded strategic sites in achieving self sufficiency ensuring that London will become self-sufficient in dealing with its waste arising until at least 2025.

Emerging projects

No future strategic waste needs are identified at this stage. The Council will continue to seek to ensure that waste in the Borough is reduced, reused and recycled in accordance with its Municipal Waste Management Strategy and planning policies.

P4. Flood defence

Introduction

The River Thames and the Ravensbourne River network (including the River Quaggy and Deptford Creek) pose the main risk of flooding in the borough. In total, these rivers constitute eight kilometres of waterways within the borough.

Appropriate flood defence infrastructure ('flood defences') can significantly reduce the risk of flooding. Flood defences are typically raised structures that alter natural flow patterns of rivers and waterways and prevent floodwater from entering property in times of flooding. They are generally categorised as either 'formal' or 'informal' defences. A 'formal' flood defence is a structure that was built specifically for the purpose of flood defence, and is maintained by its respective owner, which could be the Environment Agency, Local Authority, or an individual. An 'informal' flood defence is a structure that has not been specifically built to retain floodwater, and is not maintained for this specific purpose, but may afford some protection against flooding. These can include boundary walls, industrial buildings, railway embankments and road embankments situated immediately adjacent to rivers.

Planning in Lewisham plays a key role in minimising flood risk by preventing inappropriate developments in flood prone areas and securing the provision of Sustainable Urban Drainage Systems (SUDS) including 'living roofs', permeable paving and over sized pipes wherever possible, to reduce overall flood risk.

In line with the projected increase in population over the core strategy period, this section seeks to identify the existing level of flood protection in the borough and plans for the development of new flood defence measures that will reduce flood risk in the borough.

Existing flood defence measures

River Thames catchment

Existing formal raised flood defences within the Borough have been identified in consultation with the Environment Agency. These provide protection against tidal and fluvial flooding from the River Thames. The River Thames defence walls were raised in the mid 1970s as an interim protection measure in conjunction with the construction of the Thames Barrier. With completion of the barrier, the walls at their original heights provide a standard of defence against a combined fluvial and tidal event of 0.1% (1 in 1000) chance of occurring in any year.

The condition of these defences falls within the range Grade 2 or 3 (good to moderate). Consequently, fluvial flooding of the River Thames in itself poses negligible flooding risk in the borough of Lewisham. The investment associated with the ongoing maintenance and upkeep of the defences in future years cannot be predicted with any certainty. Landowners and developers have the primary responsibility for protecting their land against the risk for flooding and for managing the drainage of their land such that they do not adversely impact upon adjoining properties.

River Ravensbourne catchment

Between 1964 and 1974 many of the channels in River Ravensbourne catchment (including the River Quaggy) were culverted or converted to concrete channels as part of a major flood alleviation scheme. This provided a standard of protection against flood events with a return period of up to 1 in 30 years. Other flood mitigation schemes completed in the 1970's within the River Ravensbourne and River Quaggy catchment are summarised in the table below.

More recently, the Environment Agency and the Council produced a draft Ravensbourne River Corridor improvement Plan. This will seek to adopt a design-led spatial improvement plan to ensure that proposed future developments affected by potential flooding of the river are built in accordance with sustainability objectives for the river which are also outlined in the Plan.

Table 5.2: Existing Flood management infrastructure - Rivers Ravensbourne and Quaggy catchment

Reach/Location	Details
Brookmill Park (re-alignment)	A 450m diversion as part of the Docklands Light Rail (DLR) extension in 1998 on the Ravensbourne at Deptford.
Bell Green Gas Works (re-alignment)	A 650m diversion of original channel on the River Pool as part of the gas works redevelopment in 1995, Standard of Protection (SoP) increased to 50 years.
Former Glaxo Wellcome Site, Langley Park (re-alignment)	Diversion and opening up of culverts on the East Beck, carried out during a large housing development at this site.
River Quaggy FAS from Sutcliffe Park to confluence with Ravensbourne (storage areas, raised defences and channel restoration)	The Quaggy FAS was completed in December 2006. The project provides two flood storage areas, raised defences and some channel restoration through Greenwich and Lewisham. The standard of protection is 100 years for the storage area at Sutcliffe Park however it is 70 years for the rest of the scheme.
Chinbrook Meadows (channel re-alignment and flood storage)	River restoration works carried out in 2002 for the creation of a natural meandering channel and flood storage, giving a standard of protection of 100 years.
Sundermead Estate, Elmira Street, Lewisham (channel re-profiling)	Channel re-profiling, bridge replacement and bridge raising have taken place as part of a housing development.
Lewisham, the new Town Centre Open Space (channel re-profiling)	Channel re-profiling has taken place as part of an urban re-generation programme by the Lewisham Council.
Sundridge Park Golf Course on Kyd Brook/Quaggy (channel re-alignment)	Channel re-alignment 1995-1996 (outside the Borough)
Chislehurst Railway Culvert (culvert renovation)	A culvert beneath the Chislehurst railway embankment, downstream of Woodlands Road, has been renovated (reduced in size to a 1.2m diameter pipe) as part of the Channel Tunnel Rail Link project. (outside the Borough)
Spring Brook, Downham (Shaftesbury Park to A21)	Committed funding for flood protection measures.

Key flood risk management plans/strategies

The Environment Agency has a statutory responsibility for flood management and defence in England and Wales. The agency assists the planning and development control process through the provision of information and advice regarding flood risk and flooding related issues and has prepared a number of flood management strategies to further this objective. The key strategies that will inform the development of new flood management infrastructure

relevant to the borough are listed below. In compliance with PPS 25 requirements all of these strategies place great emphasis on the role of redevelopment and associated developer contributions in reducing future flood risk in the borough. Consequently, detailed flood risk assessments will be needed to test new development proposals on all sites in Flood zones 3a and 2. Developers will also need to demonstrate that their proposal will deliver a positive reduction in flood risk to both the proposed development and existing built areas in the borough.

Thames Catchment Flood Management Plan (CFMP)

The Environment Agency has recently developed a CFMP for the River Thames catchment. The Plan's key objective is to reduce flood risk across the Thames catchment by supporting and implementing government policies. The Plan also acknowledges that the introduction of sustainable flood management measures is dependent on appropriate redevelopment proposals that allow for the re-creation of river corridors which create more space for rivers to flow, and flood more naturally and safely.

Thames 2100 Strategy (TE2100)

The Environment Agency's Thames Estuary 2100 (TE2100) project team has recently completed a draft strategy for managing flood risk in the River Thames estuary to the year 2100. The Strategy seeks to achieve this objective by adopting the following measures:

- Changing the way assets are managed up to 2030;
- Implementing floodplain management strategies;
- Implementing Planning Policy Statement 25(PPS 25) for all new development and regeneration initiatives in the Thames Gateway; and
- Seeking to capitalise on the opportunities for flood management initiatives offered by regeneration initiatives.

Ravensbourne Delivery Plan

The Environment Agency is leading the preparation of a detailed delivery plan that will identify actions to reduce the risk of flooding within the Ravensbourne catchment. The Plan will identify key actions for parties responsible for improving critical flood defence infrastructure across the catchment that will reduce the likelihood of flooding.

The Environment Agency is also currently revising its flood modelling for the Ravensbourne catchment taking into account the projected impacts of climate change. This will inform the development of the Ravensbourne Delivery Plan. Modelling is expected to be completed around the end of 2009. Early indications are that the revised modelling is likely to significantly change the flood maps for affected areas and will inform the development of new flood reduction infrastructure measures across the entire River Ravensbourne catchment. It is likely that this approach will recommend the development of flood management infrastructure outside the borough boundary to reduce the flood risk in Lewisham (e.g. – increased capacity to store floodwater at Bromley). Any new infrastructure developments will be detailed in the new 'Ravensbourne Strategy' that the Environment Agency will prepare after the modelling exercise is completed. This is likely to take place around 2010/11 at the earliest.

Committed and planned projects

Deptford Creek flood defence improvements. Improvements to nine existing tidal flood defences with a total length of around 475m along Deptford Creek. The aim is to repair and reinstate these to provide a 100 year design life for the frontages, reducing the risk of flooding to over 32,000 existing properties.

Waterlink Way Open Spaces. The proposed improvements to the southern and middle Ladywell Fields include the creation of wetlands and floodable landscape to help manage flood risk in a similar way as the recently improved northern fields do. See project G1B in Section 7 for further information.

Emerging projects

The flood defence infrastructure along the section of the River Thames that runs within the borough's boundaries is considered to be sufficient and significantly reduces the risk of flooding. The adequacy of existing flood defences along the Rivers Ravensbourne and Quaggy networks and associated tributaries will be determined on completion of the Environment Agency's modelling. The results of the modelling will be used to inform development proposals on potentially affected sites. The Council will also utilise the opportunities arising from redevelopment of sites to incorporate measures into developments and/or seek financial contributions for projects that further reduce flood risk across the borough.

Developers cannot normally call on public resources to provide defences for their proposed development where they are not already programmed for the protection of existing development. Thus any necessary flood defence works, including provision for long term maintenance, would need to be fully funded by the developer. Such provision is only acceptable provided it is consistent with the relevant flood risk management planning policies and does not have an adverse impact on flood storage or flood flows.

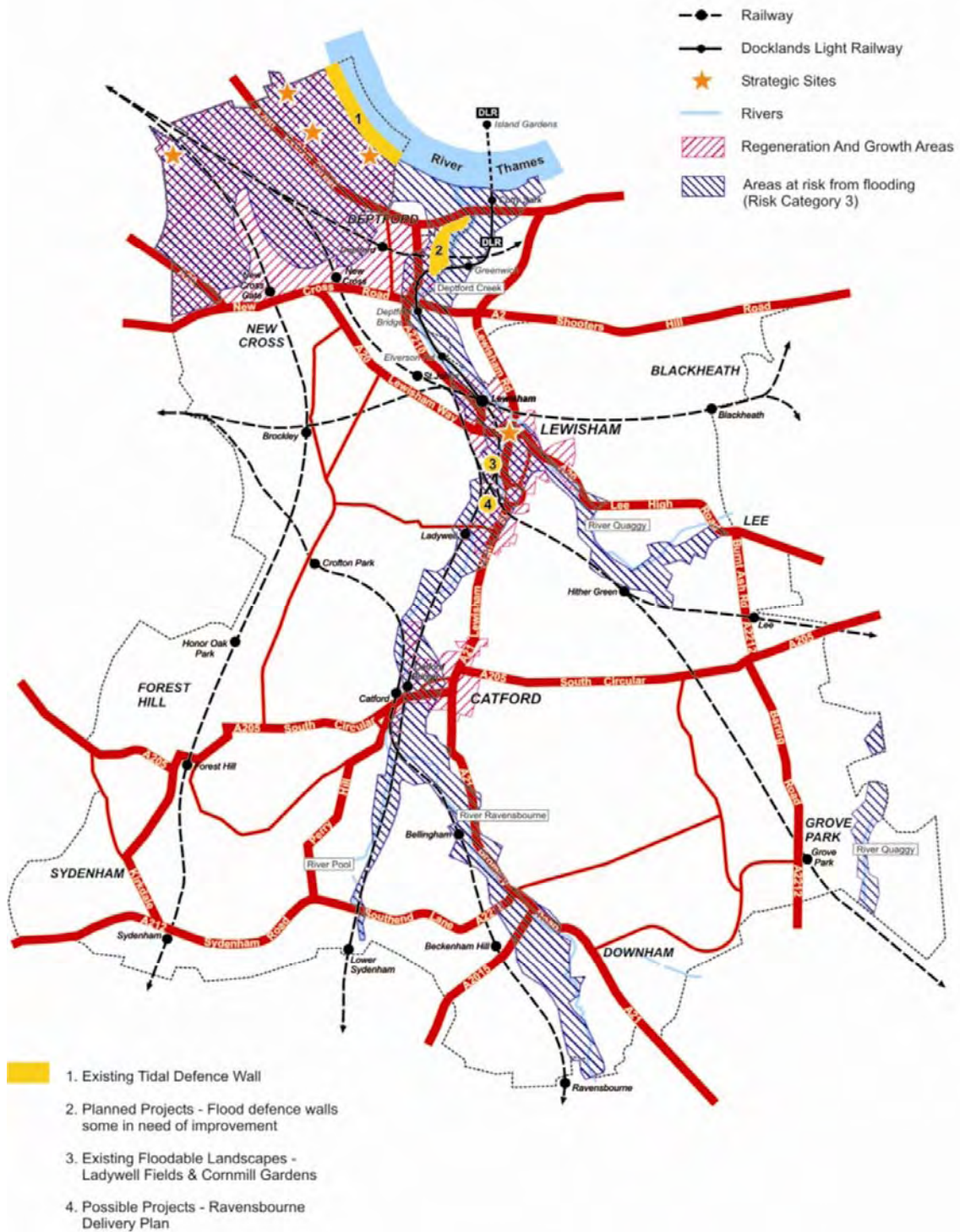
The Council will assess whether there is requirement for a contribution towards flood risk management or sustainable drainage infrastructure on a case by case basis.

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

The cost future potential projects are unknown. Landowners, developers and the Environment Agency and agencies funding improvements to public open spaces (see Section 7) are all possible sources of funding. Financial/in-kind contributions from developers for flood risk alleviation will be assessed on a case-by-case basis.

Figure 5.4: Flooding



Geographic Information & Research 2010
Infrastructure Flooding.cdr

6. Social Infrastructure

Introduction

This section addresses social infrastructure needs relating to:

- S1 - Education
- S2 - Health
- S3 - Community
- S4 – Leisure
- S5 – Estate Renewal
- S6 – Emergency Services

S1. Education

Introduction

The LB Lewisham has a statutory duty to ensure that there are sufficient school places for children of 'statutory age' (Reception to Year 11 for most pupils) who wish to access state education. From April 2010 the Council will inherit the strategic planning and commissioning functions for the commissioning of educational provision 16-18 when the Learning and Skills Council is dissolved (this responsibility can last until age 25 for students with certain statements of special educational needs).

Increasingly the Council's role is as a commissioner of places rather than as a direct provider, and part of this commissioning role is to ensure diversity in the types of provision available. Lewisham has embraced this diversity and has Community schools, Voluntary Aided schools, mostly Anglican and Catholic, Foundation and Academy schools. Lewisham also has single sex as well as mixed schools, and 'all-age' schools.

The overall Reception intake within Lewisham schools has been rising significantly from the 2007/08 academic year. Initially this increase was accommodated through the use of 'surplus places' that existed (where schools had been admitting fewer students than their accommodation enabled them to), but since the September 2008 entry, additional capacity has been required for Reception places, ensuring that sufficient places are available as close to areas of increasing demand as is possible. This extra primary capacity has been established through 'bulge classes' and the Council is now seeking to embark on a programme of permanent expansion. This increase is largely a result of the rise in the number of births in the borough (which began to increase in 2000/01); it is difficult to determine what impact the recession has had on migration patterns and therefore the number of children seeking school places.

The Year 7 cohorts (at the beginning of secondary school) have also risen slightly recently. Lewisham is a net exporter of pupils at secondary transfer, which means that more Lewisham-resident pupils leave the borough to attend secondary school than residents of other boroughs come to Lewisham schools. However, the Year 7 cohort has been increasing as a percentage of the GLA estimated overall Lewisham age 11 population - for the 2008 / 09 academic year the Year 7 cohort was just under 80% of the overall age 11 population and just over 70% of Lewisham residents chose Lewisham secondary schools. All other things

being equal, the increase in cohorts seen in primary since 2007 in particular will begin to affect secondary schools in 2014/15.

The high and improving quality of education provided in Lewisham is in turn improving confidence in local schools and so helping to retain Lewisham learners in Lewisham schools. There is a Mayoral objective to provide a secondary school place for all Lewisham residents who wish to take one, and the Building Schools for the Future programme (BSF) is already increasing the number of secondary school places to reflect this. Further increases look likely to be required as the larger cohorts of young people progress into secondary school. However, the delivery of sufficient places to meet secondary demand is a London sub-regional issue, and therefore improved joint inter-borough planning is required to a more significant extent than previously.

Lewisham is improving specialist provision for learners with special educational needs. This involves proposals to establish more resource bases with specific expertise in primary and secondary schools, as well as investment into and reorganisation of special schools.

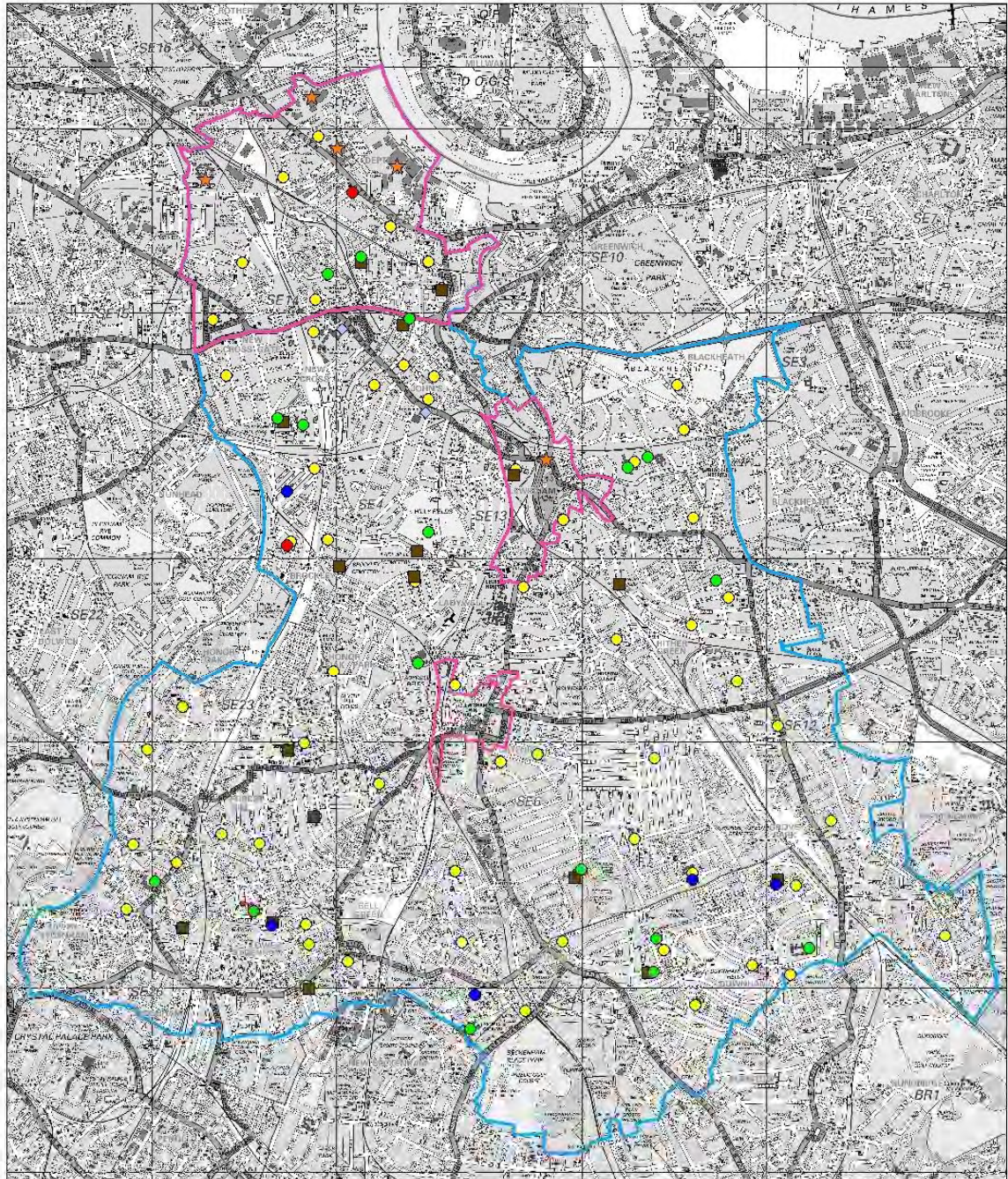
Changes to the organisation of schools is governed by regulations and can require significant lead-in times for legal and capital processes.

Existing provision

The existing schools and colleges in the Borough are identified on Figure 6.1 and can be summarised as follows:

- 69 state-funded Primary-phase Schools (for children aged 5 – 11), of which 65 admit pupils into Reception (4 are Junior Schools for pupils aged 7 – 11)
- From September 2010, 14 state-funded Secondary Schools (for children aged 11 – 16 or 18)
- 7 special schools (although this will reduce to 6 in 2013 when Meadowgate and Pendragon close to be replaced by a school for 5-19 age range for learners with autism on the Pendragon site)
- A series of Resourced Provisions for learners with specific additional needs within mainstream primary and secondary schools. The Council is aiming to increase the number of these Resource bases.
- Lewisham Further Education College
- Christ the King 6th Form College
- Crossways 6th Form (16-19)
- Goldsmiths, University of London
- Laban Trinity

Figure 6.1: Education



Schools

- Nurseries
- Primary
- Secondary
- Special
- Committed Projects
- ◇ Further Education
- Regeneration and Growth Areas
- ★ Strategic Sites

Collins Bartholomew Ltd 2005

Projections methodology

The pupil place projections are developed from base data provided by different agencies:

- Postcode birth data provided by the ONS (released one year in arrears each autumn, so the autumn 2009 release related to the 2007/08 academic year)
- GLA full population projections – usually run once a year in the spring although additional scenarios can be requested
- Pupil census data, which is collected from schools in January and usually available in March
- Housing trajectory data, provided by LBL Planning; pupil yield is projected based on the size and tenure of dwellings within the development.

From this the primary-phase projections are developed by:

- Using the live birth data to project future Reception cohorts by using historical birth: reception transfer ratios for the following four years, followed by using historical patterns of the Reception cohort as a proportion of the overall number of 4 year olds in each locality and the borough (based on GLA projections)
- Pupil census data to project cohort progression through primary school based on historical trends
- Housing trajectory data is added into the projections for each locality.

The secondary projections are developed by:

- Projecting Year 6 from the primary projections, and then using historical Y6:Y7 cohort transfer rates to project Year 7. Projections are also generated from the GLA total population forecasts by using the historical rates of Y7 pupils to the overall age 11 population.
- Pupil census data to project cohort progression through secondary school based on historical trends
- Housing trajectory data is added into the projections.

For primary and secondary a number of scenarios are run, using different ratios (birth: reception, reception: total age 4, Y6:Y7; Y7: total age 11).

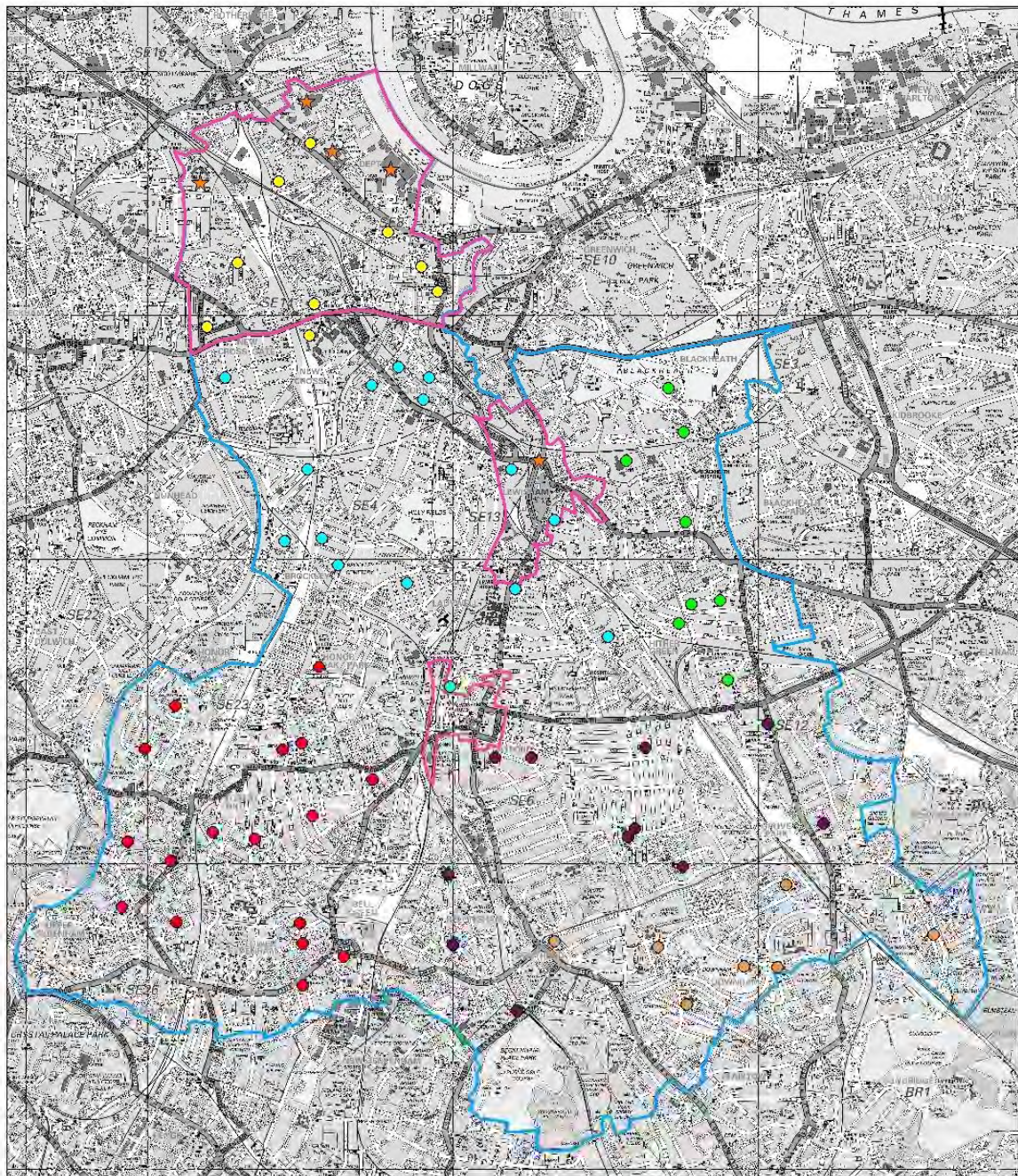
The pupil place projections are usually updated in the autumn (to take account of the latest birth data), and the spring (to take account of the latest pupil census data). Projections are then compared with the latest pupil census data to consider their accuracy.

Primary education

Existing provision

There are 69 primary-phase schools in the borough and for school place planning purposes these are grouped into six Primary Place Planning Localities (PPPLs), which are identified on Figure 6.2.

Figure 6.2: Primary Place Planning Localities



Primary Schools in

- | | |
|----------|----------|
| ● PPPL 1 | ● PPPL 4 |
| ● PPPL 2 | ● PPPL 5 |
| ● PPPL 3 | ● PPPL 6 |

- | | |
|---|----------------------------------|
| □ | Regeneration
and Growth Areas |
| ★ | Strategic Sites |

Collins Bartholomew Ltd 2005

The Council made significant investments in its primary estate during recent years, re-building or refurbishing the following schools:

- Childeric Primary School (PPPL 5);
- Ashmead Primary School (PPPL 3);
- Watergate Special School ; and
- Rushey Green Primary School (PPPL 4).

St. Matthews all-age Academy was also built through the Academies programme (opened September 2007) (PPPL 2).

Demand for places

Rising demand for primary places in Lewisham has been evident since 2005, and since 2008 this has required 'bulge classes' to meet the demand. Projections suggest continued increases in the demand for Reception places throughout the next decade. The gap between demand (projected NOR) and supply (projected Published Admission Limit (PAL)) is set out in Table 6.1 below for each of the six PPPLs.

There are three different projections to provide a range of scenarios. The three different projections are:

- Main Projection (P): This uses the 'weighted average' birth: reception ratio for each locality to 2012/13, and then the 'weighted average' ratio of overall: reception figures (from the GLA projections, at both borough and locality level) from 2013/14 onwards.
- Low projection (L): The same process as the main projection, but uses the lowest birth: reception ratio and the lowest overall: reception ratio.
- High projection (H): The same process as the main projection, but uses the highest birth: reception ratio and the highest overall: reception ratio. It is important to note that the High projection figure has already been exceeded in terms of actual Reception enrolments in 2009-10, so this scenario may be the better medium term supply target guideline.

Table 6.1: Supply and Demand (a positive value means that there are empty places available)

	2010/11			2012/13			2015/16			2019/20		
	L	P	H	L	P	H	L	P	H	L	P	H
1: Forest Hill / Sydenham	-69	-	-	-	-	-	-22	-	-	7	-93	-
		107	127	142	183	206		126	136			102
2: Lee Green	11	-24	-33	-30	-70	-80	-41	-61	-78	-27	-46	-63
3: Brockley / Lewisham	-58	-	-	-56	-	-	-79	-	-	-51	-77	-
		114	138		115	140		106	157			125
4: Catford	-24	-68	-80	-59	-	-	-37	-82	-95	-15	-58	-71
					107	119						
5: Deptford	8	-54	-70	6	-56	-72	-54	-	-	-	-	-
								153	170	117	229	249
6: Downham	30	6	-6	-39	-69	-82	16	-32	-38	28	-17	-24
Lewisham total	-	-	-	-	-	-	-	-	-	-	-	-
	146	341	424	357	567	656	367	592	614	339	563	585

Projections run January 2010

Supply of places

Table 6.2 shows the current Published Admission Limit (PAL) for Reception in each PPPL as well as the percentage shortfall / surplus of spaces using the main projection figures from Table 6.1 above. The percentage shortfalls are based on the existing PAL.

Table 6.2: PAL and percentage shortfall / surplus of Reception places

	Published Admission Limit (PAL) in 2011/12	Main projection percentage shortfall / surplus in 2012/13	Main projection percentage shortfall / surplus in 2015/16	Main projection percentage shortfall / surplus in 2019/20
1. Forest Hill/Sydenham	810	23% shortfall	16% shortfall	11% shortfall
2. Lee Green	313	22% shortfall	19% shortfall	15% shortfall
3. Brockley/Lewisham	756	15% shortfall	14% shortfall	10% shortfall
4. Catford	555	19% shortfall	15% shortfall	10% shortfall
5. Deptford	420	13% shortfall	36% shortfall	55% shortfall
6. Downham	345	20% shortfall	9% shortfall	5% shortfall
Lewisham total	3199	18% shortfall	19% shortfall	19% shortfall

Projections run January 2010

If no action were taken on the supply side, the pupil projections referred to above would result in an overall 19% shortfall of Reception places by 2019/20. This overall picture varies by locality, reflecting the level of surplus capacity before the increasing demand began, future development proposals and demographic change. The area of greatest pressure, both in absolute and percentage terms, is the increasing deficit in locality 5 (Deptford), including the impact of the anticipated housing developments. Deptford sees an increase of over 80% in the projected Reception cohort from 2007/08 to 2019/20 (from 354 to 649).

In planning how to respond to the need to add mainstream places there are five key issues to consider reflecting national and local requirements and objectives:

- The current PAL: Infant class size legislation limits groups to a maximum of 30, and so it is not possible to add just a few places to a wide range of schools. In light of this, Lewisham would prefer to have PALs of multiples of 30 where possible. The majority of schools are already in multiples of 30, and some of the schools where the PAL is 45 or 75 have already been identified for expansion to the next multiple of 30
- Site constraints: Only certain school sites have the ability to be developed to provide acceptable accommodation for additional pupils
- School location: The Council would seek to add places close to the areas of anticipated demand
- School performance and popularity: All other things being equal, the expansion of popular and successful schools is prioritised in statutory Government guidance
- Proposed schemes need to be affordable and provide value for money

Moreover, the Council's SEN Review identified the need to increase the number of places available for learners with special educational needs in special and mainstream schools. This reflects the Council's desire to reduce the number of statements, but also recognises that an increase in population is likely to result in a larger number of students with additional needs (even if the percentage of statements declines). Planning the expansion of primary schools needs to consider the opportunities to establish Resourced Provision for specialist support in

areas such as autism and communication. The Council is currently updating projections for learners with SEN to incorporate into future strategic planning.

Under the Primary Capital Programme, the Council is rebuilding Brockley Primary School which from September 2012 is reinstated as a 2FE school, and Gordonbrock Primary School which will move from a 2.5FE to a 3FE school. Tidemill Primary School is also being re-provided in new buildings, although capacity remains unchanged. These committed projects are identified on Figure 6.2. The Council is currently undertaking a series of feasibility studies to determine the suitability of sites to accommodate the projected increases in pupil numbers.

Within Deptford space for an additional primary school has been allocated as part of the Convoys Wharf 'Strategic Site', as identified in the emerging Core Strategy and identified on Figure 6.2. The development of the Convoys Wharf for mixed use development including around 3,500 homes with associated commercial, cultural and leisure development is expected to take place in Delivery Periods 2 and 3. Planning of school places in Deptford also needs to take account of the decision by LB Greenwich to close Charlotte Turner Primary School from September 2009. Charlotte Turner was a 2FE primary school with a significant proportion of children of Lewisham residents. This places an additional pressure on Lewisham of about 25 Primary school places a year – this has been included in the projections outlined above.

Primary school conclusions

The projections indicate a need to plan and deliver expansion of primary school places in all six of the PPPLs (with the sixth, Downham, now also potentially needing medium term expansion as a result of a spike in births in 2007/08). This additional provision is required in the short and medium to long terms, and has already started being provided through temporary bulge classes while more permanent capital projects are delivered.

The scale of expansions required suggests that expansions of existing schools are likely to be insufficient on their own. This means that it is probable that there will be a need to establish whole new schools. This process requires sites and funding to be identified before the statutory school organisation processes can be undertaken. This process will require involvement from across the Council and other partners on the Children's Trust.

Secondary education

Existing provision

With the proposed opening of Prendergast-Vale College in September 2011 there will be 14 state-funded secondary schools in the borough. This provision includes 2 Catholic schools, 1 Church of England school, and 3 Academies (one of which is one of the Catholic schools). There are 1 Boys and 2 Girls Schools, and 11 co-educational schools.

By 2012/13 there will be 2,715 Year 7 places, an increase of almost 200 from 2009/10. This increase is the result of the opening of Prendergast-Vale College (120 places a year) as well as expansions of other schools as they are redeveloped through the Building Schools for the Future (BSF) programme. This expansion was agreed to accommodate the anticipated

increased local demand for Lewisham secondary schools following capital investment and school improvement strategies.

The Council is making good progress on implementing a major programme to improve the borough's secondary schools through the Government's Building Schools of the Future (BSF) programme. This has involved closing two under-subscribed and very low achieving schools, opening two new academies and establishing federations to spread the influence of the best schools. As such, existing provision must be considered alongside the proposed provision in the form of committed school projects.

Secondary schools that have recently been built under the Academies and Grouped Schools PFI programmes, and the BSF Pathfinder and Wave 3 programmes are as follows:

- Haberdashers' Aske's Knights Academy (opened Easter 2007)
- St.Matthews all-age Academy (opened September 2007)
- Greenvale SEN School (opened September 2008)
- Forest Hill School (opened January 2008)
- Prendergast-Ladywell Fields College (opened September 2008)
- Sedgemoor School (opened January 2009)
- Conisborough College (previously known as Catford High School) (opened January 2010).

Demand for places

In March 2009, the Council reviewed its Strategic Business Case that underpins the BSF programme. This review highlighted a number of factors that need to be taken into account in relation to demand for school places.

Council policy remains that there should be a place available in a Lewisham secondary school for any child resident in the Borough whose parents want it, and Lewisham will continue to seek to increase the percentage of secondary age pupils resident in Lewisham attending Lewisham schools. Since 2001/02, the percentage of secondary age pupils resident in Lewisham attending Lewisham schools has risen by 6.1% to 71.7% in 2009/10.

In 2009/10 approximately 4,000 Lewisham resident pupils attended schools in other boroughs (Lewisham's exports), while approximately 1,800 residents of other boroughs attended schools in Lewisham (Lewisham's imports). Almost 30% of Lewisham-resident secondary school age pupils attend schools outside the borough – the largest number attend schools in Greenwich (1,419 from Lewisham, compared to only 336 Greenwich residents attending Lewisham schools), followed by Southwark (735 from Lewisham, compared to almost 1,000 Southwark residents attending Lewisham schools).

Analysis of the 2010 cross-border data suggests that:

- Over half of Lewisham-resident students who attend schools in other boroughs are attending community schools
- Over half of Lewisham-resident students who attend schools in other boroughs are attending single-sex schools
- Movement of students is not just to 'modernised' schools – this is shown by the attraction to Bromley and Greenwich comprehensives (LBG schools will benefit from

BSF investment in the same approximate timeframe as LBL). School improvement strategies are required to retain learners within Lewisham.

January 2010 pupil projections, including new residential development, for Year 6 and Year 7, indicate a rising demand for places in secondary provision through to the end of 2019/20. This reflects the impact of school improvement initiatives, including federations, and towards the end of this period, larger cohorts of pupils progressing from primary schools, and these projections relate to children who are already born so do not make assumptions about future birth patterns.

Projections based on historical cohort transfer rates through primary school and into secondary school suggest that demand for Y7 places would increase from September 2012 onwards (reflecting the increases in Reception numbers from 2005), and would exceed the PAL from 2016/17, despite the PAL increases being delivered through the BSF programme (see below).

If Lewisham schools continue to increase their retention of local learners, the shortfall of Lewisham places could occur earlier. If, for example, the Year 7 cohort was 90% of the preceding Year 6, there would be a shortfall of places from 2015/16, and if it rose to 95% of the preceding Year 6 the shortfall would start in 2014/15. Academies and LSC evidence suggests that capital investment does increase applications, but the impact within Lewisham could be affected by the similar investment being made in Greenwich and Southwark at approximately similar times.

Supply of places

The BSF programme started in December 2007 when the Council appointed Learning21 (a joint venture between VT Group and Costain Group PLC) to deliver new and refurbished schools through a combination of Design and Build and PFI. The delivery of the programme is being overseen by Lewisham's Local Education Partnership (LEP), a joint venture company formed by LB Lewisham, Learning21 and Building Schools for the Future Investments.

The £186m BSF programme involves rebuilding or refurbishing all of the Council's 'mainstream' secondary schools that have not already been replaced by academies and six Special Educational Needs (SEN) schools. In addition, a brand new all-age school is being built in Lewisham Town Centre (Prendergast-Vale College). The BSF programme includes:

- construction of a new all-through school (Prendergast-Vale College) at the Lewisham Bridge Primary School site to open in April 2012
- rebuilding Northbrook School to open in April 2011
- redeveloping part of the Addey and Stanhope School and the Prendergast School (Hilly Fields) to be completed by September 2011 and September 2012 respectively
- rebuilding Bonus Pastor School on its existing split sites by September 2012 and the Deptford Green School on a single site by 2013
- rebuilding and refurbishment of Sydenham School by January 2013
- modest enhancement of provision at Crossways Academy and Abbey Manor College
- refurbishment and extension of school hall at Haberdasher's Aske's Hatcham College (to be completed September 2012)

- the establishment of a new 5-19 special school for learners with autism on the site of the current Pendragon School in 2013. This project would see the closure of Meadowgate and Pendragon.
- Additional Resourced Provision in selected secondary schools for learners with SEN to enable more specialist support

Table 6.3 below summarises the proposed mainstream secondary school provision:

Table 6.3: Summary of proposed mainstream Secondary School provision

School	Age	Gender	Type	Faith	PAN 2009/10	PAN 2011/12
Addey and Stanhope	11 – 16	Mixed	VA		120	120
Bonus Pastor	11 – 16	Mixed	VA	Catholic	150	155
Catford	11 – 16	Mixed	Comm		187	187
Deptford Green	11 – 16	Mixed	Comm		234	260
Forest Hill	11 – 18	Boys	Comm		240	244
HA Hatcham	3 – 18	Mixed	Academy		208	208
HA Knights	11 – 18	Mixed	Academy		208	208
Northbrook	11 – 16	Mixed	VA	CoE	100	120
Prendergast – Hilly Fields	11 – 18	Girls	VA		105	120
Prendergast – Ladywell Fields	11 – 16	Mixed	Comm		240	240
Prendergast - Vale	3 – 16	Mixed	Fdn		0	120
Sedgehill	11 – 18	Mixed	Comm		300	300
St Matthew's	3 – 16	Mixed	Academy	Catholic	180	180
Sydenham	11 – 18	Girls	Comm		253	253
Total					2,525	2,715

There are five special schools that provide education for secondary-age learners with a variety of different needs (including emotional and behavioural, communication, autism and severe and multiple and profound learning difficulties). In addition to the proposal for a new school for learners with autism the Council has consulted on a proposal to relocate and / or change the nature of the Brent Knoll provision.

Secondary School conclusions

- Besides the low cohort transfer projection, all variants of both methods show the Y7 cohort exceeding PAL by the end of the projection period and within the next 10 year time horizon considered by Partnerships for Schools PfS. The PAL includes the impact of Prendergast-Vale College and other adjustments which in total add 250 places a year between 2008/09 and 2011/12.
- By 2019/20 the projections suggest that demand for Y7 places will be in excess of the PAL, by 7-12FE using the weighted average variants in both methods. The cohort transfer weighted average exceed PAL in 2016/17, a year earlier than the GLA derived projection. By 2019/20 the weighted average and high projections based on

cohort transfer have a Y7 cohort of over 3,000 compared to fewer than 2,400 in 2008/09.

- The significant increase in Y7 begins around 2014/15 (cohort transfer) and 2015/16 (GLA). Y7 projections increase earlier and faster in the cohort model, mirroring the larger cohorts working through primary schools, and the cohort transfer projections are significantly higher by the end of the forecast period.
- Meeting the Mayor of Lewisham's objective of retaining more Lewisham residents in Lewisham secondary schools would have the impact of accelerating the point when Y7 NOR exceeds PAL and would exacerbate the projected shortage of demand that is already shown for the end of the next decade.
- If LBL achieved a 85% retention of all age 11 learners the shortfall of places by 2019/20 is over 400 (14FE); this shortfall is over 600 (20FE) if a 90% capture of age 11 learners is achieved.
- Further work needs to be undertaken by LBL Education and the Asset Management Board to consider whether increases of these magnitudes could be accommodated through expansion of existing schools or whether new provision would be required.
- At the level of individual schools, there are emerging indications that capital investment and / or school improvement strategies (including federation) is having an impact on the number of applications for Year 7 places. It is currently too early to show whether the investment and / or school improvement strategies will increase the number of Lewisham residents choosing secondary education in the borough, especially given that many of the surrounding boroughs are also benefiting from capital investment and making structural changes to their organisation of schools.
- The examination of the cross-border movements of Lewisham residents suggest that LBL need to consider the type of school, as well as the geographical location, for any additional places. Parental preference information would suggest that there is currently demand for single sex and / or faith based provision which is met out of borough. There are few opportunities to meet this demand in Lewisham if additional places are to be created through expansion of existing schools alone.
- It is important that work is undertaken on a sub-regional level with neighbouring Boroughs to analyse expected demand for places (including assumptions about pupil movement) and co-ordinate potential responses.

Post 16 Education

Lewisham College is a general Further Education College (which offers some Higher Education degree courses) serving Lewisham and the wider south-east London community. It offers courses in a wide range of vocational subjects, including Art, Design and Fashion, Construction, Health Care and Early Years and Travel, Leisure and Tourism.

The College currently operates from two campuses; Lewisham Way and Deptford Bridge. Much of the accommodation on these campuses is outdated and inefficient. The College was pursuing a major redevelopment to enable it to deliver its entire curriculum from a single site. However, these plans have been shelved though lack of funding from the former Learning and Skills Council (LSC) (now Skills Funding Agency). These would have seen the College focused entirely on the Deptford Bridge site by:

- Selling the existing Lewisham Way campus to generate capital funding;
- Rebuilding the Deptford campus to accommodate all on site educational delivery;
- Creating state of the art training facilities at the Deptford site
- Building facilities for specialism, such as for learners with learning difficulties and/or disabilities.

Given the current status of the College's proposal, it has not been identified as a specific project in the Infrastructure Schedule and the potential new housing has not been included in the September 2009 housing trajectory.

Christ the King College is a very successful Catholic sixth form college which was graded by Ofsted in November 2005 as "Outstanding" in 4 out of 5 categories, including overall effectiveness. It is located on the border of Blackheath and Lewisham and as a major provider of education in the area with over 1450 full-time students. The A level pass rate was once again above the national average in 2008 and vocational results were equally impressive.

Plans to develop Christ the King Sixth Form College have been drastically affected by the former LSC capital funding constraints. Considerable resource had been invested in planning for rebuilds and Christ the King has severe space limitations on its site which would have been addressed through the rebuild.

Crossways is one of London's most modern sixth forms with excellent facilities including advanced IT & multi media resources, multi gym & fitness studio, purpose-built dance studio & drama workshop, a new recording studio, landscaped gardens, café & recreation areas and secure parking for bikes & scooters. The building also has high security and is wheelchair friendly throughout.

Crossways has approximately 570 full time student and although located in a part of London where previously young people had very little chance of going on to higher education, Crossways has achieved a 99.6% pass rate for A – Levels and a 100% pass rate for vocational qualifications. The College offer students a wide range of courses that can be tailored to their own programme by mixing and matching a variety of recreational activities with vocational and academic courses. There is a committed project (£1M) to extend the school to provide an additional 100 places.

Higher Education

Existing provision

Goldsmiths is a College of the University of London which offers both Undergraduate and Postgraduate study. It focuses on the visual and the performing arts, IT and social sciences. The University is based in New Cross and is a driver for change and regeneration in what is one of the most deprived parts of the Borough. It also works collaboratively with other local institutions which specialise in creative subjects – including Trinity Laban (at Deptford Creekside), Ravensbourne College of Design and Communication (in Chislehurst) and Rose Bruford College (in Greenwich).

Goldsmiths is currently in the process of forming a Trust with Crossways 6th Form, Addey and Stanhope and Deptford Green schools. The College provides important life chances for local people through a range of widening participation initiatives as well as through the work of the department of Professional and Community Education (PACE) and is a member of the Lewisham Strategic Partnership.

Planned provision

The College's current estate is a mixture of historic listed buildings and 20th century academic architecture divided by internal streets of Victorian terraced houses. . January 2005 saw the unveiling of the Ben Pimlott Building (designed by Alsop & Partners) providing purpose-built teaching space, including art studios, lecture theatres, and innovative psychology and digital media labs. At the same time, some of the older buildings, such as the 1960s Whitehead Building have been given a new lease of life through recladding and refurbishment. In the summer of 2010, a new academic building sited adjacent to the College Green will open, providing 7,200sqm of new studio and teaching space as well as a new home for The Institute for Creative and Cultural Entrepreneurship and the school of Media and Communications.

The College's Strategy¹⁸ (2005), Strategic Plan (2007)¹⁹ and Estates Masterplan (2010) set out plans to provide a sustainable estate which is significantly fit for purpose, and offers facilities at the leading edge of contemporary standards as well as providing access for the local community. The College also aims to accommodate the substantial growth in student numbers which it plans to achieve over the same period through a combination of new buildings and refurbishment of existing buildings, and by managing teaching, academic and administration spaces more effectively.

Emerging projects

For both primary and secondary phase statutory-age provision the pupil projections suggest a need to increase capacity significantly.

For the primary phase this increased demand is driven primarily by birth increases, and is already evident through the establishment of bulge classes in 2008 and 2009. Over Stage 1 (2011 to 2016) the necessary increase in capacity is likely to be delivered by the expansion of existing schools. Table 6.4 below identifies those primary schools where expansion may be possible and where it is to be investigated further:

¹⁸ Goldsmiths Strategy (Dec. 2005) <http://www.gold.ac.uk/strategy/status/>

¹⁹ Goldsmiths Strategic Plan (Feb 2007) <http://www.gold.ac.uk/media/StrategicPlan-publishedNov07.pdf>

Table 6.4: Primary Schools where expansion to be investigated further

School	Locality	Proposed expansion	Proposed feasibility
Adamsrill Primary	1		1FE
Christ Church C E Primary	1		1FE
Dalmain Primary	1		0.5FE
Kelvin Grove Primary	1		1FE
Kilmorie Primary	1		0.5FE
Our Lady & St Philip Neri R C Primary	1		0.5FE
St Bartholomew's C E Primary	1		0.5FE
Lee Manor Primary	2		1FE
Brockley Primary	3	1FE	
Edmund Waller Primary	3		1FE
Gordonbrock Primary	3	0.5FE	
Holbeach Primary	3		1FE
Coopers Lane Primary	4		1FE
Elfrida Primary	4		
Forster Park Primary	4		1FE
Sandhurst Infant/Junior	4		0.5FE
Childeric Primary	5		1FE
Deptford Park Primary	5		1FE
Grinling Gibbons	5		1FE
Kender Primary	5		1FE
Sir Francis Drake	5		1FE

It should be noted that any such extensions are subject to feasibility study and consultation with the schools concerned.

In Stages 2 (2016 to 2021) and 3 (2021 to 2026), analysis of primary school sites suggests that the necessary capacity is unlikely to be achieved simply through expansions of existing schools. For these periods, the Asset Management Board will be identifying sites and funding, recognising the lead-in time required to physically, legally and organisationally establish a new school. Priority sites considered for new schools will be:

- The Convoys Wharf site (whose emerging Strategic Site Allocation in the Core Strategy includes a 2FE school – reflected in the Infrastructure Schedule where it is identified as a ‘planned’ project);
- ‘Surplus’ Education owned land;
- Other LBL owned land;
- Land owned by other public sector partners; and
- Other private sites.

For the secondary phase the BSF programme is providing some additional capacity for Stage 1 (2011 to 2016, but the projections suggest that after the middle of the next decade this may be insufficient (as the larger primary cohorts from 2008 and 2009 begin to reach secondary school in 2015 and beyond), dependent on sub-regional capacity. Stages 2 (2016 to 2021) and 3 (2021 to 2026). The more successful the Council is in achieving the objective of retaining a higher proportion of Lewisham learners in Lewisham schools, the earlier this point of insufficient capacity might be reached. The weighted-average projections suggest that the shortfall could be up to 350 places a year for Year 7 by 2019/20.

The Asset Management Board will take the lead on the further work that is needed to determine whether this demand could be met through expansions of existing schools or whether new provision would be required. The Board will also push for stronger sub-regional planning with the adjoining boroughs of Greenwich, Bexley, Bromley and Southwark, which is particularly important in terms of secondary school provision. If new provision is required, sites and funding will be identified and sufficient lead-in time provided.

While the basis for anticipating increasing demand for primary and secondary places is sound, pupil projections are by definition uncertain, and the uncertainty increases the further ahead that projections are made due to the number of variables involved. Of particular significance to the Lewisham projections are:

- Unknown future birth rates and when the peak in births will be reached and how long the increase will be sustained for. The projections are currently assuming that births continue at approximately the current level. This affects the primary projections in particular, and has significant implications for the appropriate responses since the Council does not want to invest in permanent expansion of schools (or the establishment of new schools) if the birth rate increase will not be sufficiently long-lasting to sustain the new provision. Conversely, if the number of births continues to increase the pressure for places becomes greater.
- Economic considerations and the housing market – it is unclear what impact the current recession and contraction of the housing market has had on either birth rates or pupil distribution. Some initial analysis has been undertaken of the postcodes of births and Reception applications that shows different trends at a localised level, but further contextual analysis would be required before this could inform policy and project decisions.
- Additional pupils generated from housing developments – the projections include the housing trajectory and assumptions about pupil yield. It is uncertain how many of these pupils will be ‘new’ to Lewisham, or how many will be ‘internal transfers’ from other parts of the borough. If they are the latter, it is uncertain who will occupy their previous dwellings and therefore what knock-on impacts any developments will have.
- Geography – primary phase projections are produced for the overall borough and for each PPPL. These suggest a need for expanded provision in five of the six PPPLs, but the actual location of the new provision may not correlate precisely with future demand patterns.
- School popularity – in times of surplus places, the popularity of schools can significantly affect the accuracy of projections as parents may choose to attend schools in neighbouring boroughs. Overall, this has been the case for Lewisham’s secondary provision (hence the net exporting of pupils).
- Demand in neighbouring boroughs and cross-border movement – the projections carry forward historical patterns of cross-border movement through the use of ratios (whether birth: reception or Y6:Y7). If these patterns change it affects the projections. Specifically, as demand for places increases in neighbouring boroughs, it may be that fewer places are available for out-borough pupils, which in turn impacts on the number of places demanded by Lewisham residents. This could be a particular issue for secondary schools as a result of the historical net-exporting of pupils from Lewisham.

The pupil projections are updated twice a year:

- In the autumn to reflect the latest birth data (this is provided a year in arrears, so the data released in autumn 2009 relates to the 2007/08 academic year)
- In the spring to reflect the latest January pupil count information.

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

Uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty.

DfE capital funding for 2011 – 2014 is subject to the Government's Comprehensive Spending Review. The DfE has not made any definitive announcements regarding the continuation of existing funding streams after April 2011. These funding streams include the Primary Capital Programme, Basic Need, and Modernisation (including for Voluntary Aided Schools), as well as the capital funding that is delegated to schools (Devolved Formula Capital). It is prudent to assume that capital funding for the 2011 – 2014 period is likely to be very tight and significantly below the funding available during the 2008 – 2011 CSR. What funding there is seems likely to be targeted at meeting statutory requirements (such as additional places) or the highest priority Government policies.

Funding of primary school and any further secondary school expansion is therefore likely to be a very significant challenge.

The draft Planning Obligations SPD formalises a mechanism for securing financial contributions from developers of new housing on the basis of the likely 'child yield' that would arise from their proposals. This should help augment mainstream public funding and help meet the demands for social infrastructure that arise from new housing.

S2. Health

Introduction

This section focuses on the recent and proposed health and social care related infrastructure that will be needed to cater to projected population growth.

Health Trusts in Lewisham

There are currently four principal Health Trusts that deliver NHS health services in Lewisham, which work with other partners (e.g. Guys and St.Thomas' Hospital NHS Trust in relation to midwifery) to provide health services for the Borough. These services are co-ordinated by NHS London, the Strategic Health Authority for London, which has overall responsibility for performance. The four principal Trusts that currently provide services in the Lewisham area are:

1. Lewisham Primary Care (NHIS) Trust (PCT) - Primary care is an approach to care that includes a range of services designed to keep people well, from promotion of health and screening for disease to assessment, diagnosis, treatment and rehabilitation. Primary care is generally regarded as a “frontline” service. It is the first point of contact most people have with health professionals in relation to a medical matter and is delivered by a wide range of independent contractors such as GPs, dentists, pharmacists and optometrists. The Trust acts as a commissioning body, with a budget of approximately £500m a year to ‘purchase’ primary, acute and mental health care services from its contractors. These contractors include GPs, acute Hospital Trusts and the South London and the Maudsley NHS Foundation Trust. Services are provided from over 40 different sites including 8 Health Centres and 33 GP Surgeries.

2. Lewisham University Hospital (NHS) Trust - The Lewisham Hospital NHS Trust is a teaching hospital for the University of London. The Trust has one main site offering a wide range of services for residents of the Borough; and provides more specialised services, such as Paediatric and Neonatal Surgery, Neonatal Intensive Care, Cystic Fibrosis and Ear, Nose and Throat services for a wider catchment.

3. South London and the Maudsley (NHS) Foundation Trust (SLAM) - Lewisham PCT has an agreement in place for commissioning and providing integrated Adult Mental Health services with LB Lewisham Adult Social Services and SLAM. The PCT also works through a joint commissioning group with the Borough and the Probation Service for commissioning substance misuse services from SLAM. SLAM provides some in-patient services for Lewisham residents from Lewisham Hospital (Ladywell Unit), although some more specialist services are provided from the main sites available to Lewisham residents to access SLAM's mental health services are Bethlem Royal Hospital in Beckenham and the Maudsley Hospital in Southwark. Community mental health services in Lewisham are provided from over 20 different sites including:

- 3 Adult Community Mental Health Team bases
- 2 Older Adults Community Mental Health Team bases
- 1 Children's Community Service base at Kaleidoscope
- 6 residential sites that include 3 older adults houses

- 6 community sites for addictions and specialist services
- 4 Primary Care Team bases (on 6 sites).

4. London Ambulance Service NHS Trust. This provides emergency ambulance services to the whole of London and is addressed further in Section S6 below.

In July 2010, the Government published its Health White Paper 'Equity and excellence: Liberating the NHS.' Amongst other things this proposes the development of GP commissioning consortia, working in partnership at local level with local authorities, and the creation of an independent NHS Commissioning Board to oversee commissioning and to champion improvement and patient involvement in health services. These proposals pave the way for the abolition of Strategic Health Authorities in 2012/13 and PCTs in 2013.

Recently completed health infrastructure in the Borough

A number of new health and social care facilities have opened in the recent past. These include:

- The Kaleidoscope Centre was opened in 2006, by co-locating services that were previously delivered on three different Council, PCT and SLAM sites. The centre is the first of its kind in England to provide a comprehensive range of integrated services for children and young people who have a disability or other specialist health, mental health, social care or education needs.
- Lewisham Hospital's Riverside Building. This was opened at a cost of £69m in May 2007. The new building contains 419 adult and elderly inpatient beds and replaced the previous old and outdated Nightingale-style wards. The building also includes additional theatres, an endoscopy suite, a large booked admissions unit and an integrated Critical Care Unit for seriously ill patients.
- Downham Health and Leisure Centre. Opened in 2007 and provides sports, medical and leisure facilities under one roof, including a 25 metre swimming pool, gym, library, IT facilities and a medical suite with capacity for 2 GP surgeries and community services.
- The Waldron Health Centre (Waldron Road, New Cross). This was completed by the Lambeth Southwark and Lewisham LIFT in 2008. The new centre will be the first of a number of proposed Polysystems to be developed within the Borough. The facility, which was designed to cater for 50,000 patients, currently caters for around 20,000, patients registered to 4 GP surgeries and attending other community services. – A Pharmacy opened on site in January 2010 and a GP-led Health Centre opened in March 2010 and this will be followed by an optometrist practice later in the year. Lewisham PCT is continuing to investigate options for further development of suitable services within the building.

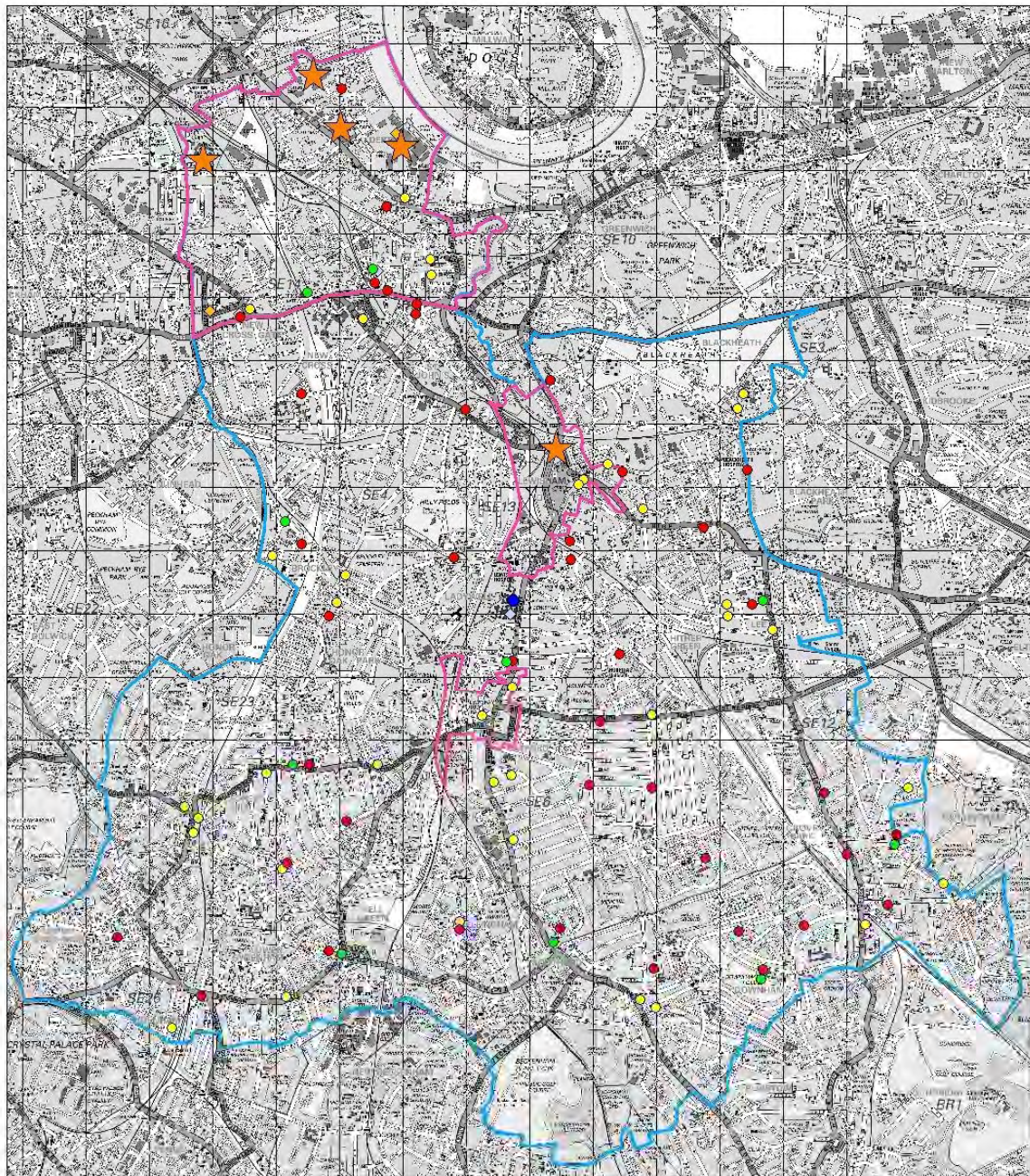
Existing provision

The existing health care facilities are identified on Figure 6.3 and can be summarised as follows:

- 50 GP Surgeries
- 37 Dentists
- 8 Health Centres
- 1 Hospital

There are also 37 optometrists and 56 pharmacies in the Borough.

Figure 6.3: Health Facilities



- | | | | | | |
|-----------------|-------------------|-----------------|----------------|---|-------------------------------|
| Existing | | Projects | | | |
| ● | GP Surgeries | ◇ | Committed | □ | Regeneration and Growth Areas |
| ● | Dentist Surgeries | ◇ | Planned/Future | ★ | Strategic Sites |
| ● | Health Centres | | | | |
| ● | Hospital | | | | |

Collins Bartholomew Ltd 2005

Relevant long term strategies and plans

1. Lewisham Joint Strategic Needs Assessment (JSNA) (April 2009). The Joint Strategic Needs Assessment (JSNA) report provides a strategic overview of the borough regarding its current and future health and social care needs. It has been developed following a joint collaboration between Lewisham Council and Lewisham PCT and is based on the results of an extensive cross-agency public consultation process that sought to determine among other things, the need for additional health related infrastructure in the borough. The JSNA identifies key themes for action aimed at improving health in the borough. This will allow the LSP and its individual partners to identify existing and future health needs of the borough and will influence the long term commissioning priorities of health infrastructure providers in the borough.

The JSNA provides a shared knowledge resource and will inform all future strategies across the remit of the LSP and its partner organisations including:

- The Lewisham Children and Young People's Plan;
- The Lewisham's Health Inequalities Strategy; and
- Future Lewisham Primary Care Trust's Commissioning Strategy Plans.

The development and updating of the JSNA is the statutory responsibility of the Lewisham PCT and the LB Lewisham. The Local Strategic Partnership (LSP) will be responsible for the application of the JSNA by all key partner organisations within the borough. The JSNA will be reviewed annually to ensure that it remains relevant and useful to users.

2. Lewisham PCT Commissioning Strategy. The NHS Lewisham's Commissioning Strategy Plan for 2009 – 2013 constitutes a six year strategic plan and sets out how the strategic vision for delivering health objectives for the borough. The plan analyses the health needs of the local population, highlights strategic goals and initiatives and lays out high-level implementation plans for future investment.

3. Estates Strategy 2008/09 (March 2009). The Strategy provides an analysis of the existing estate and sets out an approach to future estate development, reflecting the PCT's strategic aims, values and objectives by identifying appropriate asset utilisation, desired performance of the estate, required development and necessary cost improvements. More work has yet to be carried out to address specific needs.

4. North Lewisham Health Improvement Action Plan (2007). Lewisham PCT is working with the Council and other partners on implementing an Action Plan for the northern part of the Borough. This includes the following:

- Hypertension programme;
- Stop Smoking Social Marketing project in Evelyn funded by the Department of Health;
- Communities for Health programme delivered by the voluntary and community sectors through Voluntary Action Lewisham;
- Older People's Well Being LAA project and the health promotion programmes funded by the New Deal for Communities; and

- Optimise the use of the Waldron Health Centre so that it dovetails with the Action Plan.

Primary Care

The PCT works on a two to three year funding cycle, with big capital schemes typically taking about seven years from conception to operational status.

Polysystem. The PCT's Commissioning Strategy outlines a strategic plan to develop a Polysystem with up to four 'Polyclinics' in Lewisham over the next five years. A variety of services, will be delivered and these may include:

- General and specialist GP services;
- Community Services;
- Minor Procedures;
- Diagnostics;
- Secondary care outpatient consultations; and
- Health promotion and prevention and well-being

The Estate's Strategy envisages that these services will be delivered from a mix of single sites (i.e. Waldron Health Centre) and more virtual based arrangements linking a number of buildings with a hub. These Polyclinics will be cluster based models, working with local practice based commissioners to develop the most appropriate model to meet the needs of the cluster's population and with each hub being led by a cluster. The proposed GP-led Health Centre at the Waldron Centre will meet the service needs of the existing nearby Walk-in-Centre, which will close.

A health needs assessment is currently being undertaken to inform planning for a second 'Polyclinic' in the South of the Borough. It is possible that the Downham Healthy Living Centre in collaboration with one or more local existing health centres in the South Lewisham area will deliver the extended 'Polyclinic' services, although this is subject to further investigation. As outlined above, Downham already combines swimming and library facilities in support of the previously identified need for healthy living and recreation services for the population it serves.

In the remaining two areas, Central and South West, the PCT has been meeting with local primary care stakeholders to explore the development of two further "multi site" 'Polyclinics'.

Primary Care committed and planned projects

Committed

Demand Reduction Measures. The PCT has set overall trajectories for reductions in hospital activity in five key areas: non-elective admissions, elective admissions, new and follow-up outpatient attendances and consultant to consultant referrals. It also has plans for increased investment in prevention and out of hospital care. For instance, birth rates in the borough are expected to increase by 9.8% between 2008-12. While there is sufficient existing capacity in the borough's hospitals and midwife-led units to accommodate this increase, the PCT is also focusing on improving residents' choice to give birth outside traditional hospital settings including at home, which will reduce further demand on existing facilities.

Most of the PCT's initiatives support the development of more services in the community and through the Effective Referral Management Programme a reduction in acute hospital activity over the next five years. It is expected that this will have a significant effect on reducing the demands placed on health infrastructure in the borough. The implementation of this initiative should result in significantly more free beds in Lewisham hospitals in the future. This will in turn serve to partially offset at least, the increased demand for health services associated with the borough's population growth.

Planned

NDC Neighbourhood Centre. New Cross Gate New Deal for Communities (NDC) has planning permission and funding for the proposed NDC Neighbourhood Centre on New Cross Road (part of the Kender Triangle scheme). The Centre will include an integrated GP surgery and pharmacy as part of a larger development that will also accommodate a library, gym, ICT centre, crèche and around 170 flats. The surgery will comprise approximately 1,200m² and will initially provide new accommodation for the Queens Road Practice (8 GPs), with expansion potential. This project is now significantly overdue and is under review.

Capital Programme. The table below shows the PCT's planned capital programme for the next 5 years. The figures detailed are based on the known capital allocation for 2008/09 and the assumed future allocations following receipt of the guidance contained within the Operating Framework for 2009/10.

Table 6.5: PCT's planned capital programme (2009/10 to 2013/14)

5 year capital programme					
Scheme / project	2009/10	2010/11	2011/12	2012/13	2013/14
	£,000	£,000	£,000	£,000	£,000
backlog maintenance & statutory compliance	792	600	500	500	500
urgent care centre	500				
RiO implementation	400				
Waldron Polyclinic phase I	100				
other schemes	900	600	500	500	500
Polyclinics phases II, III & IV capital receipts investment		4500			
	1692	5700	1000	1000	1000

Source: PCT Estates Strategy (March 2009, updated January 2010)

Acute and Mental Health Care committed and planned projects

Acute Care. Lewisham PCT commissions the provision of acute hospital care from three NHS Hospital Trusts; Lewisham University, Guys and King's College. Most Lewisham residents are treated at Lewisham Hospital, which has recently benefitted from the new Riverside Building (see above).

Lewisham University NHS Hospital Trust is currently preparing an Estates Strategy and is considering further development of the hospital site. However, there are currently no committed or planned hospital projects, other than the Midwifery Led Birthing Unit and Urgent Care Centre.

Mental Health. The PCT's long term goal for mental health in Lewisham is to increase service capacity to treat three times the numbers of people who currently have access to mental health treatments from 1,812 in 2008-09 to 5,807 by 2010-11 and maintaining this level. Central Government (IAPT) funding for an additional 28 staff and the initiatives listed below will help achieve this goal.

In October 2006, the Lewisham Mental Partnership Board launched an ongoing review of adult mental health services. The overall goal of the review has been to maximise the efficiency of mental health provision in the borough by:

- reducing the number of existing facilities and infrastructure that are not fit for purpose and consolidating these services in new facilities in suitable locations;
- reducing reliance on readmissions and in-patient beds in hospitals and care facilities, and
- focusing instead on improved patient care pathways, tailored patient health service packages, home treatment and residential services programmes.

The Ladywell Unit at University Hospital, Lewisham has 70 acute inpatient beds and 7 Psychiatric Intensive Care beds for Lewisham residents as well as 18 beds for older adults. Proposals are underway to expand existing mental health facilities in Speedwell and to

relocate some services to the Ladywell Unit which is to undergo significant improvements to improve quality and effectiveness including the establishment of a new ward. The cost of the improvements is projected to be £10.2 million with completion expected in 2012.

This will support the more effective and efficient flow to and from medium secure/complex/high support placements currently being provided by other organisations. It is expected that a focus on expansion of appropriate existing facilities (Speedwell) and maximising efficiency by relocating services to the Ladywell Unit and reducing the number of buildings that services are provided from (Heather Close, Southbrook Road) and optimising the space in remaining buildings will be sufficient to cater to future mental health needs of the borough over the medium term.

Future needs – emerging projects

Primary Care

General Practitioners There are 162 GPs working in Lewisham. Of these there are 148 Full Time Equivalent (FTE) GPs working out of 48 GP surgeries. The PCT currently use a ratio of approx. 1,800 people per GP (FTE) and assume 165m² per GP (FTE) for space planning purposes. Based on these assumptions, the need for GPs is likely to increase across the Borough over the 15 year Core Strategy timeframe as follows:

Table 6.6: Need for GPs

Year	Population Increase	Existing GP's	GP's Required	Difference compared to 2009 GP numbers
2009	268,090	148	149	+1
2016 (end of Stage 1)	290,277	-	161	+13
2021 (end of Stage 2)	305,682	-	170	+22
2026 (end of Stage 3)	315,847	-	175	+27

The Current GP numbers operating in the Borough's three growth areas are as follows:

- Lewisham Town Centre – 38.4 FTEs
- Catford Town Centre – 6.6 FTES
- Deptford New Cross – 26.3 FTEs

The PCT is undertaking a GP Capacity Assessment for the north of the Borough; covering the three Regeneration and Growth Areas. The draft 'Report on Population Capacity Impact on Primary Care Services in North Lewisham' (July 2009) considers qualitative issues, such as premises being 'fit for purpose', as well as capacity issues. This concludes that existing GP practices in North Lewisham (Deptford New Cross, Lewisham and Catfod) can reasonably cope with the projected increase in population, although refurbishment and expansion will be needed in some cases, to ensure facilities are 'fit for purpose'. Travel distances from areas of likely population growth and expected shifts in health pathways are concerns that will need to be addressed. The issues are discussed in greater detail in Section 8 - Regeneration and Growth Areas and Strategic Sites.

Since the draft report on capacity in the north of the Borough was published, proposals have emerged for around 110,000 'first' appointments to be shifted from acute to primary/community sites in Lewisham by the middle of 2011. This could require up to 95 consulting rooms (approximately 10,000m²) to provide these services in this way. The consequential need for additional/improved primary/community care facilities is currently being investigated and the Council will work with Lewisham PCT and others to enable this shift in service delivery to happen.

The Convoys Wharf strategic site has the capacity to accommodate around 3,500 additional homes. The PCT previously submitted a business case for a new 4-6 GP surgery as part of the mixed-use scheme (including 3,500 homes) that was promoted in 2001. The planning section 106 agreement proposed at the time the Council resolved to grant permission for the application as originally submitted provided, amongst other things, for a developer funded facility with D1 (health) use (to be offered at a current market rent.) and a financial contribution towards off-site interim care facilities. These proposals date from before the Waldron Centre opened, and there is currently no need for additional accommodation. However, there may be some benefit in the future from relocating an existing GP practice or practices to new premises on the site and the Council is seeking to keep open the option of the PCT occupying new commercial space on the site as a GP surgery. It is also seeking financial contributions towards capacity enhancements to existing premises in the nearby area.

Dentists. In 2009 there were 116 dentists working out of 37 practices. The PCT consider that there are sufficient dentists for the current service uptake however there are gaps in the uptake. The Thames Gateway Social Infrastructure Framework (SIF) model adopts a standard of 1:2000 people per dentist. If this were applied to Lewisham, it would suggest a shortage of 18 dentists at present and demonstrate a need for 42 additional dentists by 2026.

Table 6.7: Need for Dentists

Year	Population Increase	Existing Dentists	Dentists Required	Difference compared to 2009 Dentist numbers
2009	268,090	116	134	+18
2016 (end of Stage 1)	290,277	-	145	+29
2021 (end of Stage 2)	305,682	-	153	+37
2026 (end of Stage 3)	315,847	-	158	+42

Secondary Care

The Hospital Trust does not use a standard in terms of beds per 1,000 population as part of its service planning and the HUDU model is not a particularly helpful tool in this respect. It is therefore difficult to provide any meaningful estimate of the infrastructure needs arising from secondary health care in Lewisham.

The PCT has recently completed a draft needs assessment report on mental health services and infrastructure needs in the borough that will further complement the strategies outlined above. The past 15 years has seen a considerable increase in services in the community

coupled with a decrease in reliance on inpatient services and there is still likely to be a further shift, albeit relatively small, in increasing the range of community services and a consolidation of inpatient services. The draft report does not, therefore, indicate a significant increase in need for hospital beds.

As with the Hospital Trust, SLAM does not use a standard in terms of beds per 1,000 population. The emphasis in the future is likely to continue to increase community provision with a view to reducing hospital admissions. The Lewisham wards with the highest predicted need for services for severe mental illness are Whitefoot, Lewisham Central, Rushey Green, and Bellingham wards (Report by Furey, 2009).

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

There are four main routes for procurement of new health facilities:

- Conventional public funding;
- Third party redevelopment with another organisation (developer or RSL) who will develop the building and lease to NHS Lewisham;
- Local Improvement Finance Trust (LIFT) – a joint venture with the private sector for the delivery of health services; and
- Financial contributions/provision in-kind to mitigate impacts of new development – which will be aided by the Planning Obligations SPD. The draft SPD makes assumptions about costs based on the Healthy Urban Development Unit (HUDU) model and seeks a financial contribution of around £1,400 per new dwelling towards the capital cost of providing adequate services. Where major schemes are proposed which may require the development of a new medical facility to meet the needs of the new population, the developer may be required to provide such a facility on site (in lieu of a financial contribution).

S3. Community

Introduction

For the purposes of infrastructure planning, community facilities have been taken to include community centres, community halls, offices for voluntary organisations and places of worship. It also includes children centres and child care facilities.

Existing community centres, halls, offices and places of worship

The Council's Community Sector Unit holds a Portfolio of Community Premises, which is broken down into five types of premises: those directly managed by the Council, those managed by a Premises Management Organisation, those that are managed by or occupied by the voluntary sector or those located on housing estates which are due to be transferred out of Council control to Registered Social Landlords (RSLs).

In all, this shows that there are the following premises in the Borough

- 15 Community Centres
- 20 Community Halls
- 11 Offices for Voluntary Organisations and
- Over 45 Churches with halls in community use

Many of these facilities suffer from underinvestment and are in a poor state of repair, whilst others are not 'fit for purpose' (e.g. limited and inappropriate physical access). Whilst there may be scope to make greater use of some of these assets, there is continuing demand for additional community premises, as demonstrated by there currently being around 50 active premises requests from a variety of sources for a variety of premises (with the majority being for places of worship).

Change Up is a Government initiative to develop voluntary and community sector infrastructure. In response to this programme Voluntary Action Lewisham (VAL) prepared a Local Infrastructure Development Plan (2005-2014). This identified premises issues as one of nine key issues affecting the performance of voluntary organisations in the Borough²⁰

Existing Children's Centres

The Council has developed children's centres in accordance with its Children's Centre Plan (2004-2008).²¹ There are currently 28 Children's Centres, which are based in those Wards in the Borough which fall within the 20% most disadvantaged wards in England, with the aim combining education and health and training programmes to improve the life chances of children and families who live in disadvantage.

The Centre's are set out below under four Children Centre Service Areas.

²⁰ Lewisham Local Infrastructure Development Plan (2005-2014) (VAL September 2005)
<http://www.valewisham.org.uk/>

²¹ LB Lewisham Children's Centre Plan (2004-2008), May 2007
<http://www.lewisham.gov.uk/NR/rdonlyres/5EDDE0A0-D99C-4840-BFAD-7C0626D059FF/0/LEWISHAMChildrensCentresProgrammeMay2007forjar.pdf>

Service Area 1: Evelyn, Brockley, Telegraph Hill, New Cross

- Evelyn Children's Centre (231 Grove Street, Deptford, SE8)
- Children's Centre Resource - Stay and Play Sessions (307 Evelyn Street, Deptford, SE8)
- Hatcham Oak Early Childhood Centre (29 Wallbutton Road, Brockley, SE4)
- Hatcham Oak Children's Centre (St Norberts Road, Brockley, SE4)
- Amersham Early Childhood Centre (77 Amersham Road, New Cross, SE14)
- Amersham Children's Centre (75 Amersham Road, New Cross, SE14)
- Clyde Early Childhood Centre (Alverton Street, Deptford, SE8)
- Honor Oak Early Childhood Centre (Brockley Way, SE4)
- Friendly Gardens Stay, Play and Family Centre (Lucas Street, Deptford, SE8)
- Telegraph Hill Stay, Play and Family Centre (Erlanger Road, New Cross, SE14)
- Silwood Estate Stay, Play & Family Centre (Lewington Centre, 9 Eugenia Road, Rotherhithe, SE16)
- Deptford Park Stay, Play & Family Centre (Scawen Road, Deptford, SE8)

Area 2: Ladywell, Crofton Park, Lewisham Central, Lee Green, Rushey Green, Blackheath

- Ladywell Early Childhood Centre (30 Rushey Mead, Ladywell, SE13)
- Heathside & Lethbridge Family Centre (31 Melville House, Sparta Street, SE10) (?)
- Rushey Green Early Childhood Centre (41 Rushey Green, Catford, SE6)
- Brockley School Family Centre (Brockley Road, Brockley, SE4)
- Ackroyd Children's Centre (Ackroyd Community Centre, Ackroyd Road, Forest Hill SE23)

Area 3: Whitefoot, Downham, Grove Park and Catford South

- Downderry Early Childhood Centre (Downderry Road, Downham, Bromley, BR1)
- Marvels Lane Family Centre (Riddons Park, Grove Park, SE12)
- Grove Park Stay, Play and Family Centre (Somertrees Avenue, Grove Park, SE12)
- Forster Park Stay, Play and Family Centre (Whitefoot Lane, Downham, BR1)
- The Place (Beckenham Place Park, Old Bromley Road, SE6)

Area 4: Bellingham, Perry Vale, Forest Hill and Sydenham

- Children's Centre Area 4 Office (22 Randlesdown Road, Bellingham, SE6)
- Kelvin Grove School Family Centre (Kirkdale, Sydenham, SE26)
- Eliot Bank School Family Centre (Thorpewood Avenue, Sydenham, SE26)
- Kilmorie School Family Centre (Kilmorie Road, Forest Hill, SE23)
- Sydenham Hill Community Hall (Sydenham Hill Estate, SE26)
- Bellingham Green Stay, Play and Family Centre (Randlesdown Road, SE6)

Existing Childcare

The Childcare Act 2006 Act places a duty on local authorities to secure sufficient childcare "as far as reasonably practical" for every resident who would like to use (now or in the future) any form of childcare service. In doing so it removes the distinction between childcare and education. The Council published a Childcare Sufficiency Assessment in March 2008.²²

²² LB Lewisham, Childcare Sufficiency Assessment (March 2008)
<http://www.lewisham.gov.uk/NR/rdonlyres/CD1E02E2-370F-47FC-95F8-ABD00A16B815/0/CSRShortVersion08.pdf>

In March 2008, Lewisham Children’s Centres Childcare and Play (CCCP) Unit produced a Childcare Sufficiency Review looking at overall provision in the borough based on the four children centre service areas, outlined above. The report contains a study into childcare place vacancy rates by ward in the borough and shows that every ward in the borough has considerable capacity, with childcare place vacancy rates of between 7 and 26%. The results of the Assessment are set out in Table 6.8 below.

Table 6.8: Summary of Childcare Sufficiency Assessment

	Area 1	Area 2	Area 3	Area 4
Sufficiency Overall	Yes, vacancies across all wards and types	Tight supply, particularly in Blackheath.	Yes, substantial overcapacity in some wards.	Yes, a fairly balanced picture with some wards over provided
Sufficient Flexibility	Substantial majority happy with current times	Overwhelming majority happy with current times	Overwhelming majority happy with current times	Small majority happy with current times
Sufficiently accessible	Majority of parents happy with location	Majority of parents happy with location	Majority of parents happy with location	Majority of parents happy with location
Sufficient quality	Substantial majority think quality is high	Substantial majority think quality is high	Majority think quality is high	Majority think quality is high
Sufficient range	Adequate mix of full and part time places	Reasonable mix of full and part time places	Reasonable mix of full and part time places	Adequate mix of full and part time places
Sufficient knowledge	Parents would like more information	Parents would like more information	Parents would like more information	Parents would like more information
Sufficiently affordable	Majority think that value for money is good	Small majority think that value for money is good	Opinion is very divided on this subject	Opinion is only slightly positive on this subject
Sufficiently sustainable	Some providers in certain areas might have high vacancy rates	Capacity seems well used. Few vacancies mean high occupancy	Too many vacancies might compromise sustainability	Some providers in certain areas might have high vacancy rates

Source: LB Lewisham Childcare Sufficiency Assessment (March 2008)

Models for future community provision

In May 2007, the Government by Barry Quirk, the Council’s Chief Executive entitled ‘Making Assets Work: The Quirk Review of Community Management and Ownership of Public Assets’²³. This concluded that transferring public assets to communities would not only lead to more responsive services to meet local people’s priorities but could also create more confident empowered communities with greater civic spirit.

‘Community anchors’ is a concept being promoted by the Community Alliance ²⁴. It is sometimes called ‘community hubs’. They are independent community-led organisations that

²³ Making Assets Work: The Quirk Review of community management and ownership of public assets (May 2007)

<http://www.communities.gov.uk/documents/communities/pdf/321083.pdf>

²⁴ Transformation through Community Anchors, Community Alliance (2007)

are multi-purpose and provide holistic solutions to local problems and challenges.

Characteristics include:

- A building: a physical space which is community controlled, owned or led
- A focus for services and activities meeting local need
- A vehicle for local voices to be heard, needs to be identified and for local leaders and community groups to be supported
- A platform for community development, promoting cohesion while respecting diversity
- A home for the community sector which is supportive of the growth and development of community groups
- A means of promoting community led enterprise, generating independent income while having a social, economic and environmental impact.
- A forum for dialogue within communities, creating community led solutions.
- A bridge between communities and the state which promotes and brings about social change.

Emerging strategy

The Council is preparing a community premises strategy which aims to:

- Progress the transfer of assets to community organisations, in line with the findings of the Quirk Review;
- Secure greater and managed community use of school premises (including the new primary and secondary schools that have been and are planned to be built);
- Develop 'community anchors' and associated hubs for the different parts of the Borough
- Replace or improve inadequate facilities through partnership funding and facilities management arrangements

Committed and planned projects

Committed projects

Deptford Lounge, Giffin Street, SE8. This forms part of a multi-use development comprising a replacement Tidemill Primary School and Resolution Studios (business units with residential flats above). Deptford Lounge includes a new library/school library/Council Access Point (approx 865m²) library, community rooms, a multi use main hall (220m²) (including a badminton court), and outdoor ball court (approx. 735m²) and community/training rooms (approx. 200m²). The project is being developed by the Council.

Lewisham City Mission, Elmira Street, SE13. The re-provision of the existing City Mission Building (currently in Vian Street) as part of the large multi-use development of the Loampit Vale site. The new church facility will be slightly larger than the facility it will replace (315m² as opposed to 270m²), with a private garden space (approx. 95m²).

<http://www.communitymatters.org.uk/OneStopCMS/Core/CrawlerResourceServer.aspx?resource=91B7E713-B3D9-45B8-A142-43C2CDAB8212&mode=link&guid=cfd69b5f024a49a1ad9f4d5e7c1296>

Planned projects

Well Park Youth Hub, 111 Wells Park Road SE26. This involves developing a partnership of providers of services for young people as a basis for obtaining capital funding from the MyPlace programme. This would provide for a multi-functional youth hub

Surrey Canal Triangle Assembly Centre. LBL is holding pre-application discussions with Renewal, the GLA, LB Southwark and other stakeholders over proposals for the site, which include a large assembly centre. Renewal is talking with potential tenants, which include a number of large churches.

Ladywell Tower Project. LBL's Community Sector Unit is working with Voluntary Action Lewisham, a local church group and others to develop a project for the refurbishment of this vacant building into a community asset. This would involve establishing a trust and transferring the building out of Council ownership.

Future needs – emerging projects

The future needs for community premises will be informed by the emerging strategy. The draft Planning Obligations SPD assumes that the existing ratio of 0.048sqm per person of community premises is needed in the future. Using this as a basis for future needs in the absence of a strategy, this suggests the need for an additional 2,300sqm of community space between now and 2026.

The existing Children's Centres will be kept under review, but the Council currently has no plans to provide additional centres.

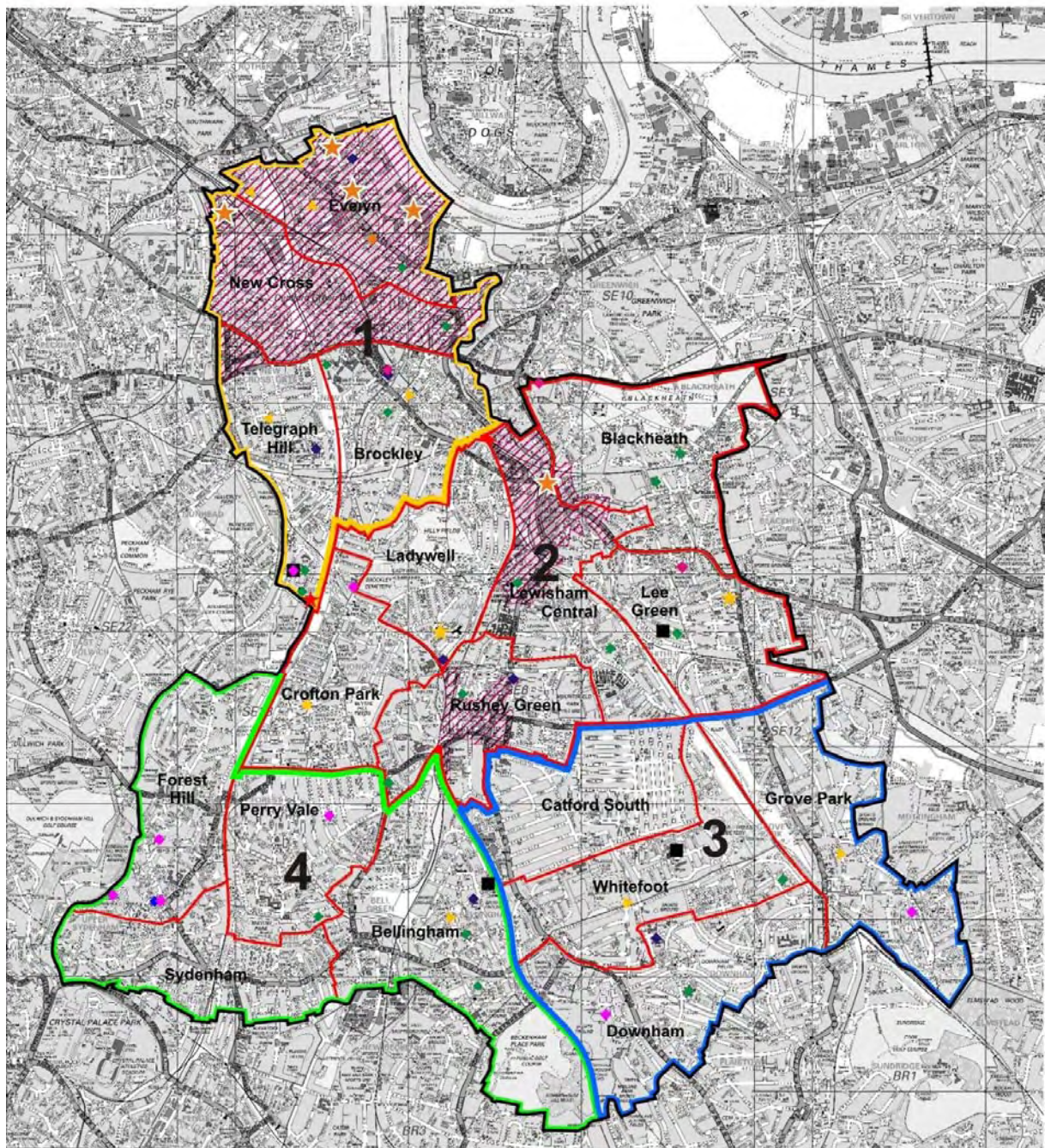
In terms of childcare, the Sufficiency Assessment referred to above made a number of recommendations, including the following (Recommendation 2) in relation to place creation: "Efforts to increase the supply of places should be directed towards the following wards: Blackheath, Lee Green and Rushey Green. Whilst the local authority cannot provide directly this increase in capacity, but, through the dissemination of this report and the provision of information to prospective providers it can make sure that providers who enter the market do so in the right areas."

Costs and funding



The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

The costs of community premises are not known at this stage and will need to be identified once the community premises strategy has been prepared. Possible funding sources include community and voluntary organisations, LB Lewisham, Department for Education (DfE), Department of Communities and Local Government (DCLG), charitable organisations and planning obligations. The draft Planning Obligations SPD seeks financial contributions of £12,056 per dwelling, based on an average household size of 2.15.

Figure 6.4: Children's Centres



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- | | |
|---|---|
|  REGENERATION & GROWTH AREAS |  CHILDREN'S CENTRES WITH FAMILY SERVICES & CHILDCARE |
|  GENERATION PLAYCLUBS |  CHILDREN'S CENTRES WITH FAMILY SERVICES, NO CHILDCARE |
|  AREA OFFICES |  AFTER SCHOOL CLUB (ASC) ONLY |
|  CHILDCARE ONLY |  CHILDREN'S CENTRE WITH ASC |
|  PRU (Pupil Referral Unit) |  STRATEGIC SITES |

Geographic Information & Research
Infrastructure Childrens Centres.cdr Jan2010

S4. Leisure

Introduction

This section aims to provide a synopsis of the existing and planned level of provision of sports facilities in the borough. The paper draws extensively upon the findings of ‘An Assessment of Open Space, Sport and Recreation Report (PPG 17 Compliant)’ September 2009) which details the adequacy of open space and leisure facilities in the borough both presently, and looking forward to 2026. Standards for the provision of leisure facilities have been derived from the Sports England Facilities Calculator, which is a national planning tool used to assess future demand for sports facilities, and local population and demographic data. These standards reveal future deficiencies across many of the borough’s facilities. However, due to significant existing space constraints, it is unlikely that all of this future need will be able to be satisfied through the construction of new facilities. While the Council will explore all viable possibilities to build new leisure facilities, it will also focus on improving the quality of, and the accessibility to existing facilities.

For the purposes of infrastructure planning, leisure facilities have been taken to include outdoor and indoor sports facilities and libraries. The broad categories of outdoor and indoor facilities are then further divided into the level of provision of facilities for particular sports or other leisure related activity.

Accessibility to leisure facilities via sustainable transport methods is an important factor in ensuring these facilities are well used by residents. The standard for accessibility of leisure facilities in the borough has been set to be within 20 minutes walking time of a good quality leisure facility.

Existing outdoor sports facilities

Outdoor sports facilities are defined in Planning Policy Guidance 17 (PPG17) as “Community accessible sports facilities (public and private) with participation in outdoor sports such as pitch sports, tennis, bowls and golf.” Only stand-alone outdoor sports facilities are included in this assessment of existing outdoor sports facilities in the borough.

Lewisham has a total of 43 sites used exclusively for outdoor sports with a total of 111 pitches. The table below provides details of the number of playing pitches used for particular sports activities in the borough of Lewisham.

Table 6.9: Details of Existing Playing Pitches

Pitch Type	Towards a Level Playing Field Ha	No. of pitches	Total Hectares	Hectares per 1,000 Population (2008 pop 264,732)
Senior Football	1.4	48	67.2	0.25
Junior Football	1.05	12	12.6	0.05
Mini Soccer	0.3	25	7.5	0.03
Cricket	1.6	10	16	0.06
Rugby	1.2	8	9.6	0.04
Grass Hockey	1.2	4	4.8	0.02
Synthetic Turf pitches	0.6	4	2.4	0.01
Borough Total		111	120.1	0.45

Committed and planned projects

Committed projects

Loampit Vale Leisure Centre – this would replace the existing Leisure Centre at Ladywell, which will close. The leisure centre will include and eight lane competition swimming pool (25m) and a smaller teaching pool (20m x 8m) (both pools providing a moveable floor to enhance accessibility), a fitness suite (circa 100 stations), two dance/aerobic studios, a 'healthy living suite with treatment rooms, cafe and an indoor climbing wall. The Centre is to be built as part of a major mixed-use development by the Council's development partner – Barratt East London.

Forest Hill Swimming Pools – Proposals were granted planning permission in July 2010 for the redevelopment of the Forest Hill Pool site comprising refurbishment of the existing frontage building, provision of a new 6 lane 25m pool, 16.7x7m learner pool, fitness suite (circa 50 stations, two dance/aerobic studios, café and community room. Works are due to start on site in early 2011 and be complete by the end of 2012.

Deptford Lounge – this forms part of a multi-use development comprising a replacement Tidemill Primary School and Resolution Studios (business units with residential flats above). Deptford Lounge includes a new library/school library/Council Access Point (approx 865m²) library, community rooms, a multi use main hall (220m²) (including a badminton court), and outdoor ball court (approx. 735m²) and community/training rooms (approx. 200m²). The project is being developed by the Council. The library will replace and improve upon the existing Wavelengths Library.

Ladywell Arena has been awarded London 2012 Olympic Training Camp status and in preparation the Council have committed to undertake upgrading works. Works include;

relaying track and associated tartan areas and improvements to pole vault and shot putt areas in order to comply with UK Athletics guidelines. Upgrading to provide energy efficient floodlighting will also be undertaken in parallel with the aforementioned works. The works are scheduled to be complete by the end of 2010 and cost circa £240k. Over 200 invites have gone to National Olympics Committees (NOC's) and interest has already been shown in using the Arena for pre-Olympic training.

Planned projects

Bonus Pastor Site. LBL Education plans to add an all weather pitch onto the Bonus Pastor site which would complement the existing all weather pitches in the borough;

Deptford Green High School. There is similar potential to include a new all weather pitch in proposals for the committed new Deptford Green High School.

Surrey Canal Triangle Sports Village. LBL is holding pre-application discussions with Renewal, the GLA, LB Southwark and other stakeholders over proposals for the site, which include a 'sports village', including a re-provided Lions Centre and possibly a cricket hall together with a basketball/netball centre and fitness, health and sports therapy facilities.

Future need – emerging projects

Wavelengths Leisure Centres. When the Library Service currently provided at Wavelengths Leisure Centre relocates to the adjacent Deptford Lounge in the summer 2011, the Council will be looking to enhance the leisure offer at the facility. Investment options are being explored through the letting of the Council's leisure Contract in September 2010. Considerations for enhancement include, the relocation of the current fitness suite to the vacated Library area, increasing the same from 33 stations to circa 80 stations, relocation and enhancement of the current health suite and providing an additional aerobics/dance studio. If the investment is secured works would begin late 2011 and complete early 2012.

Playing pitches. Table 6.9 shows the current level of provision of playing pitches in the Borough amounts to 0.45 ha per 1000 population. Due to the lack of available space in the Borough, it is unlikely that additional playing pitches will be able to be provided in the future to maintain this ratio as the borough's population increases over time. Instead, the Council will seek to improve the quality of, and the accessibility to existing playing pitches. Additionally, the Council will seek to develop innovative infrastructure sharing arrangements with relevant providers to maximise the efficiency of use of these facilities. The Council's Sport and Leisure team will also consult local residents on any potential change of use of existing facilities that may be considered in the future.

Swimming Pools. Table 6.10 summarises the current public accessible water space (m²) in the London Borough of Lewisham and the future (2013) public accessible water space (m²).

Table 6.10: Future Swimming Pool Provision

Pool	Pool Facilities Type	2009 m ²	2013 m ²
Banantynes	Main	325	325
Downham Health and Leisure	Main	325	325
Downham Health and Leisure	Learner	130	130
Forest Hill Pools	Main	247.5	325
Forest Hill Pools	Learner	238.5	120
LA Fitness (Sydenham)	Learner	62.5	62.5
Ladywell Leisure Centre	Main	428.8	0
Ladywell Leisure Centre	Learner	144	0
Loampit Vale	Main	0	425
Loampit Vale	Learner	0	160
St Dunstans College	Main	345.6	345.6
The Bridge Leisure Centre	Main	250	250
The Bridge Leisure Centre	Learner	110.5	110.5
Wavelengths Leisure Centre and Library	Leisure	456	456
Wavelengths Leisure Centre and Library	Main	325	325
Total Waterspace		3388.40	3359.60

Table 6.10 identifies 3388.4 m² of water space for public use in 2009. However, Forest Hill Pools are currently closed and will be re-provided as part of a re-development scheme that is due to be completed by the end of 2012. With the closure of Forest Hill Pools this leaves a total of 2902.4 m² of water space. In addition, two pools are under construction as part of the Loampit Vale Leisure Centre.

When the new Loampit Vale Leisure Centre is completed Ladywell Leisure Centre pools will be closed. With the opening of Forest Hill Pools, Loampit Vale Pool and the closure of Ladywell Leisure Centre Pools provision of water space will be 3359.60 m² in 2013. The current water space relative to the population (water space per 1,000 population) is approximately 12.63m². If this is to be maintained, an additional 600m² will be needed by 2026.

There is little prospect of building new pools in the foreseeable future, over and above those committed projects. However, the buffer zone of facilities around Lewisham offers the potential for borough residents to access these, with 12 pools providing around 5,200m² of space being located in surrounding Boroughs. In addition, there is the aspiration to improve the quality of the pools at the Bridge Leisure Centre, with works including reducing the depth of the main pool to allow for swimming lessons and speed up the turnover rate of water. The estimated cost for this work is circa £500,000 and funding needs to be identified.

Sports Halls. There are currently 32 badminton courts supplied within sports halls and an additional 26x 1, 2 and 3 courts supplied either on school sites, community centres or by private/ voluntary sector clubs. The recommended standard using the Sport England Facility Calculator for the provision of badminton courts is 0.31 courts per 1000 people. This equates to a current demand for 82.23 courts using the 2009 population data. This would suggest an existing undersupply of badminton courts in the Borough, which is exacerbated by schools not opening their facilities to allow wider community use. There is some potential to introduce community agreements for the use of school badminton facilities across Lewisham. The Council will also seek to improve the quality of, and the accessibility to existing sports halls.

Health and Fitness. The London average for Health and Fitness stations is 3.97 stations per 1000 population. There is an identified current supply of 1,053 fitness stations across Lewisham and an identified demand for 1,427 fitness stations (Draft Lewisham Leisure Review 2009). It is anticipated that this will rise to a shortfall of 393 stations by 2021. In addition a further 910 stations have been identified within a buffer zone in neighbouring Boroughs which Lewisham residents are able to use.

Bowling. There are 6 bowling greens in the Borough and one six-rink indoor bowls facility in the borough located at The Bridge, although provision levels vary across the Borough with 14 wards having no bowling green facilities. Analysis of the data for bowling green facilities in the Borough reveals that the current standard of provision is 0.02 greens per 1,000 people across the Borough. The London average is 0.02 rinks per 1,000 people – the same as for Lewisham, suggesting that the current level of provision in Lewisham would be comparable with the London average. The Sport England Facility Calculator suggests a current demand for 11.59 indoor rinks across Lewisham and by 2026 a requirement of 13.56 rinks.

Tennis. There are a total of 63 tennis courts across the Borough, all of which are outdoor. The current level of provision of tennis courts in the Borough relative to population is 0.24 courts per 1000 population. There is a strongly disproportionate concentration in tennis court provision across the Borough with high provision in Downham and Sydenham and with no provision in the Blackheath, Brockley, Catford South, Evelyn, Forest Hill, Lewisham Central, and Whitefoot Wards.

The Lawn Tennis Association (LTA) works on the basis of 2% of the population participating in tennis on a regular basis. This figure is used as a basis for their facility planning prioritisation on a national and regional level. An assessment of court provision in Lewisham has been undertaken using this participation level as a framework, which sets broad standards for outdoor court provision with, and without floodlighting. These standards are a requirement for 1 outdoor court per 45 players and a requirement for 1 outdoor floodlit court per 65 players. The current requirement based on the LTA standard is for 118 courts of which 81 are floodlit. This suggests that there is a current deficit of 55 courts. In 2026 this requirement grows to 240(166 should be floodlit), which would mean there would be a deficit of 177 courts unless additional courts are provided.

On the basis of existing levels and locations of provision, there is a need for additional outdoor tennis courts in all wards with the exception of Downham. There is the potential to develop this type of provision through the BSF Secondary School programme.

Athletics. The only full size athletics track in Lewisham is Ladywell Arena. The current ratio of athletics tracks in the Borough is 0.004 tracks per 1000 population. Due to space constraints in the Borough, it is unlikely that more athletics tracks will be built in the foreseeable future. The Council will seek to improve the quality of, and the accessibility to the existing athletics tracks. Additionally, the Council will seek to develop innovative infrastructure sharing arrangements with relevant providers to maximise the efficiency of use of these facilities.

Netball. Netball Leagues are not played within the Borough but training takes place at Prendegast Hilly Fields School. There are currently 4 clubs based in Lewisham. There is a need to identify a site for Netball, which could possibly be the Bridge Leisure centre.

Golf. Beckenham Park Golf Course is the only facility to play golf in Lewisham. There is a need to ensure provision of pay and play access at Beckenham Park Golf Course. This may have to be undertaken in partnership with the commercial sector.

Libraries. Lewisham has 12 public libraries of varying size, spread across the Borough, as set out in Table 6.11 below.

Table 6.11: Existing Libraries

Library	Sq m
Blackheath	381
Catford	632
Crofton Park	363
Downham	668
Forest Hill	389
Grove Park	275
Lewisham	2,143
Manor House	720
New Cross	431
Sydenham	502
Torridon Road	388
Wavelengths*	711
Total	7,603

The Museums, Libraries and Archives Council currently sets a recommended library space standard of 30 sqm of library space per 1000 people. Viewed in relation to Lewisham's population in 2009, this reveals a current deficit of 372 sq m in library space provision. A new library providing around 865m² of space (a net gain of about 154m² over and above Wavelengths that it will be replacing) is currently being constructed in Deptford. However, taking account of the Deptford Lounge project, the overall space deficit for library provision in relation to population is set to increase to around 1,600m² by 2026.

In order to ensure that library capacity and service provision increases in line with the projected population growth, the Council will seek financial contributions from developers for new proposed developments. These will be used to improve and upgrade existing library

infrastructure across the borough with a view to increasing their capacity to cater for the expected population growth.

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

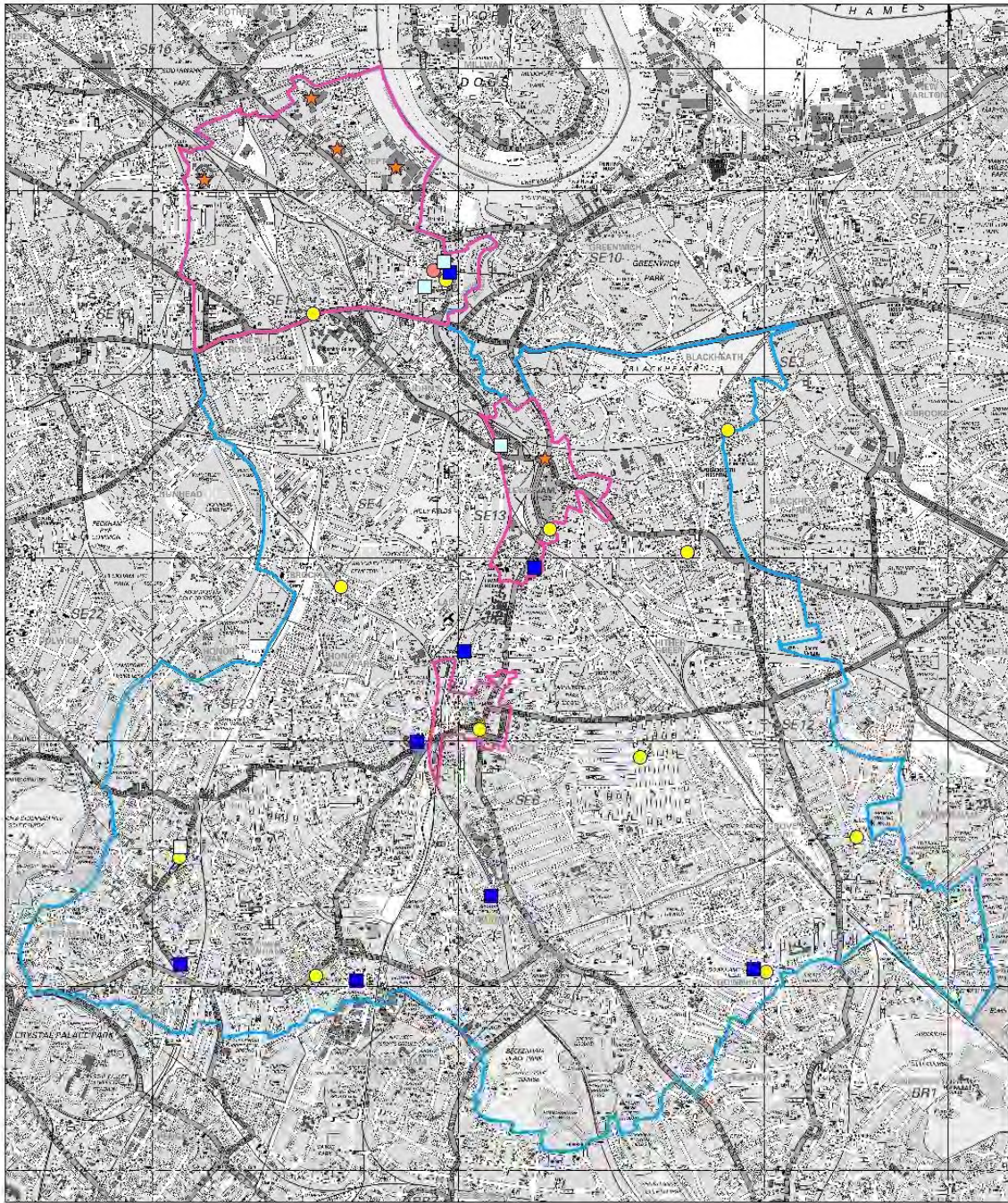
The Sport England Sports Facility Calculator (SFC) (September 2009) suggests that the typical approximate costs of building indoor facilities in Lewisham are:

- Swimming pools - £11,965 per sq.m of swimming pool water space
- Badminton courts - £776,652 per court
- Indoor bowls - £304,095 per indoor bowls rink

The Museums, Libraries, Archives Council estimates that new library space costs around £3,000 per sq.m to build

Possible funding sources include LB Lewisham, Department for Children Schools and Families (DfCSF), Department of Communities and Local Government (DCLG), Department of Culture Media and Sport (DCMS), Sport England, London Development Agency, charitable trusts and planning obligations. The draft Planning Obligations SPD seeks financial contributions of approximately £813 per dwelling, based on an average household size of 2.15, to help meet the costs of new facilities.

Figure 6.5: Libraries & Leisure Centres/Pools



- | | |
|--|---|
| ● Libraries | Regeneration and Growth Areas |
| ● Committed Library | ★ Strategic Sites |
| ■ Leisure Centres/Pools | |
| Committed Leisure Centres/Pools | |

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S5. Estate Renewal

Introduction

The Council's 'Decent Homes Strategy', prepared in response to the Government's 'decent homes' standard has progressed significantly since its submission to the Government Office for London in June 2005. Tenants have voted in 10 ballots so far on the transfer of the ownership of their homes to registered social landlords (RSLs). Nine of these received a positive outcome and six transfers have taken place, including Lewisham Park, Phoenix, Grove Park, Foreshore & Albemarle, Orchard & Village and Lee. This has secured investment of over £129.6 million for the initial decent homes work for 8,822 tenanted homes. Three further transfers of stock in Forest Hill, Sydenham and Rushey Green and Catford are anticipated to take place in October 2010, securing a further £62million for the initial investment. The ballot at New Cross was not successful and is now formally part of the Council's Arms Length Management Organisation (ALMO).

Existing provision

Lewisham Homes, the Council's ALMO went live in January 2007. The ALMO manages 13,500 social housing tenancies and over 5,000 leasehold properties within the borough as well as 3,400 additional properties managed on an interim basis (2,400 tenanted and 1,000 leasehold) The Brockley PFI went live in September 2007. The contract, which covers 1,837 properties, is managed by Regenter B3. The PFI secured £67m for initial Decent Homes works.

Committed and planned projects

Committed

Funding is committed for the following estate renewal schemes, which are due to be implemented in Stages 1 and 2:

- Kender Estate – Kender Estate is located in the New Cross Gate area in Lewisham. The phased regeneration of the estate includes demolition, partial refurbishment and new build construction. The overall scheme will provide over 640 new housing units, with around 75% of these 'affordable'. The latest phase is nearing completion and there are two further phases to be built. One, incorporating a new NDC Centre and up to 173 residential units remains in discussion over funding. The final 100% residential phase consists of an additional 200 units which will be built over the plan period, with over 100 of these set for commencement before 2014. Funding arrangements for the final two phases of development have yet to be finalised.
- Honor Oak Estate – The redevelopment of Honor Oak Estate has taken place in phases. Funding has been secured for the latest phase set for completion around February 2011. This will result in the demolition of 32 existing, poor-quality units and the construction of 20 new units.
- Heathside and Lethbridge – The phased redevelopment of this estate will ultimately result in the construction of 1200 mixed tenure homes, combined with commercial and community uses. The funding for the first phase has been secured. Overall, the

scheme will result in the construction of 634 additional homes by December 2017. Discussions on the funding mechanism for the remainder of the scheme are ongoing.

Planned

The following schemes are being progressed and it is also expected that these will be implemented in Stages 1 and 2:

- Silwood Estate - Final phase of the Silwood regeneration scheme which has already re-provided all units demolished. The scheme recently secured planning permission to provide 146 homes and a multi-use play area. The homes, many of them large family houses, will be 'affordable' with at least 56 for Social Rent and a minimum of 35% for Intermediate tenure.
- Excalibur Estate. The Excalibur Estate consists of 156 tenanted prefabricated bungalows and were constructed circa 1946. The properties are 100% non-decent. It is now proposed to redevelop the estate in conjunction with an RSL partner. Tenants are to be balloted on the proposal in the summer of 2010. English Heritage has listed 6 of the properties.

Future needs – emerging projects

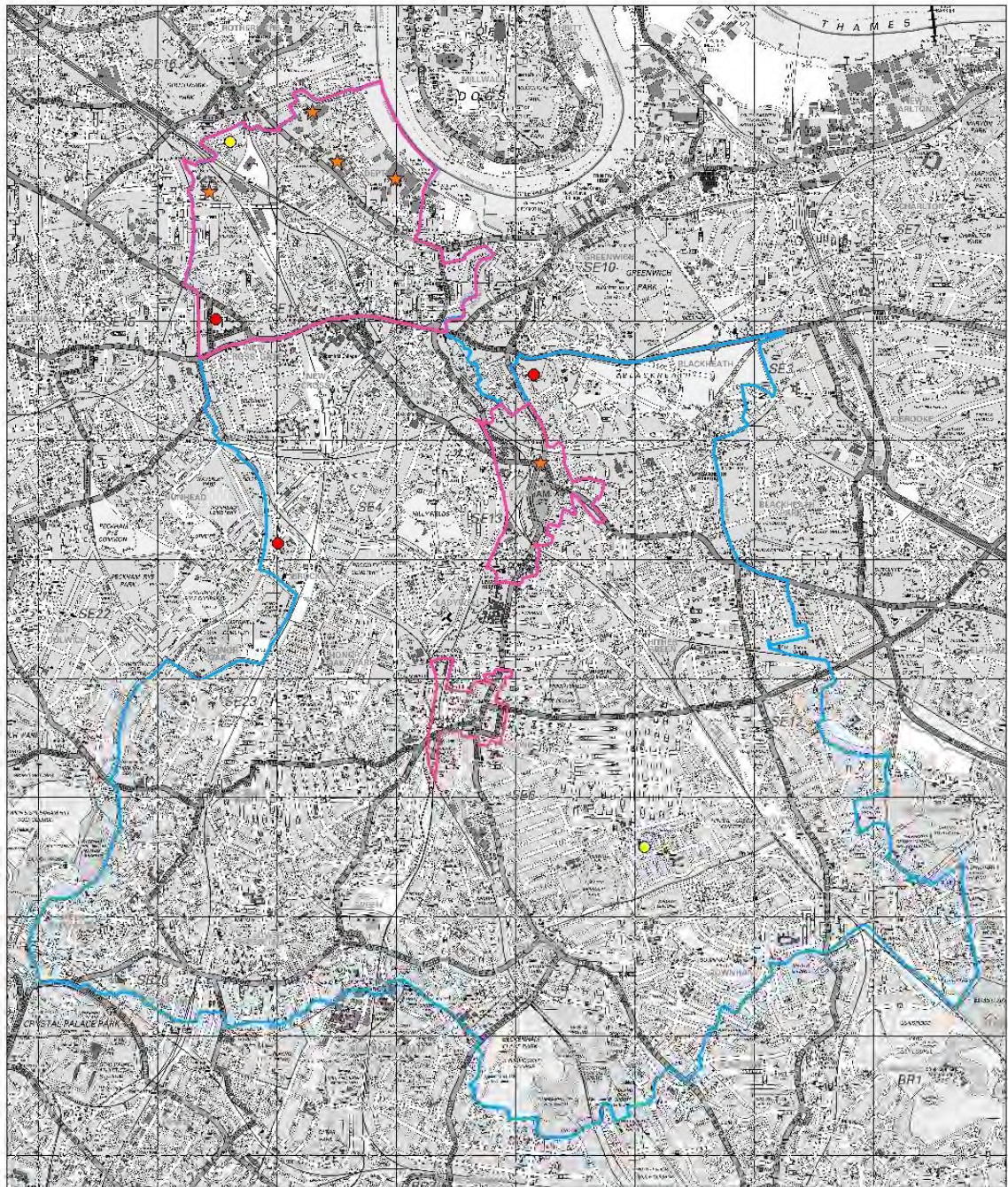
The Council will continue its ambitious estate renewal programme by targeting estates that are in the greatest need for renewal. The committed and planned projects will be augmented by other estate renewal schemes in the future, subject to need and funding availability.

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

The identification of future estate renewal schemes is very much dependant on identifying funding from Lewisham Homes, Registered Social Landlords (RSLs), developers and the Homes and Communities Agency. Lewisham Homes has applied for £145 million additional resources to deliver the Decent Homes Standard to the properties it manages by 2015/16.

Figure 6.6: Estate Renewal



- Committed
- Planned / Future

- Regeneration and Growth Areas
- ★ Strategic Sites

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S6. Emergency Services

Infrastructure related to key 'emergency services' provided by the Police and the Fire and Ambulance services constitutes an essential element in the creation of well functioning, safe and sustainable communities. This section considers the future levels of emergency infrastructure provision required in Lewisham by the Police Service, the Fire Service and the London Ambulance Service.

Police Service

Lewisham has relatively low levels of overall crime for an inner London authority. However levels of overall crime are falling at lower rates than the inner London average. There are three main hotspots for crime in the borough. New Cross, Brockley and Lewisham Central. There are some exceptions to this, but aggregate crime is focused in these areas. For the purposes of this capacity study, Police Service infrastructure consists of the changing space requirements of the police estate in the borough, taking into account emerging changes in policing strategies and police estate management plans.

Existing Police Capacity

The borough currently has 860 police officers employed by the Metropolitan Police Service (MPS) who are supported by a number of community officers and police staff officers. As at 2007 there were 407 persons per Police Officer in the borough. The borough's community and police support staff are excluded from the calculation of this ratio.

The Metropolitan Police Authority (MPA) published a draft Asset Management Plan (AMP) for Lewisham in November 2007. This was the subject of public consultation and the MPA produced a note providing feedback on comments received (July 2008). The AMP places an emphasis on tackling the sources of crime and community safety issues, rather than simply increasing police officer numbers. Lewisham has also embraced the 'Safer Neighbourhoods' initiative which provides dedicated, high visibility policing at the local level and involves police and partners working with the public, to identify and tackle issues of concern in local neighbourhoods. Each of Lewisham's 18 wards has a Safer Neighbourhood Team made up of six police and Police Community Support Officers (PCSOs). These units are dedicated to the community and are additional to other policing teams and units in London. This has proved effective as crime levels in Lewisham have reduced over the last 3 years albeit at a slower pace than across London as a whole.

Spatial distribution of existing the Police Service estate – Police Stations

Lewisham has five main police stations across the borough located in Lewisham, Catford, Deptford, Brockley and Sydenham. These provide the main point of contact with the public for the reporting of crime, but more importantly highlight the visibility of the police on the streets of the borough.

Many MPS services are also offered on a London-wide basis in many instances (counter-terrorism, child abuse and narcotics investigations). Additionally, the MPS building in Lewisham is split between the local borough command and broader regional services. This regional sharing of police services and resources makes it difficult to accurately estimate the current and future space requirements of Lewisham's police force. As such, it is assumed

that the existing police stations will continue to be used into the future with additional space being provided in accordance with current Police estate management plans.

Forecast requirements for additional Police Officers in the Borough

The MPA in its estate planning strategy, 'Planning for future Police Estate Development – Guidance for local authorities on the need to make adequate provision through the planning system for police estate development - May 2005' has reviewed the need for future spatial requirements of police services and concluded that today's policing is better suited to:

- Fewer core police stations;
- A number of police 'shop' units, which provide public interface facilities in readily accessible locations within main shopping areas, schools, libraries and hospitals;
- Police patrol bases in warehouse units on business parks;
- Custody centres located strategically throughout London;
- Safer Neighbourhood Team bases comprising office accommodation from which Teams patrol Wards on foot and bike; and
- Specialist operational requirements across London

Parts 6 to 10 of the AMP for Lewisham applies the above approach to Lewisham and confirms that the objective of delivering policing more effectively than at present will be achieved through the provision of:

- Police Shops
- Neighbourhood Policing Facilities
- A Patrol Base
- A Custody Centre and
- Specialist pan-London facilities where appropriate

The Council is confident that there is capacity in suitable locations to accommodate these needs as specific needs/proposals arise. In April 2010, the MPA commented on the submission version of the Core Strategy, asking that the policy Strategic Site Allocation 4 (Oxestalls Road) be amended to refer to the provision of a Community Policing Facility. Discussions are continuing between the prospective developer and the MPA about this possible project.

Ambulance Service

Introduction

The London Ambulance Service operates in two areas:

- Accident and Emergency (A&E) Care - commissioned by the Primary Care Trusts in London for the populations they serve; and
- Patient Transport Services (PTS) - Where the LAS wins contracts through competitive tendering. These contracts are for the transport of patients to and from locations for medical attention or to hospices when Paramedic or Emergency Medical Technician attendance during transit is not required.

There are three ambulance stations in Lewisham. Of these, one is a main station located at Deptford with the remaining two 'satellite' stations located in Lee and Forest Hill respectively.

Existing and projected demand for ambulance services

Data on demand for ambulance services indicates that Lewisham residents made 32,729 emergency calls to the London Ambulance Service(LAS) in 2007. This includes calls across the 3 categories as classified by the LAS:

- Category A : Immediately serious or life threatening
- Category B : Serious illness or injury
- Category C : Non-serious illness or injury

The LAS Strategic Plan 2006/07 – 2012/13 ('The Plan') is the key strategic planning document for the future provision of ambulance services across Greater London. The Plan projects long-term ambulance demand across Greater London to increase by 3%-4% per annum.

Managing projected demand for ambulance services

Funding allocations to cater to the projected 3-4% increase in ambulance demand per annum are made on an annual basis with £36 million allocated for this purpose over 2009-10. Among other things, these funds will be used to purchase new ambulances and employ 700 additional frontline staff. It is expected that these measures will reduce the current ambulance utilisation rate from 61% to the optimum rate of 50% and will assist in meeting projected demand.

The Plan also states that the LAS is implementing the following demand management strategies in order to complement the measures outlined above:

- The development of Clinical Telephone Advice as an alternative to sending a vehicle to suitable Category C calls;
- The implementation of the 'No Send' policy whereby for non-life threatening Category C calls deemed suitable for Clinical Telephone Advice and where deemed clinically safe the Service have the power to refuse to send a vehicle even if insisted upon by the caller;
- The development of the Emergency Care Practitioner (ECP) programme, with several pilots in London, whereby ECPs treat patients out of hospital rather than convey them unless there is a genuine need.

The current funding allocations towards ambulance infrastructure improvements and the related demand management strategies outlined above will alleviate demand pressures on ambulance service infrastructure in the borough over the near term. It is expected that future annual funding allocations will continue to ensure that adequate levels of ambulance related infrastructure and services will be provided to Greater London residents beyond this period.

Fire Service

Existing capacity

The borough of Lewisham has five fire stations; Deptford, Downham, Forest Hill, Lewisham and New Cross. There are also several stations close to the borders with Bromley, Greenwich and Southwark. No official figures are available for the space available in Lewisham's fire stations; however advice received from the borough commander and other Fire Service officials is that there are no space constraints in current facilities.

Overall there is an adequate level of fire service infrastructure available in Lewisham to cater to the future growth in the population. The need for additional infrastructure is further deferred given the trend in recent years towards a behaviour- change focus on fire prevention rather than fire fighting. The effectiveness of this strategy is evident in the fact that incidents requiring attendance from the fire service have reduced every year over the past 8 years. Efforts are in place to continue this trend further reducing the need for additional fire service infrastructure in the future.

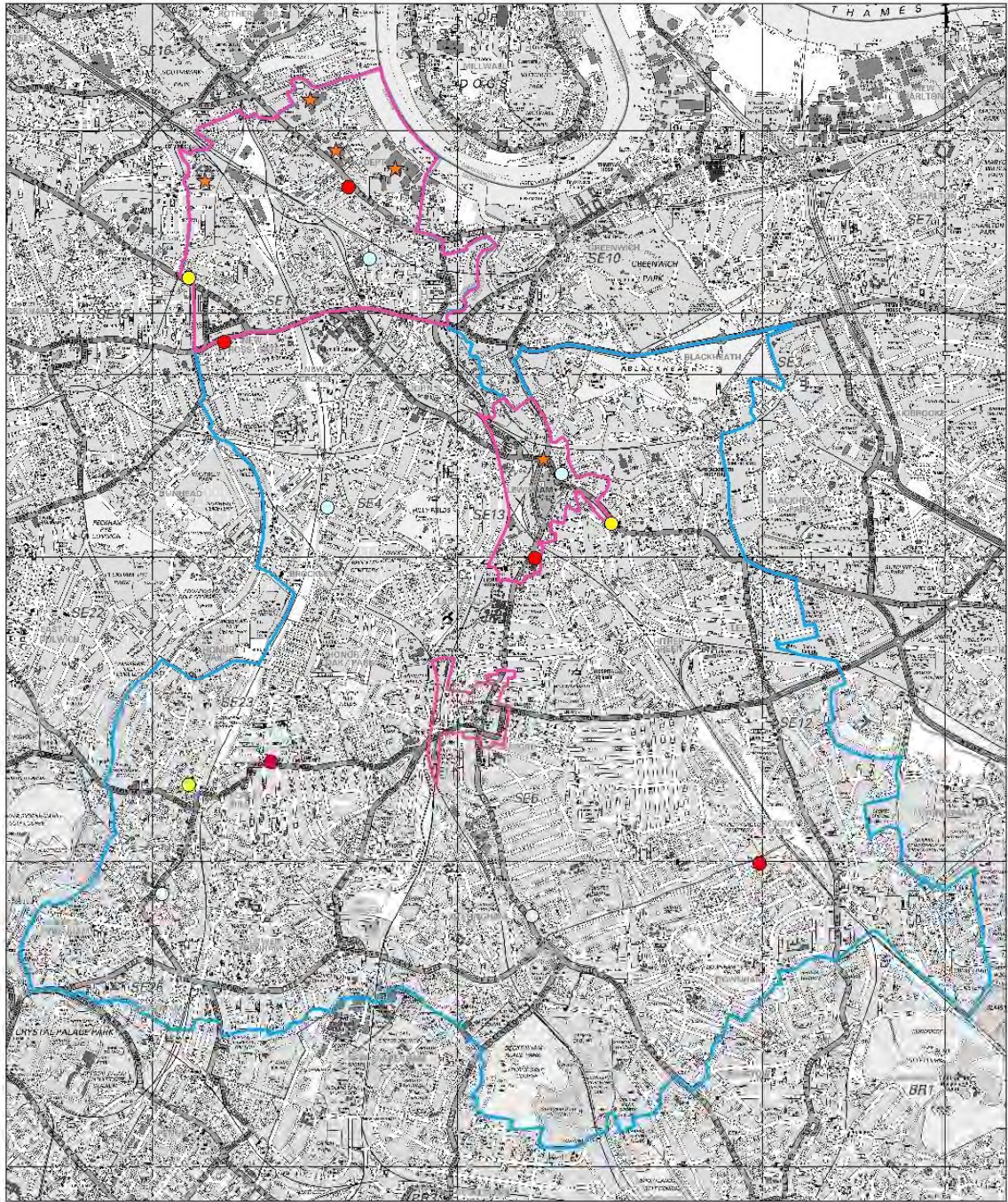
Committed and planned projects

Following discussions with the MPA, the planning application for Oxestalls provides for the incorporation of a 150sqm neighbourhood policing facility.

Future needs – emerging projects

No specific future infrastructure needs have been identified.

Figure 6.7: Emergency Services



- Ambulance Station
- Fire Station
- Police Station
- Regeneration and Growth Areas
- ★ Strategic Sites

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7. Green Infrastructure

Introduction

This section addresses green infrastructure needs relating to G1 – Open Space. For the purposes of infrastructure planning, open space has been taken to include all the different types of spaces identified in PPG17 (Planning for Open Space, Sport and Recreation). It is widely considered to be an essential requirement for the enhancement of quality of life, for existing and future generations, and to be an integral element in the delivery of ‘liveability’ for sustainable communities.

G1. Open Space

Existing provision

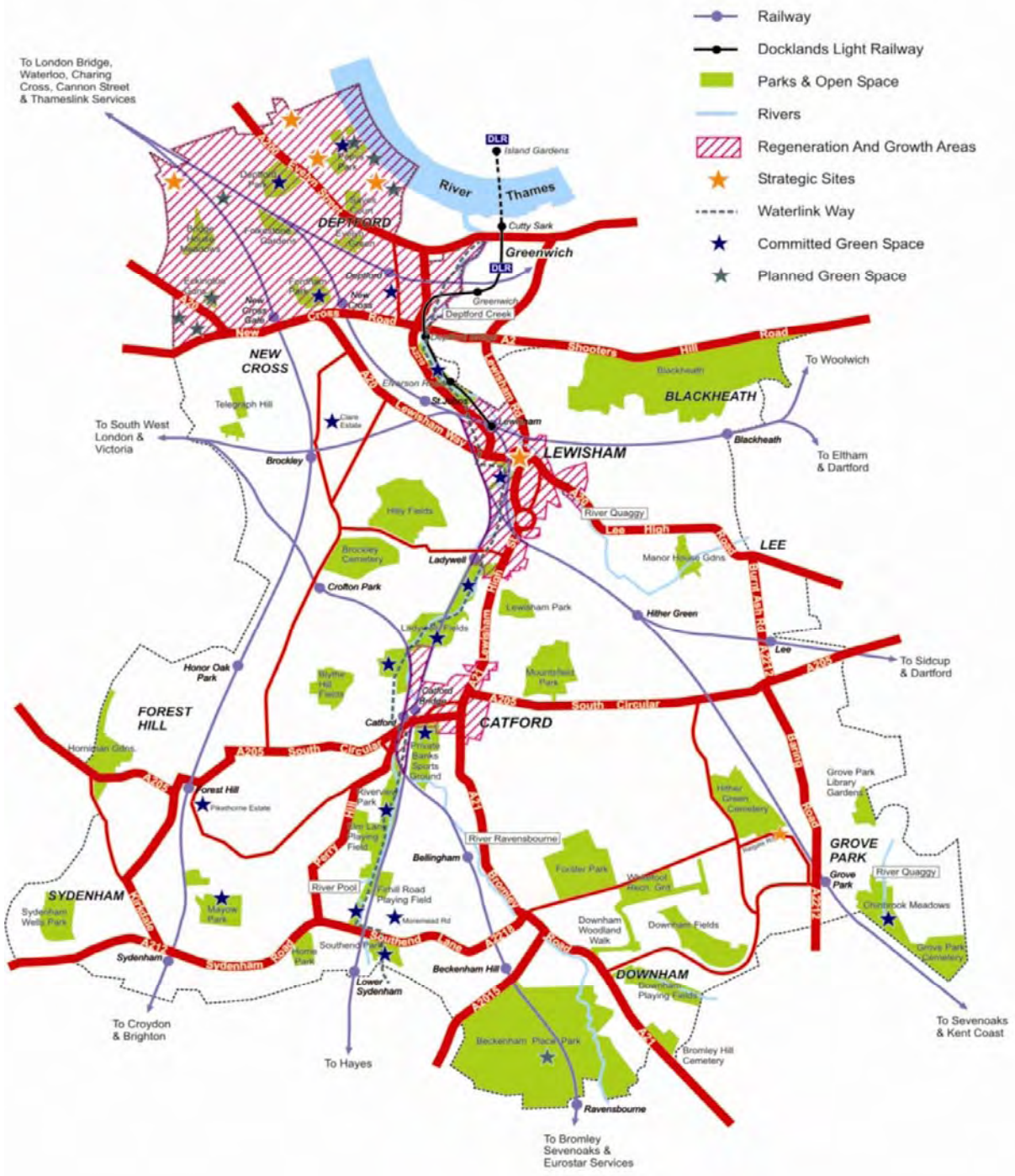
The Council’s Assessment of Open Space, Sport and Recreation (PPG17 Compliant) Report (September 2009) reveals that open space in Lewisham makes up almost 20% of the borough’s land area (689 ha), of which:

- 58 Local Parks and Recreation Sites (approx. 373 hectares)
- 73 sites of natural and semi natural provision (Natural and semi-natural, Green Corridors, Sites of Nature Conservation Importance) (approx. 521 hectares)
- 84 public and private allotment sites (approx. 26 hectares).
- 10 cemeteries and churchyards (54 hectares)

Existing green infrastructure is identified on Figure 7.1 (see separate figure).

This makes up a network of spaces from the large expanses of Blackheath in the north and Beckenham Place Park in the south, with smaller parks and open spaces, playing fields, both public and private, and green routes in between. The borough hosts part of the South East London Green Chain, which is a network of inter-linked open spaces that extend through Lewisham, and the neighbouring boroughs of Bexley, Greenwich and Bromley and forms part of the East London Green Grid.

Figure 7.1: Green Infrastructure



Geographic Information & Research 2010
Infrastructure Green Spaces.cdr

Background

The Council has worked hard with other partners over recent years to improve both the quantity and quality of open space in the Borough. This includes:

- Transforming the northern part of Ladywell Fields from a featureless green space to an attractive and safe naturalised park, focusing on the space's key asset – the River Ravensbourne River. Funding came from the QUERCUS²⁵ project, financed by the EU Life Environment Fund.
- Creating a new park at Cornmill Gardens in Lewisham Town Centre around the naturalised banks of the Ravensbourne. Funded mainly through the Urban Lewisham in Renaissance SRB programme and Lewisham Capital programme (with additional resources coming from the Quercus project), Cornmill Gardens won the Best New Public Space category in the Mayor of London's Planning Awards 2008.
- The complete rejuvenation of Broadway Fields in Brockley, funded by s.106 contributions from the nearby Deal Gateway or OneSE8 development.
- Phases 1 and 2 of Playbuilder funded programme (augmented with Big Lottery funding) have seen improvements/new play spaces in Horniman Play Park, Friendly Gardens, Hatcham Gardens, Shroffold Green, Addington Grove, Deptford Adventure Playground, Hillyfields, Blythe Hill Park and Hillcreat Estate, Lapwing Towers, Foxborough Gardens, Meadow Estate and Cranley Court and a new Ladywell Fields Adventure Play Ground

The new spaces at Ladywell Fields and Cornmill Gardens act as a temporary flood plain and water storage area and there is scope to adopt a similar approach when improving/creating other open spaces next to the Ravensbourne and Quaggy Rivers.

Public open spaces in Lewisham are managed by Glendale, whose 10 year contract comes to an end in February 2010. The Council will shortly be tendering for a new 10 year contract, with five year break clause. Whilst this contract is unlikely to include an investment element, it will allow for an annual 'improvement budget' which could be used as match funding for future bids for capital resources.

The Council currently grant aid Groundwork London to the tune of around £15,000 per annum to carry out small scale improvements to playgrounds and to help engage local people in discussions about the future of open spaces.

The Core Strategy Submission Document (Core Strategy Policy 12) seeks to protect and enhance open space and biodiversity across the borough. Larger scale development will be expected to incorporate open space as part of a development scheme, and/or enable qualitative improvements to existing nearby open spaces. New development will also be expected to increase habitat space by for example maximising the use of 'living roofs' and help implement the Council's Biodiversity Action Plan.

²⁵ QUERCUS stands for 'Quality Urban Environments for River Corridor Users and Stakeholders'.

The provision of good quality open space will also help deliver other strategies, including Lewisham Physical Activity, Sport and Leisure Strategy and A Play and Recreation Strategy for Lewisham (2006-2008)

Committed and planned projects

Committed projects

Route 1 (Fordham Park to Deptford High Street). This project will implement the priority project in the North Lewisham Links Strategy (May 2007). It comprises the creation of an improved sequence of paths/cycle ways and open spaces to create a safe and attractive route which improves connectivity and permeability in the Deptford New Cross area

Fordham Park will benefit from greatly improved sports facilities (possibly shared with a redeveloped Deptford Green School), new natural landscaping and play equipment. The New Cross underpass will be transformed into a route that people, including school children and students, feel safe to use. A new public square will be created by the Waldron Health Centre, helping to tie this new iconic building in to the area. Margaret Mcmillan Park will be rejuvenated and streetscape improvements to Douglas Way and other roads will help link these improved spaces to Deptford High Street.

Funding of £4m for the project has been secured from the Homes and Communities Agency (Thames Gateway Programme) over the years 2009/10 and 2010/11 (period 1).

Waterlink Way Open Spaces. Waterlink Way is a local Green Chain comprising a linked network of open spaces, waterways and pedestrian and cycle routes from Beckenham Place Park (in Bromley) to Deptford Creek, following the line of the rivers Ravensbourne, Quaggy and Pool. It forms part of the proposed South East London Green Chain (SELGC) and East London Green Grid (ELGG).

The Council continues to work with landowners, the Environment Agency, LDA/Design for London and others to implement this strategic piece of transport/ green infrastructure. In February 2009, the LDA awarded a grant of £1.96m from its Parklands Fund to improve signage and marketing for the Waterlink Way as a whole and to improve the southern and middle Ladywell Fields, including the creation of wetlands, to complement the improved northern Ladywell Fields. This project is to be implemented during 2009/10 and 2010/11 (Pre 2011 Period).

Pepys Estate and Public Spaces. The Pepys Estate lies in north Deptford, next to the River Thames and the boundary with Southwark. In 2005, the Council sold Aragon Tower (a 29 storey block of flats) to Berkeley Homes to help fund the regeneration of Estate. The Tower has proved to be an attractive place to live and £3m of the capital receipt from this sale and Big Lottery funding has been ring-fenced to improve green spaces on and near the Estate.

Working with local residents and businesses, the Council is intending to transform a number of public parks and Estate spaces by improving facilities (particularly for young people), making spaces safer and more attractive, enhancing the biodiversity value of spaces and

improving connectivity and permeability, including to the nearby Thames. Works are due to start in 2009/10 and the programme is expected to run to 20011/2012 (Stage 1).

Connington Road/Silk Mills Path. The landowners/developers of two adjoining development schemes are working together to improve the existing public open space that lies between the Silkwood Site and the Venson Sites (just south of Connington Road).

Planned projects

Playbuilder Schemes. 'Playbuilder' is a government scheme, part of the 'Fair Play' initiative, that aims to change the way play spaces are commissioned, designed and built and improve play facilities for 8-14 year olds. The Council has received funding commitment for three financial years for a total of seven sites. The first two phases of work are summarised under Background above. Phase 3 (2010/11) will hopefully see the Council improve play areas in Chinbrook Meadows, Deptford Park, Reigate Road and Mayow Park. Clare Estate, Pikethorne Estate and Moremead Road, at a cost of around £450,000. However, following recent Government announcements about spending cuts, the Council is currently awaiting confirmation from the Department for Education that this funding will be available. There is a high risk that none or only some funding will be confirmed. If this is the case, LBL will work with partners to investigate alternative funding opportunities.

Beckenham Place Park. Following consultation with local residents and businesses, in 2007, the Council published a masterplan to inform the improvement of Lewisham's largest park. The Council aims to chose a development partner, who would restore and re-use the Listed Mansion, develop the Homestead and Stables for open space and recreation purposes (likely costs £2-4m) and the improvement of the park itself (likely costs £3-6m).

Kender Triangle Open Spaces. Another piece of green infrastructure that is part of a project to 'humanise' streets and routes and prioritise and encourage walking and cycling, this project aims to complement the Kender Triangle highway works (see Transport) and NDC Neighbourhood Centre (see Social) by improving adjoining open spaces. These include Hatcham, Eckington and Besson Street Gardens – all public green spaces.

The project is London's bid for the European Union's INTEREG 4 programme (Inter-regional cooperation), with an emphasis on 'Child Friendly Cities' and is linked with projects in Gent, Munich, Delft and Utrecht. If successful, in addition to providing around £500,000 for capital works to the above open spaces during 2010/11 to 2013/14 (Period 1), the project would also offer the prospect of involving the Young Mayor and Cabinet in design and funding issues and broadening their perspective on how issues are tackled in other European cities.

Convoys Wharf. In May 2005, the Council resolved to grant outline planning permission for the comprehensive redevelopment of this site. The scheme provides for up to 3,500 new homes, nearly 73,000m² of employment space (B1, B2, B8) and approximately 36,000m² of retail, restaurant/bars, cultural/community and leisure uses (A1-A4, D1 and D2). The indicative masterplan as part of this application provides for a central multi-use open space of around 0.45ha, with a riverside walkway and other public realm areas throughout the scheme. The resolution to grant permission was also subject to the provision of financial

contributions towards the improvement of the nearby Sayes Court Gardens and Upper Pepys Park.

The current owners of the site are intending to submit revisions to the outline planning application, with a view to building out a revised scheme when the property market recovers in Periods 1 and 2.

Deptford New Cross Development Sites and Open Spaces

The Council has commissioned the following three separate design studies to identify projects to enhance green infrastructure in North Deptford:

- Deptford Strand (a continues public space/route along the North Deptford Thames riverside);
- Grove Street (the comprehensive improvement of Grove Street in North Deptford, identified by local people as the 'heart' of their area); and
- Surrey Canal (the creation of a green link, possibly with water features, to celebrate the route of the former Surrey Canal which could also make provision for energy infrastructure – such as pipes to enable a decentralised energy heat network).

The Council intends to work with the developers of Convoys Wharf, Plough Way and Oxestalls Road sites to bring forward these new open spaces and routes, in addition to the creation of additional green and civic open spaces on the sites themselves.

Ravensbourne Corridor Improvement Plan (2009). The Council is working with the Environment Agency over the preparation of this River Corridor Improvement Plan, which covers the River Ravensbourne between the Pool River confluence near Catford and its confluence with the Thames at Deptford Creek. This aims to establish a co-ordinated long term approach to future river corridor enhancements, especially in the broader context of the need to adapt to likely future climate change impacts, managing associated flood risks and the need to maximise social, economic and environmental benefits from major regeneration initiatives along the River.

The draft Plan includes and Action Plan which identifies 10 key actions to take place over the Short (0-5 years, coinciding with Period 1), Medium (10-15 years, coinciding with Period 2) and Long term (10 years+, coinciding with Period 3). These key actions have yet to be costed and whilst possible funding sources are identified, there is no committed funding in place. The key actions have not, therefore, been included in the Infrastructure Schedule.

Lewisham Gateway Open Space. The approved Lewisham Gateway scheme includes the remodelling of existing open space on the site. This would include the loss of approximately 2,463m² of existing Metropolitan Open Land (an area of grass adjacent to the railway line bounded by the railway embankment, Loampit Vale and Molesworth Street) and the creation of approximately 2,257m² of additional publicly accessible open space at the confluence of the Quaggy and Ravensbourne rivers and to the west of this area. Whilst the scheme will result in a net loss of around 206m² of publicly accessible open space, the resulting space will be higher quality and more useable.

Loampit Vale Open Spaces. The planning application that the Council has resolved to grant planning permission would result in the net loss of approximately 564m² of publicly accessible open space. However, it would result in higher quality and more useable space in the form of an improved and larger 'East Piazza' space (approximately 0.19ha) and a new 'West Piazza' space (approximately 0.14ha).

Deptford High Street Public Realm Improvements. The Council is planning to carry out public realm improvements to Deptford High Street south of Giffin Street as part of its strategy to regenerate Deptford Town Centre. Approximately £700,000 has been identified for these purposes, with the scheme being developed for implementation next up until 2011 and in to Period 1.

Future need – emerging projects

General. The projected increase in population is expected to lead to a substantial increase in demand for publicly accessible open space. It is also important to recognise that there is currently a national focus on increasing physical activity levels amongst the general population; Sport England aim to achieve a 1% increase in participation in sport, on a regular basis, amongst the population to 2020.

The Council's Assessment of Open Space, Sport and Recreation assesses need across the Borough for a number of types of publicly accessible open space and identifies quantitative standards (hectares per thousand population), quality and accessibility issues. The key quantitative standards are set out in Table 7.1 below (which reproduces Table 4.1 from the Assessment).

Table 7.1: Quantitative Standards

Typology	Proposed Provision per 1,000 Population
Parks and Gardens	1.41
Semi-natural Greenspace and Green Corridors – Natural and Semi Natural	0.31
Sites of Importance – Natural and Semi Natural	1.97
Outdoor Sports Facilities (excluding golf courses)	0.45
Amenity Greenspace	0.12
Provision for Children and Young People Other Typologies *	0.11
Provision for Children and Young People – Stand alone provision *	0.04
Allotments and Community Gardens	0.10
Cemeteries and Churchyards	No Standard
Borough Total	2.56 ha **

* Using population of children aged 0-16 years

** Based on total provision and Borough population

It should be stressed, that a qualitative approach, rather than a rigid quantitative one, has been adopted on the basis that an improvement in the quality of existing open spaces could provide greater recreational and biodiversity opportunities to both new and existing residents.

For example, it may not be physically possible to remedy the existing district park deficiency in the Deptford New Cross area due to the dense urban form of this area. However, the Council is proposing to remedy this by improving the quality and connectivity of existing spaces (see Route 1, Pepys Estate and Public Space and Kender Triangle Open Space) and to secure as much new publicly accessible open space as possible as part of larger development schemes (see Convoys Wharf and Deptford New Cross Development Sites and Open Spaces).

Parks and Gardens. The total Hectare per 1000 population across the borough equals 1.41ha for the population at 2008 and it is proposed to try and maintain this standard of provision as the population grows. Bellingham Ward has the highest ha per 1,000 population 6.60 (2008), followed by Blackheath. Deficiencies are the lowest ha per 1000 population e.g. Catford South 0 (2008) followed by Telegraph Hill 0.30, Brockley 0.31, Lee Green 0.46 and Perry Vale 0.48.

To maintain the 1.41ha per 1000 population an additional 63.45 ha will be required by 2025. It will be practically impossible to achieve this and the priority is to address access and quality issues relating to existing parks and gardens; helping to achieve greater intensity and diversity of usage. Measures which should be considered include:

- Assessing barriers to usage such as the presence of busy roads which may deter visitors from accessing open space and considering the introduction of suitable measures to overcome these barriers such as new pedestrian crossing or vehicle speed reduction initiatives.
- Developing new entrances to open space to make access easier for local communities. Reviewing existing policy for parks opening hours and the need to lock parks with a view to extending opening hours. This measure would need to be considered in conjunction with an examination of the safety implications of introducing extended opening hours.
- Exploring the potential to achieve greater public access to housing and educational open space where current access is restricted.

Natural and Semi-natural Provision. There is an existing level of provision of 2.27 ha per 1000 population when considering Nature Reserves, Green Corridors and Sites of Importance. Nature Reserves on their own have an existing level of 0.13 ha per 1000 population. The additional land required by 2026 to maintain this standard is 100.28ha for all three typologies. This will be difficult to achieve with pressure on land use for development. However, this could be achieved with the provision of new community woodlands and by transferring other space within parks and Informal Recreation areas to natural and semi natural greenspace; for example, Mountsfield Park has had some space transferred to natural and semi natural green space.

Amenity Greenspace. The identified amenity greenspace provision covers 31.34 ha across Lewisham, with an existing borough wide provision of 0.12 hectares per 1,000 population. To maintain the 0.12 ha per 1000 population in 2026 there is a requirement to increase the current provision by 5.74 ha. This will be possible if Housing sites agree to allow some of their amenity open space to be accessible to other residents other than housing residents.

Provision for Children and Young People. The identified provision for children and young people currently covers 8.62ha across the Borough, resulting in an existing standard of 0.15 hectares of provision per 1,000 population of children and young people. There are large differences across the Borough, with Catford South Ward having no provision and Telegraph Hill having the highest provision 0.56 ha per 1000 population. However, it must be noted that the quality and accessibility of provision is more important than the amount of provision, given the small amount of area the sites generally cover.

The London Plan advocates “a minimum of 10 sq m [of play space] per child regardless of age is recommended as a basis for assessing future requirements arising from an increase in the child population of the area.” The current population for 2009 is 56,835 (0 – 16 year olds) with a current play space of 86,200m² and a play space per child of 1.51m². This is 8.49m² below the minimum of 10m² requirement of the London Plan and the Council will be seeking to increase play provision where possible.

Allotments. All of the allotments in Lewisham are taken up, there are long waiting lists for plots at the various sites and demand is growing. The Borough-wide provision equates to 0.065 ha per 1000 population, although this varies across the Borough, with Grove Park (6.53ha) and Bellingham (6.19ha) having the greatest land mass of allotments and Ladywell and Forest Hill having the least (none).

Given the particular spatial disparities, the Council is progressing possible allotment projects at River Pool Linear Park and the Worshipful Company of Leathersellers owned land at Long Meadow allotments (Ladywell). However, there are no committed or planned projects at present.

Cemeteries and Churchyards. Cemeteries and closed churchyards occupy 54.04 ha of land, with current provision standing at 0.20 ha per 1,000 population. The distribution of cemeteries and closed churchyards across Lewisham varies significantly and the Assessment sets no standard for future provision, although it will be important to consider the quality of provision that currently exists.

Costs and funding

The approximate costs and funding sources for the committed and planned projects are set out above and in the Infrastructure Schedule (Appendix 4) where known.

The costs of meeting future needs are difficult to estimate, given the pragmatic approach of seeking to maximise opportunities for additional and improved public open spaces as and when they arise. The draft Planning Obligations SPD estimates the cost per square metre of providing additional open space based on consulting the Building Costs and Information Services (BCIS).

Additional public funding over and above that which is committed for improved and new public open space is likely to be challenging in the short to medium term (Delivery Periods 1 and 2). Working in partnership with community organisations, possible sources include LB Lewisham, DCLG, Homes and Communities Agency, various European Union programmes, charitable trusts, the Big Lottery and developers. The draft Planning Obligations SPD

formalises the basis for seeking financial contributions from developers towards increasing the amount of green open space based on approximate costs.

8. Regeneration and Growth Areas and Strategic Sites

Introduction

This section considers the specific physical, social and green infrastructure issues that relate to the Regeneration and Growth Areas and Strategic Sites, as defined in the emerging Core Strategy. It needs to be read in conjunction with the topic-based Sections 5, 6 and 7, which includes discussion on Borough-wide issues and costs and funding.

Regeneration and Growth Areas

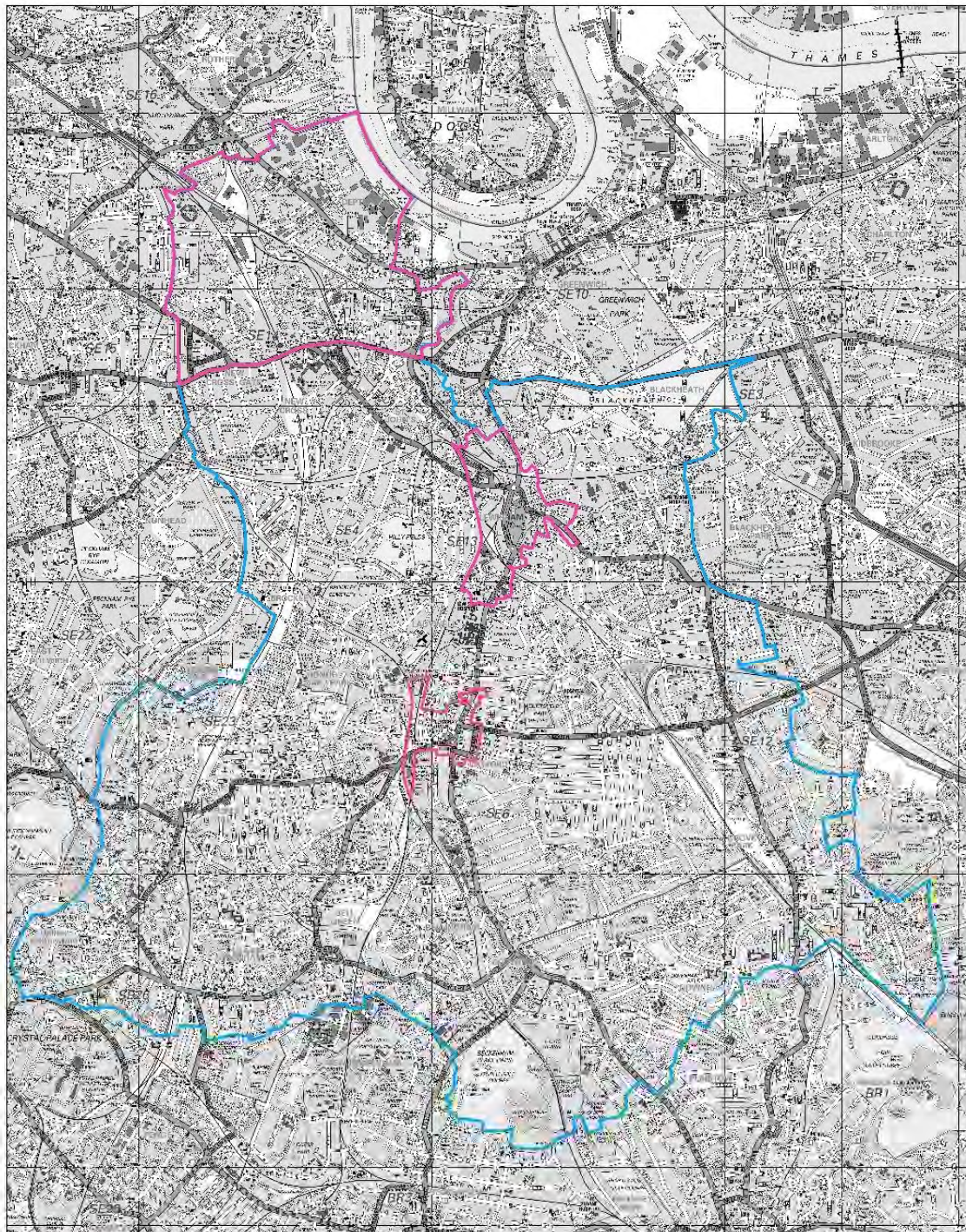
The three Regeneration and Growth Areas (Spatial Policy 2 in the emerging Core Strategy) are as follows:

- Lewisham Town Centre
- Catford Town Centre
- Deptford New Cross

Indicative boundaries of these Growth Areas are identified in Figure 8.1.

The Lewisham and Catford Areas equate to the boundaries of the proposed Area Action Plans (AAPs), with Lewisham falling almost exclusively within Lewisham Central ward and Catford falling almost exclusively within Rushey Green ward. The Deptford New Cross area comprises all of Evelyn and New Cross wards and a small part of Brockley and Telegraph Hill ward (the area to the north of New Cross Road).

Figure 8.1: The Regeneration and Growth Areas



 **Regeneration
and Growth Areas**

Collins Bartholomew Ltd 2005

Strategic Site Allocations

The Strategic Sites (Strategic Site Allocation 2 to 6 in the emerging Core Strategy) are as follows:

- Lewisham Gateway;
- Convoys Wharf;
- Surrey Canal Road (Millwall and surrounds);
- Oxestalls Road (The Wharves); and
- Plough Way.

These fall within the Lewisham and Deptford New Cross Areas, as identified in Figure 8.2.

PPS12 (Paragraph 4.11) makes clear that infrastructure planning for the core strategy should include the specific infrastructure requirements of any strategic sites which are allocated in it. The following sub-sections identify the committed, planned and emerging projects for each of the three Regeneration and Growth Areas and, in doing so, identify those site-specific projects that are essential for the delivery of strategic sites by identifying the strategic site(s) in brackets after the particular committed, planned and emerging projects. The essential projects are summarised below for each strategic site:

Lewisham Gateway (Strategic Site 1):

- Lewisham Station (P1J) - Re-location of bus layover and increase in capacity;
- Lewisham Town Centre (P1M) - Re-modelling of Lewisham Interchange (removal of roundabout + creation of 'Low H' layout)
- Lewisham Town Centre Open Space (P4A) - Channel re-profiling
- Lewisham Gateway Open Space (G1K) - New 2,250m² public open space at confluence of Quaggy and Ravensbourne Rivers.

Convoys Wharf (Strategic Site 2):

- Thames Path (P1E) - Extension of Thames Path across Convoys Wharf site
- Convoy Wharf Highway works (P1P) - Works to nearby streets
- Convoys Wharf River Infrastructure (P1Q) - Use of safeguarded wharf for freight purposes and option for introduction of River Bus.
- Convoys Wharf School (S1D) - New 2FE Primary School
- Convoys Wharf Open Space (G1I) - New central open civic space (approx. 0.45ha).

Surrey Canal Triangle (Strategic Site 3):

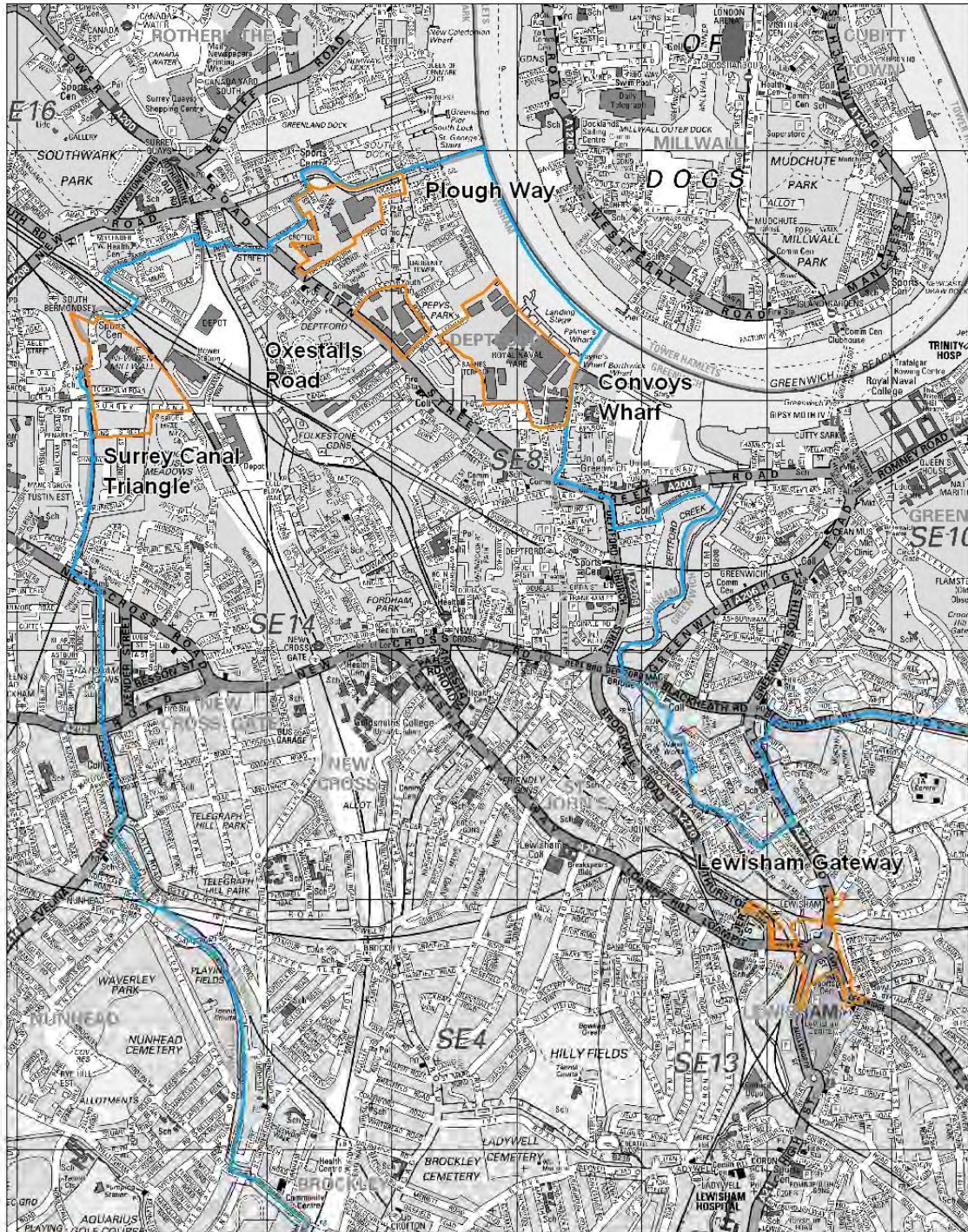
- East London Line Extension (Phase 2) - East-west spur from Surrey Quays to Clap. Junction (including new Surrey Canal Road Station)

Oxestalls Road (Strategic Site 4) and Plough Way (Strategic Site 5):

- There are no site-specific 'essential' infrastructure projects for these sites.

In addition to the site-specific 'essential' projects referred to above, the Infrastructure Schedule identifies those borough-wide projects that are considered essential for the delivery of the Core Strategy as a whole (including the Strategic Sites).

Figure 8.2: Strategic Sites



Strategic Sites



Borough Boundary

Collins Bartholomew Ltd 2005

Lewisham Town Centre and Lewisham Gateway Strategic Site

The projected number of additional homes on allocated sites (including the Strategic Site of Lewisham Gateway) and the *population projections* for Lewisham Central, Lee Green and Ladywell wards are set out in Table 8.3 below.

Table 8.1: Change in Lewisham Town Centre

2009	Stage 1	Stage 2	Stage 3	Total
42,080	2,090 ²⁶ +3,361 (2016)	1,094 +5,460(2021)	0 +996(2026)	+ 3,275 homes +996 (2026) <i>Overall pop=43,076</i>

Committed and planned projects

The committed and planned projects that are located within Lewisham Town Centre are set out below.

Table 8.2: Lewisham Town Centre Committed and Planned Projects

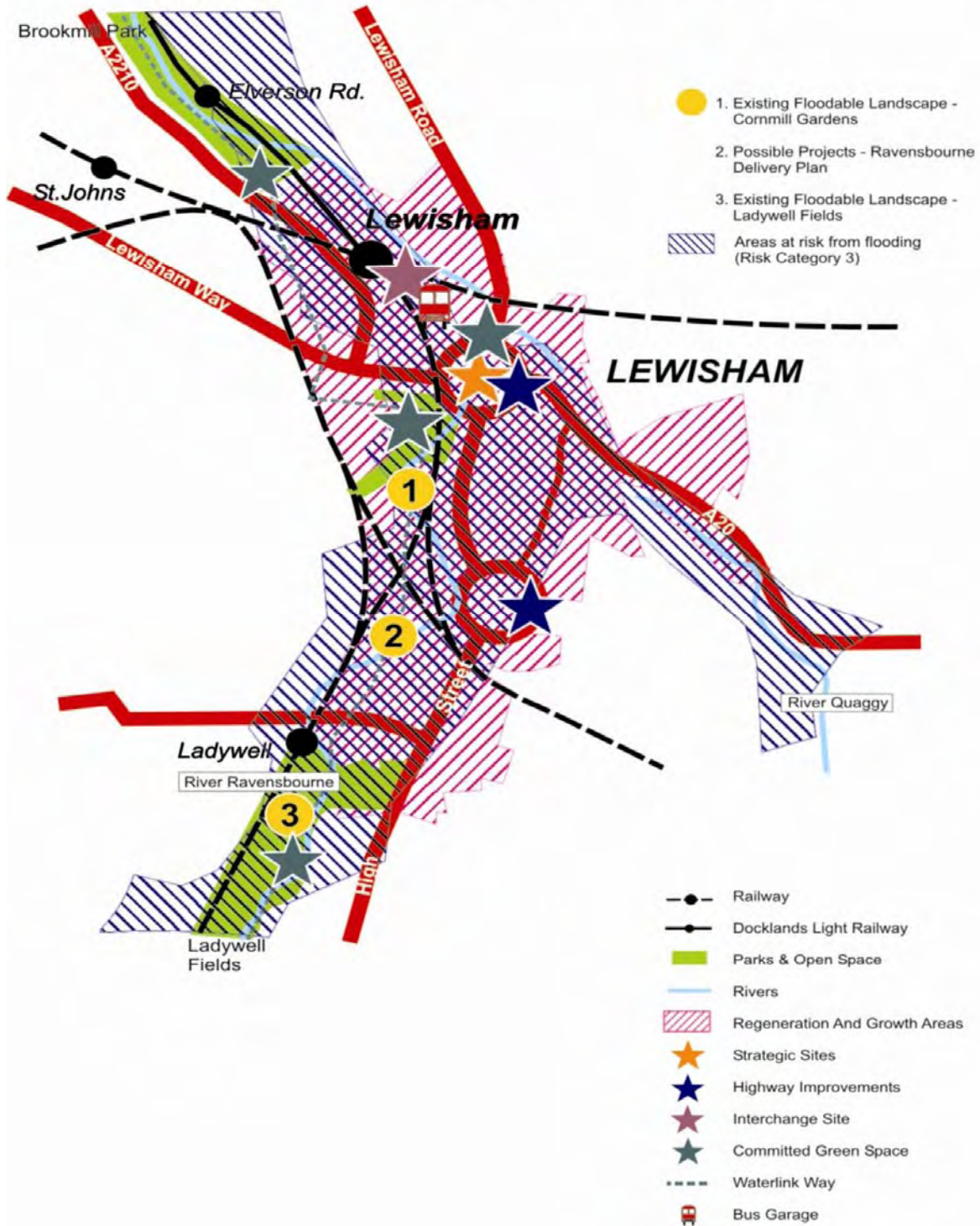
Topic	Committed/Planned Projects
Transport	<ul style="list-style-type: none"> Waterlink Way pedestrian and cycle route – IDP Project Ref. P1A Lewisham Station – re-location of bus layover and increase in capacity – IDP Project Ref. P1J Loampit Vale Bus Lane – provision of length of bus lane – IDP Project Ref. P1K Lewisham ‘Low H’ - Re-modelling of Lewisham Interchange (removal of roundabout + creation of ‘Low H’ layout) - IDP Project Ref. P1M (LG) Group 3 – Lewisham Town Centre, Brookmill Road and Loampit Vale – emerging programme for Lewisham Town Centre – IDP Project Ref. P1V
Flood Defence	<ul style="list-style-type: none"> Lewisham Town Centre Open Space – channel re-profiling – IDP Project P4A Waterlink Way Open Spaces – Ladywell Fields Middle and South – IDP Project Ref. P4C
Education	<ul style="list-style-type: none"> Gordonbrock Primary School – expansion – IDP Project Ref.S1B Brockley Primary Primary School – expansion – IDP Project Ref.S1C Prendergast Vale new all-through School – IDP Project Ref. S1I.
Community	<ul style="list-style-type: none"> Lewisham City Mission – replacement and enhanced church – IDP Project Ref. S3B Ladywell Tower Project – refurbishment of building for a multi-use community asset – IDP Project Ref. S3E
Leisure	<ul style="list-style-type: none"> Loampit Vale Leisure Centre – swimming pools, fitness suite, dance/aerobic studios, ‘healthy living suite’ and climbing wall – IDP Project Ref. S4A
Estate Renewal	<ul style="list-style-type: none"> Heathside and Lethbridge Estate – IDP Project Ref.S5E
Green	<ul style="list-style-type: none"> Waterlink Way Open Spaces – improvements to Green Chain – IDP Project Ref. G1B Connington Road/Silk Mills Path, improved public open space – IDP Project Ref. G1E Lewisham Gateway Open Space, new public space – IDP Project Ref. G1K Loampit Vale Open Spaces – new and improved public space – IDP Project Ref. G1L

²⁶ This includes 330 additional homes ‘on-site’ in September 2009 at Connington Road Silk Works

Infrastructure maps

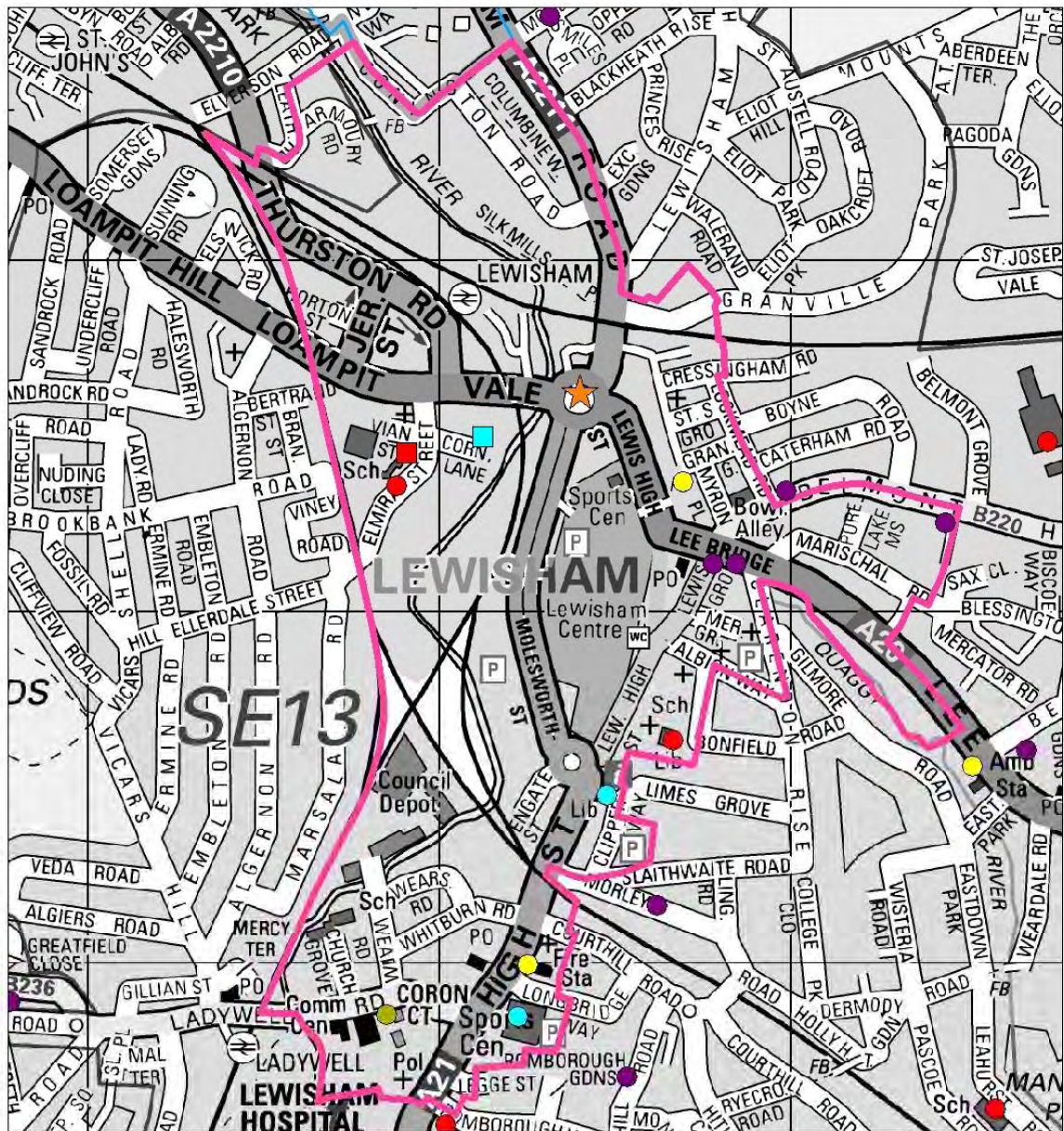
The existing infrastructure facilities, together with committed and planned projects are set out below in Figures 8.3 Lewisham Regeneration and Growth Area: Physical and Green Infrastructure and 8.4 Lewisham Regeneration and Growth Area: Social Infrastructure.

Figure 8.3 Lewisham Regeneration & Growth Area: Physical and Green Infrastructure



Geographic Information & Research 2010
Infrastructure Lewisham.cdr

**Figure 8.4 Lewisham Regeneration and Growth Area
Social Infrastructure**



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|-------------------------------|--|---------------------------------|
| ● Existing Education Sites | ● Existing Health Sites | □ Regeneration and Growth Areas |
| ■ Committed Education Sites | ● Existing Libraries
Leisure Centres/Pools | ★ Strategic Sites |
| ● Existing Emergency Services | ■ Committed Libraries
Leisure Centres/Pools | |
| ● Existing Childrens Centres | | |

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Emerging projects

The need for future projects, over and above the committed and planned projects is discussed below under the relevant topics.

Transport. As outlined in Section 5 (P1), the Planning Obligations Study reviewed the Lewisham Town Centre Study (2009) and the Borough-wide Study (2009) identified a number of Grouped and Area Based Schemes of potential projects for implementation in Delivery Periods 1 to 3. The relevant Group 3 – Lewisham Town Centre, Brookmill Road and Loampit Vale (IDP Project Reference P1X) can be summarised as follows:

- A20 (TLRN) bus right-turn (to Lewisham High Street) improvement from Lee Bridge
- Wayfinding signage implementation
- Engate Street pedestrian link improvement
- Waterlink Way pedestrian route
- Lee Bridge, west of junction with Lewis Grove – pedestrian crossing
- Lee High Road west of junction Marischal Road/Lee High Road
- Molesworth Street aligned with Cornmills pedestrian route
- Improve Lewisham High Street/Corthill Road/Whitburn Road junction
- Traffic calming on residential streets – Elmira Street, Clarendon Road, Albion Way, Cressington Road, Lockmead Road and St. Stephen's Grove
- Real-time public transport information at key locations
- CPZ extension
- Extension of opening times of routes through Lewisham Shopping Centre
- Additional travel planning measures for existing residents and businesses

The costs of the above emerging package of measures is to be determined and funding sources identified as part of preparing the Lewisham Town Centre AAP.

The Bakerloo Line Extension (with a new station at Lewisham – IDP Project Ref. P1R) is an additional long-term emerging project.

Utilities. Necessary adjustments/improvements to the established utility networks associated with new development are to be established by developers at pre-application stage. The costs of necessary measures will be funded by developers in agreement with the companies concerned. Future opportunities for the provision of decentralised energy is to be explored as part of preparing the Lewisham Town Centre AAP.

Flood Defence. The recently improved Cornmill Gardens and Ladywell Fields 'floodable landscapes' together with the measures that are due to come forward as part of the consented Lewisham Gateway Scheme should provide sufficient mitigation against fluvial flooding. Discussions are to continue with the Environment Agency as part of preparing the Lewisham Town Centre AAP. The incorporation of Sustainable Urban Drainage Systems (SUDS) as part of new developments will also help reduce the risk of surface water flooding.

Education - Primary. Uncertainties mean that it is considered sensible only to project Primary needs up to 10 years ahead. As set out in Table 6.1, by 2012/13 (the middle of Delivery Period 1) the Brockley/Lewisham PPPL is expected to see the need for up to an additional

140 primary school places or approximately 4.5 Forms of Entry. By 2015/16 (the beginning of Stage 2) this figure increases to up to 157 places (around 5 Forms of Entry) and by 2019/20 (near the end of Stage 2), this figure reduces to up to 125 places (4 Forms of Entry).

The Lee Green PPL is expected to see the need for up to an additional 80 primary school places or approximately 2.5 Forms of Entry by 2012/13. This figure remains broadly the same for 2015/16, before reducing to 63 places (around 2 Forms of Entry) in 2019/20.

Taking the two PPPLs that serve the Town Centre together, the expected need is for 220 places (7 Forms of Entry) in 2012/13 and 2015/16 and 188 places (6 Forms of Entry) in 2019/20.

Possible options for meeting this projected demand, over and above the committed expansion of Brockley and Gordonbrock, include the expansion of those schools identified in Table 6.4, namely:

- Expanding Edmund Waller Primary to accommodate an additional 1FE
- Expanding Holbeach to accommodate an additional 1FE and
- Expanding Lee Manor to accommodate an additional 1FE.

It should be noted that any such extensions are subject to feasibility study and consultation with the schools concerned.

Uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. Funding of primary school expansion will need to maximise future DfE capital programmes and financial contributions from developers of new housing in the area.

Education - Secondary. As outlined in Section S1, demand for secondary places across the Borough is set to increase significantly. The committed new Prendergast Vale School will see an extra 120 secondary school places a year in the area from 2012. Expansions at other secondary schools (most notably Prendergast Ladywell Fields in 2009/10) will deliver an additional 135 secondary spaces between 2009/10 and 2012. Nevertheless, Section S1 outlines the need for a possible additional 400-600 secondary school places by 2019/20. Secondary school place provision needs to be tackled at a Borough-wide level and the Council will be working with its partners to identify and bring forward the required additional capacity. Again, uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. The Council is working with others to maximise future DfE capital programmes and financial contributions from developers of new housing in the area.

Health Primary Care. The proposed population increase of 5,460 up to 2021 will require an additional 3GPs (based on the ratio of 1 GP per 1,800 people). The PCT's draft Capacity Study concludes that there should be sufficient physical capacity to accommodate 3GPs, although it makes clear that capital investment will be needed in existing premises to make them fully fit for purpose in terms of physical condition, compliance with statutory and non-

statutory standards (including the Disability Discrimination Act), functional suitability or space utilisation. The PCT and the Council also need to work together to ensure that there is sufficient surgery space in the area to accommodate the proposed shift of 'first' appointments from acute to primary/community sites in Lewisham by the middle of 2011.

Health – Dentists. The proposed population increase of 5,460 up to 2021 will require an additional 3 dentists (based on the ratio of 1 dentist per 2,000 people). There is considered to be sufficient vacant/proposed new non-residential space in appropriate locations (including the Lewisham Gateway Site) to easily accommodate this requirement.

Community. The future needs for community premises will be informed by the emerging Community Premises Strategy (see Section 6 S3 – Community) and will be explored more fully as part of preparing the Lewisham Town Centre AAP.

Leisure. The proposed Loampit Vale Leisure Centre will provide a significant improvement in the provision of indoor sports and leisure facilities. Opportunities need to be maximised for the provision of enhanced/additional outdoor sports facilities in and around the Town Centre, taking account of the standards set out in Section 6 S4 – Leisure).

Estate Renewal. Estate renewal projects will be identified as and when opportunities arise.

Green. The proposed enhanced and new open spaces as part of the consented Lewisham Gateway scheme and proposed Loampit Vale scheme will help to provide useful and usable space public open space. Opportunities need to be maximised for the provision of enhanced/additional public open space in and around the Town Centre, taking account of the standards set out in Section 7 – Green).

Catford Town Centre

The projected number of additional homes on allocated sites and the *population projections* for Rushey Green ward are set out in Table 8.3 below.

Table 8.3: Change in Catford Town Centre

2009	Stage 1	Stage 2	Stage 3	Total
14,248	525 +829 (2016)	1,289 +1,511(2021)	0 +1,655(2026)	+ 1,814 homes +1,655 (2026) Overall pop=15,903

Committed and planned projects

The committed and planned projects that are located within Catford Town Centre are as follows

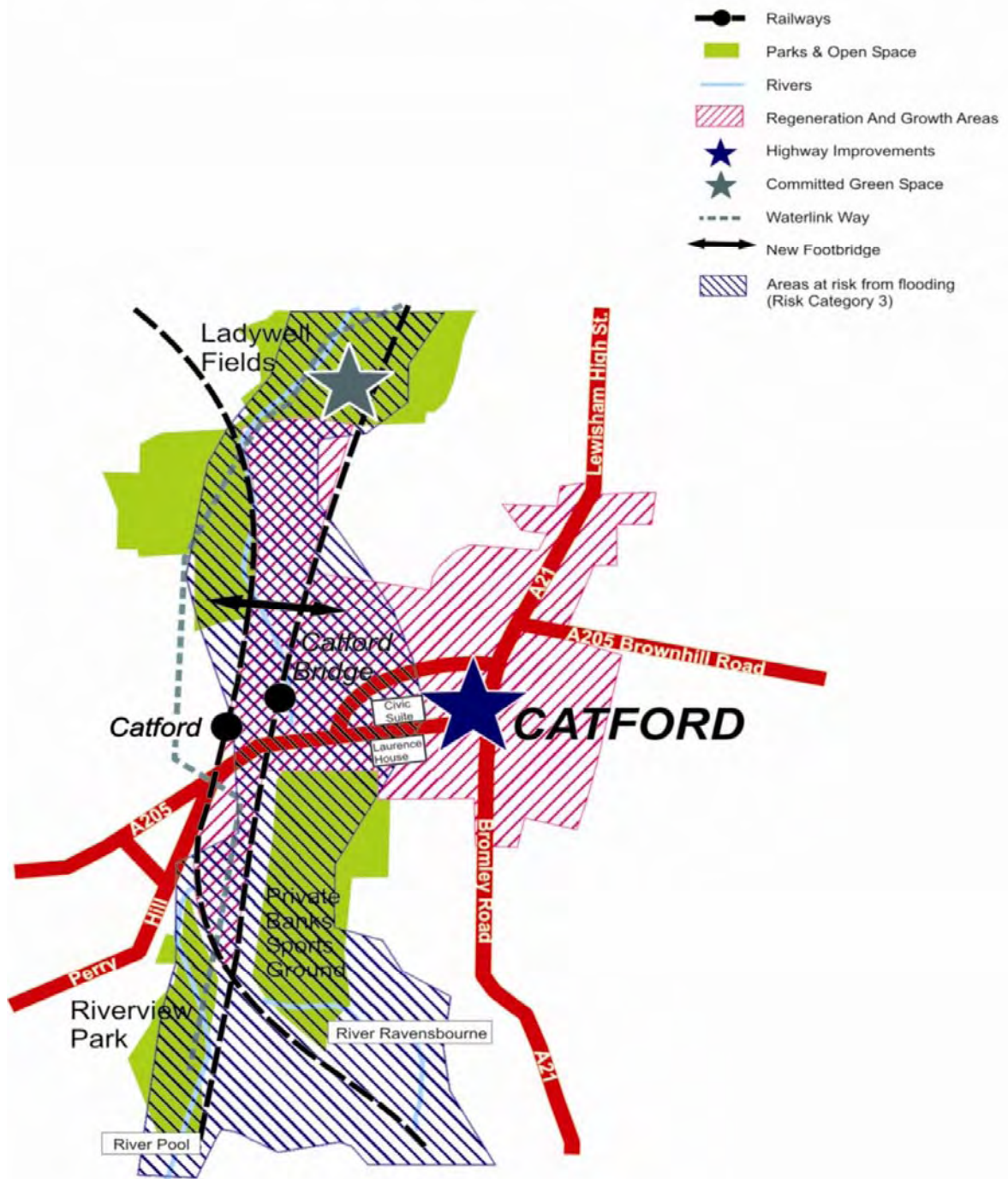
Table 8.4: Catford Town Centre Committed and Planned Projects

Topic	Committed/Planned Projects
Transport	<ul style="list-style-type: none"> Waterlink Way pedestrian and cycle route – IDP Project Ref. P1A Catford Link new pedestrian/cycle bridge – IDP Project Ref. P1D Catford Town Centre - Realignment of A205 (South Circular) and widening of Plassey Road – IDP Project Ref. P1N Group 6 – Catford Town Centre - emerging programme for Catford Town Centre – IDP Project Ref. P1W
Flood Defence	<ul style="list-style-type: none"> Waterlink Way Open Spaces – Ladywell Fields Middle and South – IDP Project Ref. P4C

Infrastructure maps

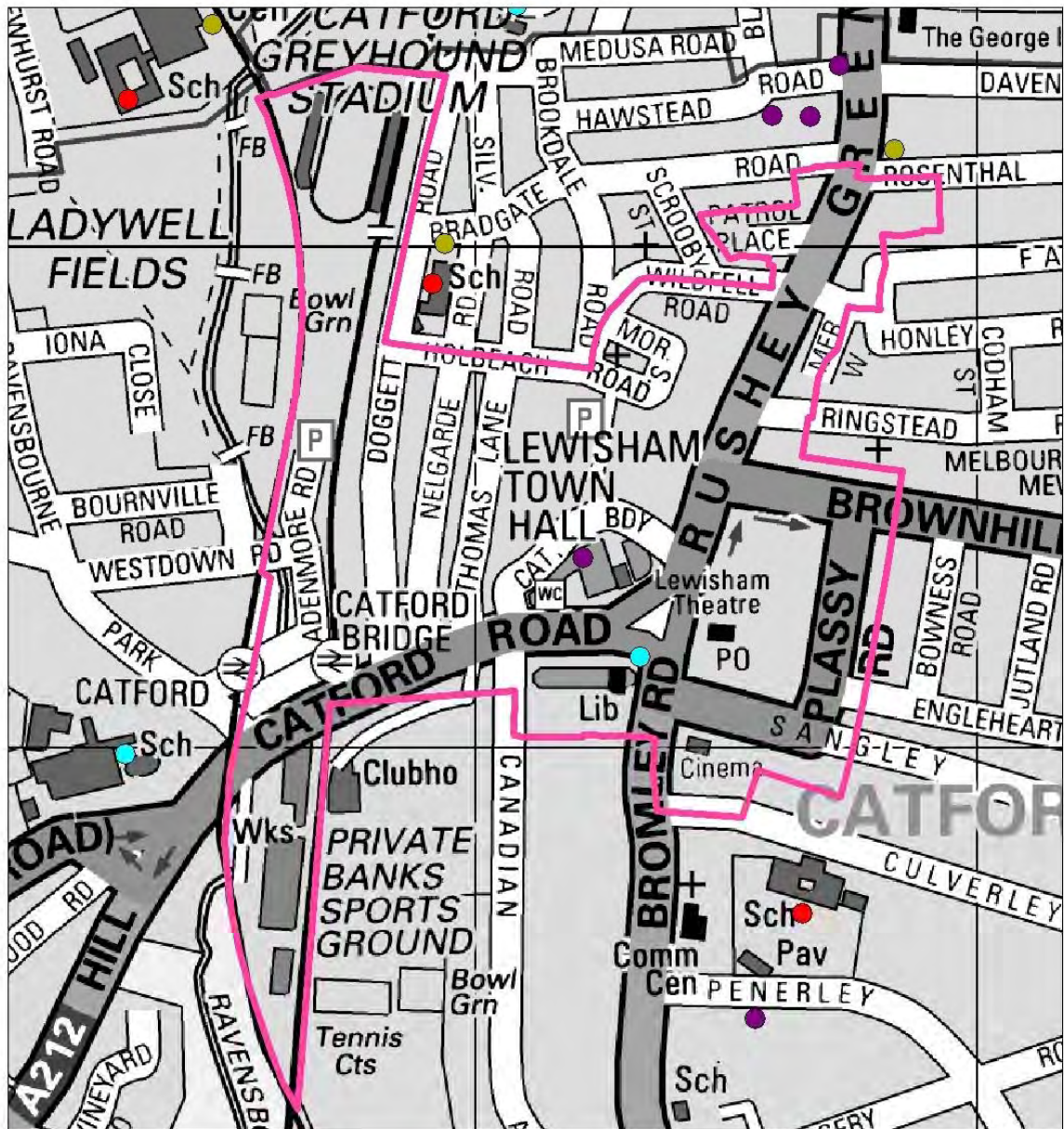
The existing infrastructure facilities, together with committed and planned projects are set out below in Figures 8.5 Catford Regeneration and Growth Area: Physical and Green Infrastructure and 8.6 Catford Regeneration and Growth Area: Social Infrastructure.

**Figure 8.5 Catford Regeneration & Growth Area:
Physical and Green Infrastructure**



Geographic Information & Research 2010
Infrastructure Catford.cdr

**Figure 8.6 Catford Regeneration and Growth Area
Social Infrastructure**



- Existing Education Sites
- Existing Health Sites
- Existing Childrens Centres
- Existing Libraries
Leisure Centres/Pools
- Regeneration and Growth Areas

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Emerging projects

The need for future projects, over and above the committed and planned projects is discussed below under the relevant topics.

Transport. As outlined in Section 5 (P1), the Planning Obligations Study reviewed the Borough-wide Study (2009) and Catford Town Centre AAP Preferred Options and identified a number of Grouped and Area Based Schemes of potential projects. The relevant Group 6 – Catford Town Centre (IDP Project Reference P1W) can be summarised as follows:

- South Circular Road – public realm improvements and pedestrian and cycle crossings associated with new street;
- Catford Road – public realm improvements, lighting improvements and landscaping;
- Catford Broadway – public realm improvements lighting improvements and landscaping;
- Sangley Road – traffic calming; and
- Town Centre Access - improvements in local streets surrounding Catford Town Centre.

The costs of the above emerging package of measures is to be determined and funding sources identified as part of preparing the Catford Town Centre AAP.

Utilities. Necessary adjustments/improvements to the established utility networks associated with new development are to be established by developers at pre-application stage. The costs of necessary measures will be funded by developers in agreement with the companies concerned. Future opportunities for the provision of decentralised energy is to be explored as part of preparing the Catford Town Centre AAP.

Flood Defence. The recently improved Ladywell Fields ‘floodable landscape’ should help provide sufficient mitigation against fluvial flooding. Discussions are to continue with the Environment Agency as part of preparing the Catford Town Centre AAP. The incorporation of Sustainable Urban Drainage Systems (SUDS) as part of new developments will also help reduce the risk of surface water flooding.

Education - Primary. Uncertainties mean that it is considered sensible only to project Primary needs up to 10 years ahead. As set out in Table 6.1, by 2012/13 (the middle of Delivery Period 1) the Catford PPPL is expected to see the need for up to an additional 119 primary school places or approximately 4 Forms of Entry. By 2015/16 (the beginning of Stage 2) this figure reduces to up to 95 places (around 3 Forms of Entry) and by 2019/20 (near the end of Stage 2), this figure reduces again to up to 71 places (2.5 Forms of Entry).

Possible options for meeting this projected demand include expansion of those schools identified in Table 6.4, namely:

- Expanding Forster Park Primary to accommodate an additional 1FE; and
- Expanding Sandhurst Infant/Junior to accommodate an additional 0.5FE.

It should be noted that any such extensions are subject to feasibility study and consultation with the schools concerned.

Uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. Funding of primary school expansion will need to maximise future DfE capital programmes and financial contributions from developers of new housing in the area.

Education - Secondary. As outlined in Section S1, demand for secondary places across the Borough is set to increase significantly. The recently completed replacement Catford Secondary School (now known as Conisborough College) has not resulted in any additional places and Section S1 outlines the need for a possible additional 400-600 secondary school places by 2019/20. Secondary school place provision needs to be tackled at a Borough-wide level. The Council will be working with its partners to identify and bring forward the required additional capacity. Again, uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. The Council is working with others to maximise future DCSF capital programmes and financial contributions from developers of new housing in the area.

Health Primary Care. The proposed population increase of 1,655 up to 2026 will require an additional 2GPs (based on the ratio of 1 GP per 1,800 people). The PCT's draft Capacity Study concludes that there should be sufficient physical capacity to accommodate 2GPs, although it makes clear that capital investment will be needed in existing premises to make them fully fit for purpose in terms of physical condition, compliance with statutory and non-statutory standards (including the Disability Discrimination Act), functional suitability or space utilisation. The PCT and the Council also need to work together to ensure that there is sufficient surgery space in the area to accommodate the proposed shift of 'first' appointments from acute to primary/community sites in Lewisham by the middle of 2011.

Health – Dentists. The proposed population increase of 1,655 up to 2026 will require an additional 2 dentists (based on the ratio of 1 dentist per 2,000 people). There is considered to be sufficient vacant/proposed new non-residential space in appropriate locations to easily accommodate this requirement.

Community. The future needs for community premises will be informed by the emerging Community Premises Strategy (see Section 6 S3 – Community) and will be explored more fully as part of preparing the Catford Town Centre AAP.

Leisure. Opportunities need to be maximised for the provision of enhanced/additional outdoor sports facilities in and around the Town Centre, taking account of the standards set out in Section 6 S4 – Leisure).

Estate Renewal. Estate renewal projects will be identified as and when opportunities arise.

Green. Opportunities need to be maximised for the provision of enhanced/additional public open space in and around the Town Centre, taking account of the standards set out in Section 7 – Green).

Deptford New Cross and Deptford New Cross Strategic Sites

This Growth Area includes four Strategic Sites (Convoys Wharf, Surrey Canal Triangle, Oxestalls Road and Plough Way).

The projected number of additional homes on allocated sites (including the Deptford New Cross Strategic Sites) and the *population projections* for Deptford New Cross²⁷ are set out in Table 8.7 below.

Table 8.5: Change in Deptford New Cross

2009	Stage 1	Stage 2	Stage 3	Total
33,293	3,273 +12,862 (2016)	4,114 +17,806(2021)	3,100 +25,722(2026)	+10,625 homes +25,722(2026) Overall pop=59,015

Committed and planned projects

The committed and planned projects that are located within DNX are set out below.

Table 8.6: Deptford New Cross committed and planned projects

Topic	Committed/Planned Projects
Transport	<ul style="list-style-type: none"> • Waterlink Way pedestrian and cycle route – IDP Project Ref. P1A • Route 1 and Deptford Links pedestrian/cycle route - IDP Project Ref. P1B • Deptford Creek pedestrian/cycle bridge – IDP Project Ref. P1C • Thames Path extension – IDP Project Ref. P1E • East London Line Extension (Phase 2) – Surrey Canal Road Station – IDP Project Ref. P1F (Surrey Canal Road) • Thameslink 2000 enhancement project – IDP Project Ref. P1H • Deptford Station – new station and public square – IDP Project Ref. P1I • Kender Triangle – removal of one-way gyratory and replacement of two-way working – IDP Project Ref. P1L • Convoys Wharf Highway Works - Works to the Evelyn Street/New King Street/ Deptford High Street junction and works to the Evelyn Street/Dragoon Road junction – IDP Project Ref. P1P • Convoys Wharf River Infrastructure - Use of safeguarded wharf for freight purposes + introduction of River Bus– IDP Project Ref. P1Q (Convoys Wharf) • Bakerloo Line Extension – new station at New Cross Gate – IDP Project Ref.P1R • Group 1 – Deptford and New Cross – emerging programme for DNX – IDP Project Ref. P1X • Group 2 – New Cross Road – emerging programme for New Cross Road – IDP Project Ref. P1Y • Group 8 – Area Based Schemes – emerging programmes for parts of DNX – IDP Project Ref. P1Z
Utilities	<ul style="list-style-type: none"> • Thames Tunnel – new storage and transfer wastewater tunnel, including combined sewer overflows along the River Thames – IDP Project Ref. P2A • DEMaP - Consultancy advice to facilitate and accelerate delivery of decentralised energy – IDP Ref. P2B

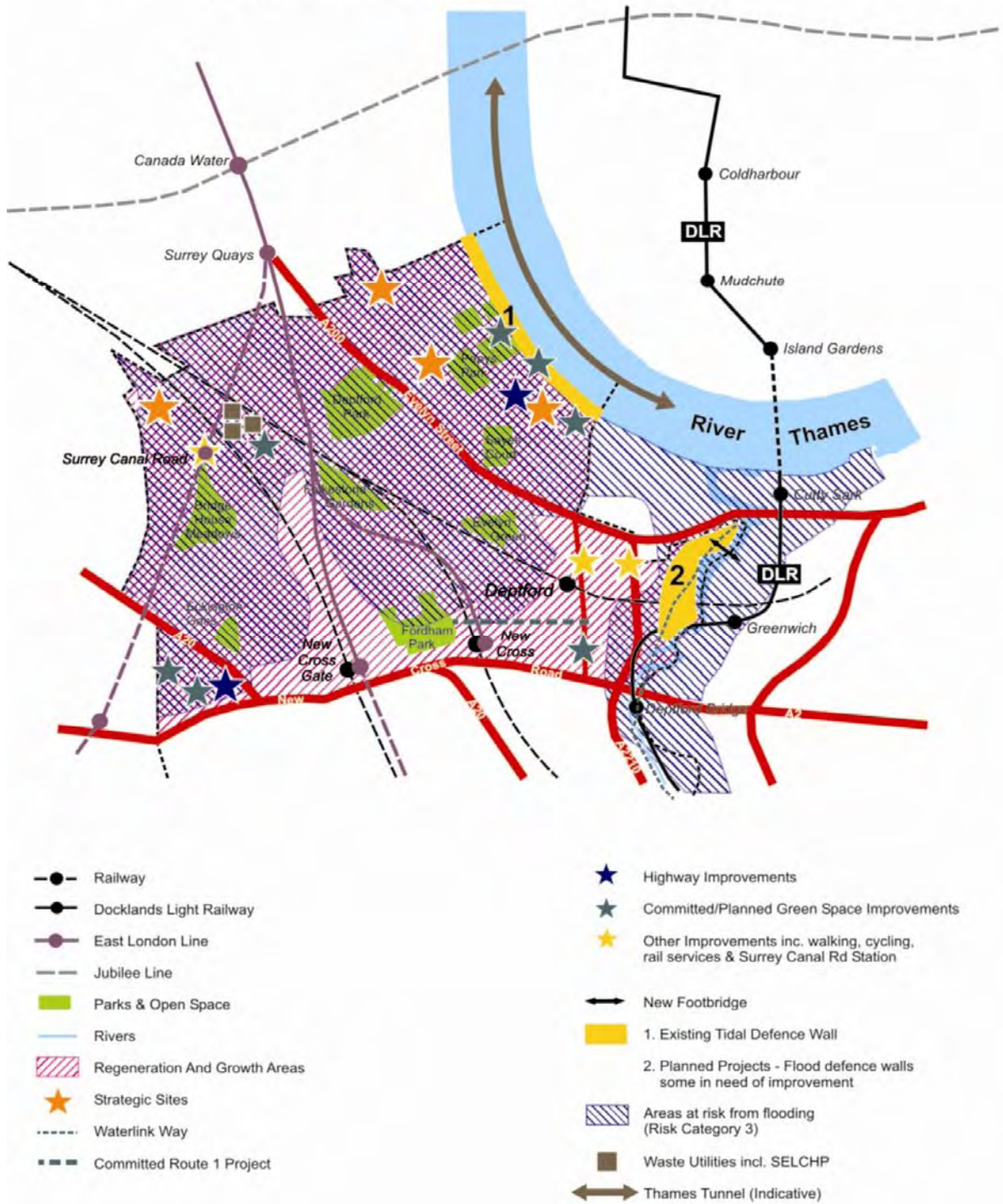
²⁷ These projections are based on Evelyn and New Cross wards plus 1,000 to allow for existing population living in the part of Telegraph Hill ward that is included in the area, (rising by 50 per 5 year period). They also include an allowance of 1,039 from Period 1 onwards to account for people living in the 450 additional homes at the Seager Site (Brockley ward) and NDC Centre (Telegraph Hill ward) in both growth scenarios (based on an average household size of 2.31 – DMAG Briefing 2009-02.

Topic	Committed/Planned Projects
Flood Defence	<ul style="list-style-type: none"> Deptford Creek Flood Defence Improvements – IDP Project Ref. P4B
Education	<ul style="list-style-type: none"> New 2FE Tidemill Primary School – IDP Project Ref. S1A New 2FE Primary School – Convoys Wharf IDP Project Ref. S1D New Secondary school for 1,300 pupils – Deptford Green - IDP Project Ref S1O
Health	<ul style="list-style-type: none"> Waldron Health Centre (Polyclinic Phase 1) – Further development of the Waldron Centre into a ‘Polyclinic’, including a GP-led Health Centre – IDP Project Ref. S2A NDC Centre GP surgery and pharmacy (relocation of 8 GPs, with room for up to 8 additional GPs) – IDP Project Ref. S2C
Community	<ul style="list-style-type: none"> Deptford Lounge, Giffin Street – Shared community space, multi-use hall and community/training rooms – IDP Project Ref. S3A Surrey Canal Triangle Assembly Centre - IDP Project Ref. S3D
Leisure	<ul style="list-style-type: none"> Deptford Lounge, Giffin Street – Library/school library/Council Access Point and outdoor ball court – IDP Project Ref. S4BD Deptford Green High School – All weather pitch – IDP Project Ref. S4F Wavelengths Leisure Centre enhancements – IDP Project Ref. S4G Surrey Canal Triangle Sports Focus – IDP Project Ref. S4H.
Estate Renewal	<ul style="list-style-type: none"> Kender Estate Phase 3 North, Phase 3 South and Phase 4 – redevelopment of estate to provide 950 new homes - IDP Project Ref. S5A, B and C Silwood Phase 4C – redevelopment to provide new housing for rent and sale – IDP Project Ref. S5F Excalibur Estate – redevelopment/refurbishment to provide new/improved homes – IDP Project Ref. S5G
Emergency Services	<ul style="list-style-type: none"> Neighbourhood Policing Facility (150sqm) – IDP Project Ref. S6A
Green	<ul style="list-style-type: none"> Route 1 (Fordham Park to Deptford High Street) – comprehensive improvements of spaces and routes – IDP Project Ref. G1A Waterlink Way Open Spaces – improvements to Green Chain– IDP Project Ref. G1B Pepys Estate + Public Spaces – Improvements to Estate open spaces and nearby parks and spaces – IDP Project Ref. G1C Playbuilder Schemes – Improvements to play areas for 8-10 year olds, Phase 3 includes Deptford Park – IDP Project Ref. G1D Kender Triangle Open Spaces – Improvements of Hatcham Gardens – IDP Project Ref. G1H Convoys Wharf – new central open civic space – IDP Project Ref. G1I DNX Development Sites and Open Spaces – IDP Project Ref. G1J () Deptford High Street Public Realm Improvements – IDP Project Ref. G1M

Infrastructure maps

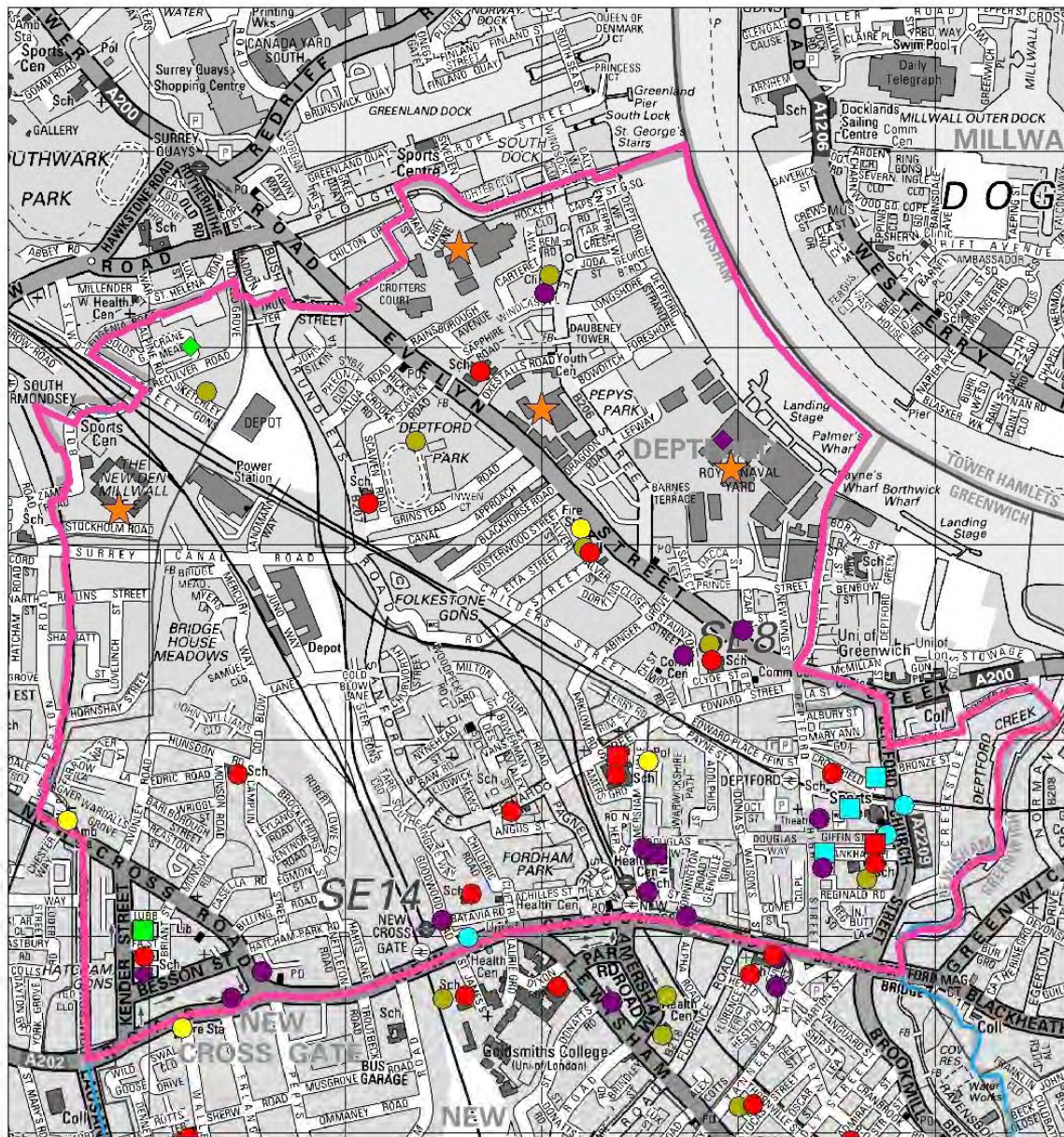
The existing infrastructure facilities, together with committed/planned projects are set out below in Figures 8.7 Deptford - New Cross Regeneration and Growth Area: Physical Infrastructure and 8.8 Deptford - New Cross Regeneration and Growth Area: Social Infrastructure (see separate figures).

Figure 8.7 Deptford - New Cross Regeneration & Growth Area: Physical and Green Infrastructure



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Figure 8.8 Deptford-New Cross Regeneration and Growth Area Social Infrastructure



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|---------------------------------|--|---------------------------------|
| ● Existing Education Sites | ● Existing Health Sites | □ Regeneration and Growth Areas |
| ■ Committed Education Sites | ■ Committed Health Sites | ★ Strategic Sites |
| ● Existing Emergency Services | ◆ Planned/Future Health Sites | |
| ■ Committed Estate Renewal | ● Existing Libraries
Leisure Centres/Pools | |
| ◆ Planned/Future Estate Renewal | ■ Committed Libraries
Leisure Centres/Pools | |
| ● Existing Childrens Centres | | |

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Emerging projects

The need for future projects, over and above the committed and planned projects is discussed below under the relevant topics.

Transport. As outlined in Section 5 (P1), the Planning Obligations Study reviewed the Deptford New Cross Transport Infrastructure Study (2009) and the Borough-wide Study (2009) and identified a number of Grouped and Area Based Schemes of potential projects. The relevant emerging Group 1, Group 2 and Group 8 programmes (IDP Project References P1Z, P1AA and P1BB) can be summarised as follows:

Group 1 – Deptford and New Cross:

- Deptford Church Street – Landscaping and tree planting, new toucan crossing, carriageway narrowing and footway widening;
- Bestwood Street - Joint working with LB Southwark to deliver the restoration of two-way working, traffic management measures, footway widening;
- Trundleys Road – footway and carriageway improvements to raise quality of public realm;
- Surrey Canal Road significant improvements to public realm around a new station , new bridge crossing, toucan crossing on Ilderton Road (boundary with LB Southwark), landscaping and treatment of railway bridge by junction with Trundleys Road;
- New foot/cycle way alongside ELL between Silwood Triangle and Ilderton Road ;
- Creekside (south of railway line) – public realm improvements including footway widening and tree planting
- Edward Street - public realm improvements and footway widening;
- Trundleys Road and Sandford Street - public realm improvements and footway widening;
- Grinstead Road links to Convoys Wharf, Oxestalls Road and other street around Deptford Park – footway and carriageway enhancements;
- Bridges lighting, cleaning, deep cleansing, footway improvements to Trundleys Road/Surrey Canal Road junction, Deptford Church Street, Edward Street, Arklow Road, Bolina Road, Gosterwood Street, Rolt Street and bridge at western end of Surrey Canal Road; and
- Bus services – capacity enhancements to services 1, 47, 53, 177, 188, 199, 255, 381, 453 and P12 including associated bus stop accessibility measures where required.

Group 2 – New Cross Road:

- New Cross Gate and Deptford Bridge – public realm improvements to both District Centres; and
- New Cross Road – improvements identified in new Cross Road Asset Management Plan (including speed and collision reduction measures, Pelican and Toucan crossings, extension of bus lane and bus stop improvements.

Group 8 – Area Based Schemes:

- Deptford Town Centre – comprehensive public realm improvements, improved lighting, cycle parking and accessibility measures;

- Deptford Station Area – accessibility measures from approach route to Deptford High Street; and
- Surrey Canal Station Area – public realm and accessibility improvements in the area around a new station (when opened).

The Bakerloo Line Extension (with a new station at New Cross – IDP Project Ref. P1R) is an additional long-term emerging project

Utilities. Necessary adjustments/improvements to the established utility networks associated with new development are to be established by developers at pre-application stage. The costs of necessary measures will be funded by developers in agreement with the companies concerned. Future opportunities for the provision of decentralised energy heat network with possible connection of new development to SELCHP is to be explored as part of the DEMaP project (IDP Reference P2B).

Flood Defence. The proposed improvements to flood defence walls at Deptford Creek (IDP Project Ref. P4B) will help ensure that adequate defences against tidal flooding are maintained. The development of Convoys Wharf will need to incorporate appropriate measures, where necessary, and set development back from the river wall to allow for future maintenance (as well as the Thames Path). The incorporation of Sustainable Urban Drainage Systems (SUDS) as part of new developments will also help reduce the risk of surface water flooding.

Education - Primary. Uncertainties mean that it is considered sensible only to project Primary needs up to 10 years ahead. As set out in Table 6.1, by 2012/13 (the middle of Stage 1) the Deptford PPPL is expected to see the need for up to an additional 72 primary school places or approximately 2.5 Forms of Entry. By 2015/16 (the end of Stage 1) this figure increases to up to 170 places (around 5.5 Forms of Entry) and by 2019/20 (the middle of Stage 2), this figure increases to up to 249 places (8.5 Forms of Entry).

The planned new 2FE school on the Convoys Wharf site is expected to deliver 60 places a year when it is provided as part of the proposals, with the developers of the site providing the site and expected to meet all of the capital costs.

Subject to this development going ahead as planned, this leaves the need to deliver an additional 180-200 primary places (around 6 to 6.5 Forms of Entry) in a phased manner to keep pace with expected additional pupils by 2019/20. Possible options for meeting this expected shortfall include:

- Increasing the capacity of Deptford Park Primary, Kender Primary, Childeric Primary, Sir Francis Drake Primary and/or Grinling Gibbons Primary;
- Partnership working with LB Greenwich over the currently unused Charlotte Turner Primary;
- Increasing the size of the school planned for the Convoys Wharf Site from 2FE to 3FE
- Use of 'surplus' Education owned land, other LBL owned land and land owned by other public sector partners

- Use of privately owned land

It should be noted that any such extensions are subject to feasibility study and consultation with the schools concerned.

Uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty.

Education - Secondary. As outlined in Section S1, demand for secondary places across the Borough is set to increase significantly. The committed new Deptford Green School will see an extra 130 secondary school places in the area from 2012. Other committed secondary schools at Hilly Fields and Prendergast Vale will also deliver an additional 135 secondary spaces by this period. The Convoys Wharf proposals also include a financial contribution towards the capital costs of providing (off-site) up to 2 Forms of Entry subject to an assessment of child yield. Nevertheless, Section S1 outlines the need for a possible additional 400-600 secondary school places by 2019/20. Secondary school place provision needs to be tackled at a Borough-wide level and the Council will be working with its partners to identify and bring forward the required additional capacity. Again, uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. The Council is working with others to maximise future DfE capital programmes and financial contributions from developers of new housing in the area.

Health – Primary Care. The proposed population increase of 25,722 over the next 15 years will require an additional 14 GPs (based on the ratio of 1 GP per 1,800 people). The Council and PCT are working together to review the extent to which this additional requirement is met by the Committed and Planned Projects listed in Table 8.5 and by existing surgeries in the DNX area and facilities in Greenwich and Southwark. The PCT's draft Capacity Study makes clear that capital investment will be needed in existing premises in the DNX area to make them fully fit for purpose in terms of physical condition, compliance with statutory and non-statutory standards (including the Disability Discrimination Act), functional suitability or space utilisation. The PCT and the Council also need to work together to ensure that there is sufficient surgery space in the area to accommodate the proposed shift of 'first' appointments from acute to primary/community sites in Lewisham by the middle of 2011.

Health – Dentists. The proposed population increase of 24,622 over the next 15 years will require an additional 12 dentists (based on the ratio of 1 dentist per 2,000 people). There is considered to be sufficient vacant/proposed new non-residential space in appropriate locations (including the Strategic Sites) to easily accommodate this requirement.

Community. The future needs for community premises will be informed by the emerging Community Premises Strategy (see Section 6 S3 – Community).

Leisure. Opportunities need to be maximised for the provision of enhanced/additional outdoor sports facilities in and around the Deptford New Cross area, taking account of the standards set out in Section 6 S4 – Leisure.

Estate Renewal. The committed and planned projects will be augmented by other estate renewal schemes in the future, subject to need and funding availability.

Green. Opportunities need to be maximised for the provision of enhanced/additional public open space in and around the Deptford New Cross area, taking account of the standards set out in Section 7 – Green. It is likely that efforts will focus in and around the five strategic sites and along the Thames frontage and foreshore over Delivery Periods 1 and 2, when public funding for new initiatives is likely to be limited and the need to ‘knit’ new development into the existing fabric of the area is a priority. Funding for such measure is expected to be heavily dependent on on-site provision and financial contributions from developers.

9. Delivery

Introduction

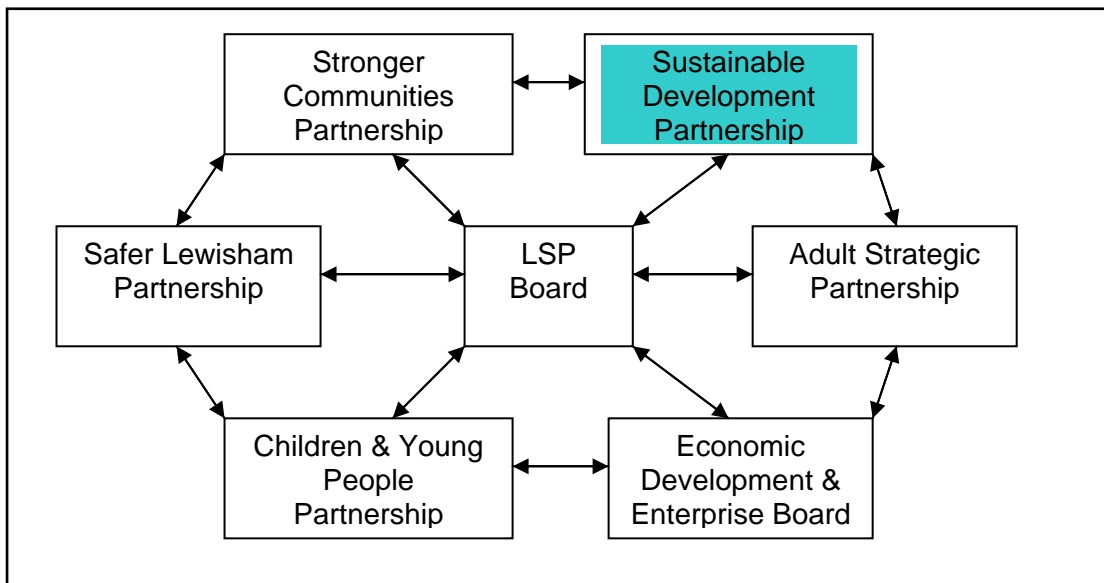
This section introduces the delivery structures and mechanisms that are being put in place to implement, monitor and review this Plan.

Governance Arrangements

The role of Lewisham Strategic Partnership

As outlined in Section 2, the LSP includes six thematic partnerships. The Sustainable Development Partnership (SDP) delivers a strategic lead for those issues which impact upon the physical development of the borough and the well-being of citizens, specifically housing, regeneration, transport and the environment. In line with guidance in Planning Together,²⁸ the SDP has assumed responsibility for overseeing the implementation of the Infrastructure Schedule set out as Appendix 3 to this report.

Figure 9.1: Lewisham Strategic Partnership's Thematic Partnerships



The SDP will monitor progress on delivering the IDP by:

- Monitoring progress on delivery and making strategic input when timely;
- Considering six monthly performance reports setting out progress on delivery of the IDP;
- Identifying any necessary action including any necessary additional support needed by partners where delivery is off target;
- Reporting progress annually to the LSP Board and in the Council's Local Development Framework Annual Monitoring Report; and

²⁸ Planning Together: Updated practical guide for local strategic partnerships and planners (April 2009)
<http://www.communities.gov.uk/publications/planningandbuilding/planningtogether>

- Representatives on the Partnership acting as link officers into their organisations to help provide contacts and problem solving, if needed.

Lewisham Compact

The Lewisham Compact (July 2001) is an agreement between Lewisham Council and voluntary and community organisations about how they will work together. It provides the basis for building a positive partnership by setting out values and principles (subsequently endorsed and adopted by the Local Strategic Partnership) to underpin the relationship, and a series of undertakings from each party.

The agenda set out in the Compact's Action Plan has been developed by the Compact Steering Group. In its review of 2005 the CSG took the view that most of the action points had either been delivered, were no longer relevant in the light of external changes, new initiatives or more recent Government or local agendas, or were, at the time, undeliverable. Nonetheless, the Compact continues to provide the 'foundation stone' on which on-going partnership arrangements are based. The level of partnership working in 2009 is, in fact, way beyond anything envisaged at the start of the decade.

With regard to Premises – one of the Compact's five main themes – less has been achieved than on other aspects. To a large degree the issues and aspirations identified eight years ago remain. Lack of suitable and/or affordable premises is still a major inhibition on the development of Third Sector (voluntary, community and social enterprise) organisations. The premises needs of the sector do not appear to feature significantly within the Council's Property Strategy. The aim of developing one or more VCS Resource Centres has long been agreed as a priority with Senior Officers of the Council but has never moved beyond being a shared aspiration. Progress with regard to Planning and utilising Section 106 also remains as an aspiration.

The role of Lewisham Asset Management Board

The Council is developing and strengthening its existing Asset Management Board (AMB) so that it includes representatives from key local partners to enable it to take the lead on Lewisham as a place. This will be the chief officer group that reports to the SDP and its on-going tasks will be:

- a) To be responsible for the development and continuous review of Lewisham's public sector infrastructure.
- b) To challenge the use of assets and assess whether they remain relevant to service priorities and are deployed efficiently and effectively.
- c) To commission locality and service based property reviews examining the potential for service integration.
- d) To consider all major potential investment, disposal or changes of use in existing assets affecting partners prior to Executive decision.
- e) To examine the potential for cross-partner Business Continuity Planning for the use of assets.
- f) To establish shared data and common protocols designed to increase the efficiency and effectiveness of public sector assets and related functions across Lewisham.

It is proposed that the AMB meet on a six monthly basis, with the principal purpose of discussing the progress of the tasks outlined above and key relevant infrastructure delivery across the Borough. These new arrangements would also be consistent with the emerging issues from the Total Place review and would create the forum for the kind of integrated decision-making and benchmarking described in Section 2. It is proposed that these meetings are attended by the following:

- LBL Director of Programme Management & Property;
- LBL Head of Asset Strategy & Development;
- LBL Head of Property Services;
- LBL Head of Transport;
- LBL Head of Cultural Services;
- LBL Head of Public Services;
- LBL Head of Resources for Children & Young People Directorate;
- LBL Sustainable Resources Group Manager;
- LBL Capital & Treasury Group Manager;
- LBL Head of Strategic Housing;
- LBL Head of Planning;
- Lewisham College Principal
- Goldsmiths University of London Warden
- Lewisham PCT Chief Executive;
- Lewisham Hospital Trust Chief Executive; and
- SLAM Chief Executive.

Role of Infrastructure Delivery Manager

An Infrastructure Delivery Manager, to be based in LBL's Programme Management and Property Directorate is to:

- Work with Planning Policy and co-ordinate and facilitate the work of the AMB (including that set out in 'the way forward' below);
- Establish and service a 'virtual' Lewisham Utilities Network in order to share information on proposed development and consequences for water, sewerage, electricity, gas and telecommunication services;
- Establish and service a Major Landowners Forum to discuss and influence future infrastructure investment; and
- Prepare a 12 monthly progress report for consideration by the AMB and SDP and inclusion in the Annual Monitoring Report (AMR).
- Incorporate relevant aspects of the IDP into the Council's Annual Asset Management Plan.

Development Management and Planning Obligations

Landowners and developers

The Council takes a positive approach to Development Management and is keen to work with landowners and developers to help them bring forward development that delivers the Core Strategy's strategic objectives and helps deliver new infrastructure. Mechanisms in place include:

- Design Panel – to help secure high quality development that responds well to its context and local character
- Major Developers’ Forum - to help ensure that landowners remain up to speed with the preparation of the LDF and enable discussion about infrastructure provision and issues of common interest
- Pre-application discussions and early collaborative discussion with the GLA and TfL – to steer proposals in the formulative stages
- with respect to referable schemes
- Planning Procedure Agreements (PPAs) for larger schemes - to provide greater certainty about process and timescales
- Independent viability assessments – commissioned from consultants to help secure policy objectives without damaging the overall viability of the proposals
- The use of Compulsory Purchase powers to help assemble sites - where this helps to deliver high quality sustainable development in line with the Strategy.

The emerging Core Strategy (Policy Strategic Site Allocation 1, 3a) calls for planning applications for Strategic Sites to be accompanied by a ‘delivery strategy’. It goes on to make clear that this should, amongst other things, identify how and when the development will be implemented and managed once occupied, any matters to be resolved such as infrastructure requirements and delivery, development phasing and likely need for planning obligations (including financial contributions) and/or conditions.

Planning obligations

In-kind provision and financial contributions secured as part of the planning process are an important source of local infrastructure; linked with the mitigation of likely impacts that new development will have on the area in which they are based.

LB Lewisham is bringing forward a Planning Obligations SPD to support the Council’s approach to negotiating and securing obligations and sit alongside the established Section 106 Officers Steering Group. A draft Planning Obligations SPD was endorsed by the Council’s Mayor and Cabinet in January 2010 for consultation purposes. The Steering Group meets every 5-6 weeks and its main aims include monitoring progress of all S.106 projects (financial and no financial) and considering new bids for projects to be funded out of S.106 monies.

LBL as LPA has yet to make a decision on whether to become a ‘charging authority’ for the purposes of Community Infrastructure Levy (CIL) and prepare a ‘charging schedule’. However, LBL’s approach to securing financial contributions towards infrastructure (as set out in its draft Planning Obligations SPD) is still valid up until April 2014. If LBL does decide to become a ‘charging authority’, the IDP will provide a sound basis for preparing a ‘charging schedule’.

Infrastructure schedule

An Infrastructure Schedule is set out as Appendix 3. This incorporates the ‘committed’, ‘planned’ and ‘emerging’ projects.

Borough Investment Plan

The Homes and Communities Agency (HCA) is bringing together key agencies involved in the regeneration of Lewisham to have a “single conversation” and the Council has submitted a Borough Investment Plan (BIP) to the HCA for its approval. The BIP is intended to articulate the shared priorities of the Council, the HCA, other local partners and the Mayor of London. The BIP for Lewisham is currently being prepared and is expected to build on and complement the IDP by focusing on, amongst other things, social, economic and environmental sustainability, land supply, physical and social infrastructure and resources required to help deliver the vision and strategic objectives of the Core Strategy.

Monitoring and updating the IDP

This is the first IDP prepared for Lewisham and its preparation has itself helped strengthen relationships between different agencies and develop structures to facilitate a different, more collaborative way of working. As such, it is part of the ongoing process of developing a spatial planning approach and integrating the capital investment programmes of various services with planning for new development.

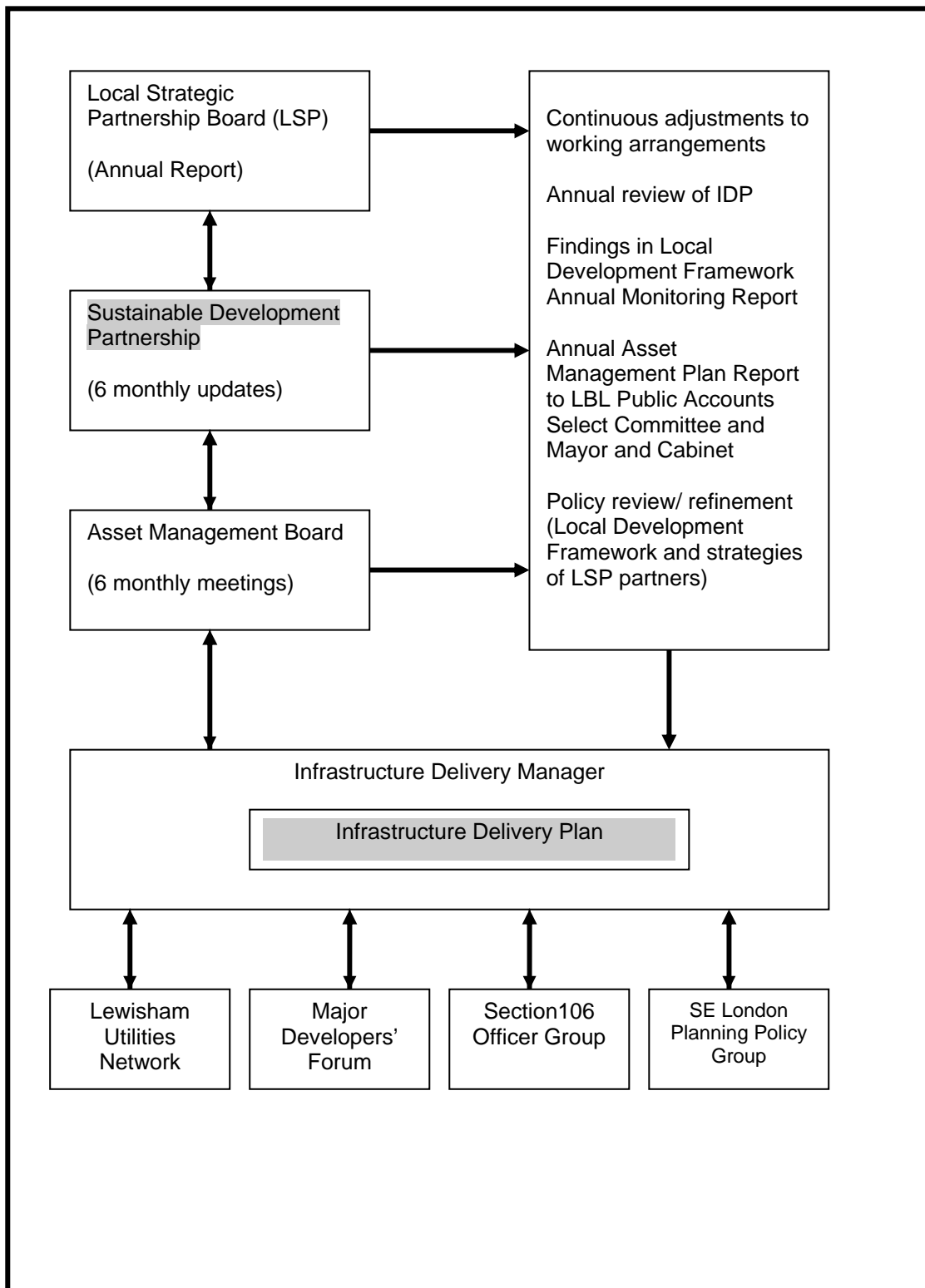
The baseline position in this IDP will allow LB Lewisham and its partners to prioritise investment decisions and address funding gaps over the lifetime of the Core Strategy. Subsequent versions of the Plan will be able to draw on monitoring and lessons learnt in implementation as the structures and mechanisms established mature.

These structures and mechanisms are being established to ensure:

- Risks are managed;
- Six monthly performance reports on delivery of the Infrastructure Schedule are reported to the SDP, through the AMB;
- An annual report to the LSP;
- An annual updating of the IDP (including the Infrastructure Schedule); and
- Inclusion of performance results in the Annual Monitoring Report.

Figure 9.2 below summarises the delivery and monitoring structures and mechanisms that are being put in place.

Figure 9.2: Delivery and Monitoring structures



Appendix 2: Consultation Schedule

Introduction. LBL officers have consulted delivery agencies on a regular basis as they have prepared and reviewed the IDP, with a series of meetings in 2009. The latest round of consultation took place between March and August 2010. In addition, relevant comments from agencies have been made in response to consultation on the Core Strategy over this period. A record of this round of consultation is set out below

Organisation	Date	Meeting/correspondence
Environment Agency	March to August	Regular liaison meetings
Goldsmith University of London	March	e-mail exchange
Government Office for London	26-03-10	Response to emerging Core Strategy and draft IDP
LBL BSF Team	July	e-mail exchange
LBL Community Sector Unit	August	Telephone conversation
LBL Education	March to August	Regular meetings and e-mail exchanges
LBL Leisure	August	Telephone conversation and e-mail exchange
LBL Parks	March to August	e-mail exchanges on various projects
LBL Regeneration (housing)	April	e-mail exchange
LBL Sustainability (DeMAP)	August	meeting
LBL Transport	April to August	e-mail exchanges on various projects
Lewisham NHS Hospital Trust	March	e-mail exchange
Lewisham NHS PCT	March onwards	Meeting 12-05-10 and subsequent e-mail exchanges
London Ambulance NHS Trust	15-03-10	No response
London Fire Service	March	e-mail exchange
London Borough of Southwark	23-04-10	Attendance at LBL and LBS regular Planning Liaison meeting
Metropolitan Police Service (CgMS)	06-04-10	Response to emerging Core Strategy and comments in relation to the Oxestalls Road planning application
National Grid	March	e-mail exchange
NHS London HUDU	30-03-10	Response to emerging Core Strategy
North Lewisham Health Improvement Plan Stakeholders	15-07-10	Attendance at meeting
Sustainable Development Partnership (Thee Board of the Local Strategic Partnership)	21-05-10	Providing update on preparation and delivery of IDP and agreement to governance arrangements.
Scotia Gas Networks	15-03-10	No response
SLAM NHS Trust	March	e-mail exchange
Thames Water Utilities	14-04-10	Letter in response to earlier draft IDP
Transport for London	March to August	Regular liaison meetings and letter (09-04-10) in response to emerging Core Strategy
Voluntary Action Lewisham	March	e-mail exchange

Appendix 3: Infrastructure Schedule (As of August 2010)

Stages	Status of Project	'Essential' Projects
<ul style="list-style-type: none"> Pre-2011 Stage 1 – 2011 to 2016 Stage 2 – 2016 to 2021 Stage 3 – 2021 to 2026 	<ul style="list-style-type: none"> 'Committed' – where they are ready to go and funding has been secured 'Planned' – where the scope of the project is defined and there is an intention to deliver, but funding has yet to be identified; and 'Emerging' – where the need for a project has been identified, but the scope has yet to be defined and funding has yet to be secured. 	<p>'Essential' projects are highlighted in grey. These are projects that must happen if the policy objectives set out in the Core Strategy are to be met in full and include those that are considered essential if the policy objectives (land use priorities and/or urban design principles) for the Strategic Site Allocations are to be met in full.</p>

P1. Transport

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P1A	Lewisham Town Centre and Catford Town Centre Lewisham Gateway Site	Waterlink Way	Signage and marketing	1	£1.96	LDA (Committed)	LBL (with DfL and Environment Agency support)	Waterlink Way is a long-standing LBL objective that is now embedded into the East London Green Grid concept. This project focuses on LBL owned land and risk to non-delivery is low.
P1B	Deptford New Cross	Route 1 (Fordham Park to Deptford High Street).	Comprehensive improvement of spaces and routes	Pre-2011	£4m	Homes and Communities Agency (Committed)	LBL (HCA and DfL)	The Route 1 project is on-site and progressing well. No significant risks identified. The need for any design changes will continue to be monitored by LBL in consultation with the LDA/DfL. Future funding to be secured to implement future projects.
		Deptford Links, North Lewisham Links Strategy and Legible Lewisham	Development of specific Creek tie-in projects.	Pre-2011	£50,000	LDA (Committed)	DfL (with LBL)	

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P1C	Deptford New Cross	Deptford Creek Bridge	New bridge across Deptford Creek	1	£ 800k	s.106 contributions commitment obtained by LBG (Planned)	Developers (with LBL, LB Greenwich, LDA/DfL and PLA)	This project is dependant on the implementation of the permitted Creekside Village East scheme and the agreement of landowners on the east side of the Creek, LB Greenwich and the PLA. It is high risk. If the project is abandoned, alternative ways of improving accessibility and reducing the severance effect of the Creek will be considered (including improvements to the existing Ha'Penny Hatch and Creek Road bridges).
P1D	Catford Town Centre	Catford Link	New pedestrian and cycle bridge across railway tracks between Greyhound Stadium Site and Doggett Street and route through the site	1	£1.75m	s.106 contributions (Planned)	Developers (with LBL and Network Rail)	This is an integral part of the development of the Greyhound Stadium site. Discussions are continuing with Countryside Properties, Hyde Housing and the HCA to help ensure the early delivery of this development scheme. If these fail, alternative schemes for developing this site and bringing forward the bridge will need to be developed.
P1E	Deptford New Cross and Convoys Wharf Site	Thames Path	Extension of Thames Path across Convoys Wharf site	1-3	To be determined	s.106 contributions (Planned)	Convoys Wharf developers(with LBL and EA)	This is an integral part of the emerging revised proposals for Convoys Wharf, which are currently the subject of discussions between LBL, Hutchinson Wompoah and the Environment Agency.
P1F	Deptford New Cross and Surrey Canal Triangle Site	East London Line Extension (Phase 2)	East-west spur from Surrey Quays to Clap. Junction (including new Surrey Canal Road	1	£64m + £10m for Surrey Canal Road Station	TfL(Committed) LBL (LIP) £3m (Committed) DfT £7m is outstanding	TfL TfL	Delays in a funding commitment from DfT mean that a Station cannot now be built as an integral part of the extension itself and 'passive provision' is being made to

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/Contingency Planning
			Station)					allow for its provision in the future. If the £7m commitment from DfT is not forthcoming, LBL will work with TfL, DfT Renewal/Millwall and other developers to identify alternative funding arrangements (including planning obligations).
P1G		Crossrail	Major new railway (including interchange with ELL at Whitechapel)	2	£17bn	TfL,DfT,GLA and developers) (Committed)	TfL	Continuing uncertainty and high risk of overrun on such a major project. Funding partly dependent on business levy and planning obligations. However, the project is not considered essential for the delivery of the Core Strategy.
P1H		Thameslink Programme	Enhancement project	2	£3bn+ (overall)	DfT/Network Rail (Committed)	Network Rail	High risk of overrun on such a major project, although low risk of non-completion.
P1I	Deptford New Cross	Deptford Station	New Station and public square	1	£11.2m	LDA (£320k), TfL (£140k), DCLG (£4.6m), Railway Heritage Trust (£70k), LBL (£2.45m) and Network Rail (£2m) (Committed)	Network Rail (LBL)	The Council has, subject to contracts with Network Rail, appointed Volker Fitzpatrick as the contractor to build the station and it is hoped that the construction will start in end 2010. If the project does fail for any reason, LBL will seek to secure limited funding for interim amenity and security improvements to the existing station.
P1J	Lewisham Town Centre and Lewisham Gateway Site	Lewisham Station	Re-location of bus layover and increase in capacity	1	To be determined	s.106 contributions (Planned)	TfL (with Lewisham Gateway Developments Ltd and LBL)	This is linked with and dependant on the Lewisham Gateway scheme progressing. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and HCA. Existing bus station will remain in interim and alternative ways of increasing bus service

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/Contingency Planning
								capacity may need to be investigated.
P1K	Lewisham TC and Lewisham Gateway Site	Bus Stops/ Bus Lanes	Measures to improve bus movements	1 -3	To be determined	s.106 Contributions (Planned)	Developers (with TfL and LBL)	The s.106 agreement that forms part of the planning permission for the Loampit Vale scheme enables TfL to require land from the site to implement a bus lane. Regular liaison meetings with TfL will enable the need for such a widening and s.106 funding should enable this to happen.
P1L	Deptford New Cross	Kender Triangle	Removal of one-way gyratory and replacement of two-way working	Pre 2011	£1.5m	TfL and HCA (Committed)	LBL (with TfL)	The scheme is currently progressing well, with no significant risks identified.
P1M	Lewisham Town Centre and Lewisham Gateway Site	Lewisham Town Centre	Re-modelling of Lewisham Interchange (removal of roundabout and creation of 'Low H' layout)	1	To be determined	TfL and s.106 contributions (Planned)	TfL (with Gateway Development Ltd and LBL)	Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and HCA over the funding of these enabling works. A less costly/ambitious scheme may need to be investigated if discussions fail.
PIN	Catford Town Centre	Catford Town Centre	Realignment of A205 (South Circular) and widening of Plassey Road.	2	To be determined	TfL and s.106 contributions (Planned)	TfL (with developers and LBL)	This is a long-standing objective that is dependant on the re-development of various sites. The preparation of the Catford Town Centre AAP provides a vehicle for LBL to discuss issues with landowners, TfL and other stakeholders to ensure that a viable road scheme is delivered as part of a new high-quality town centre.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P1O		Sydenham Town Centre and Bell Green	Environmental improvements and changes to Bell Green (two lanes for southbound traffic and Bell Green Perry Rise junction)	1	Sydenham Town Centre works £3.6m	TfL (Committed)	LB Lewisham	Final TfL acceptance of design and business case is required. Alternative ways of delivering objectives to be considered if project fails.
P1P	Deptford New Cross and Convoys Wharf Site	Convoy Wharf Highway works	Works to nearby streets	1 + 2	To be determined	s.106 contributions (Planned)	LBL (with TfL in relation to TfL network)	Revisions to outline planning application expected soon – subject to on-going discussions with developers and approval of an amended scheme.
P1Q	Deptford New Cross and Convoys Wharf Site	Convoys Wharf River Infrastructure	Use of safeguarded wharf for freight purposes and possible introduction of River Bus.	1 + 2	To be determined	s.106 contributions (Planned)	Developer of Convoys Wharf (LBL, GLA, TfL and PLA)	Subject to continuing discussions with Hutcinson Wompoah, TfL and river bus operators and approval of amended scheme.
P1R	Deptford New Cross and Lewisham Town Centre	Bakerloo Line Extension	Emerging proposals for extension with new stations at New Cross Gate and Lewisham.	3+	To be determined	To be determined (Emerging)	TfL (Network Rail)	This is a long-term project included in the Mayor of London's Transport Strategy and emerging Replacement London Plan. LBL to continue to liaise with TfL over scheme development and delivery. The current public funding situation means this is a long-term aspirational project.
P1S		Borough-wide Networks	Emerging programme to prioritise walking, cycling and public transport	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	This project comprises a series of interventions, all of which are sub-projects in themselves. It is to be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
								projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'
P1T		Borough-wide Programmes	Emerging programme to prioritise walking, cycling and public transport	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	Subject to development of programmes and continuing community engagement. This project comprises a series of interventions, all of which are sub-projects in themselves. It is to be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'
P1U		S.106 Contributions to LIP funded corridor and neighbourhood schemes	Emerging programme to augment LIP funding	1 to 3	To be determined	s.106 contributions (Emerging)	LBL (with TfL and developers)	Subject to development of programmes and continuing community engagement. This project comprises a series of interventions, all of which are sub-projects in themselves. It is to be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
								projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'
P1V	Lewisham Town Centre and Lewisham Gateway Site	Group 3 – Lewisham Town Centre, Brookmill Road and Loampit Vale	Emerging programme for Lewisham TC	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	This project comprises a series of interventions, all of which are sub-projects in themselves. The Lewisham Town Centre AAP will provide a vehicle for developing the sub-projects and regular liaison with TfL and other stakeholders will enable the overall programme to be monitored and changed where necessary. This can be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'
P1W	Catford Town Centre	Group 6 – Catford	Emerging programme for Catford TC	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	This project comprises a series of interventions, all of which are sub-projects in themselves. The Catford Town Centre AAP will provide a vehicle for developing the sub-projects and regular liaison with TfL

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
								and other stakeholders will enable the overall programme to be monitored and changed where necessary. This can be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'
P1X	Deptford New Cross and Convoys, Surrey Canal Triangle, Oxestalls and Plough Way Sites	Group 1 – Deptford and New Cross	Emerging programme for Deptford New Cross	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	Subject to development of programmes and continuing community engagement. This project comprises a series of interventions, all of which are sub-projects in themselves. It is to be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding source (Status)	Responsible Agency (Supporting Agencies)	Risks/Contingency Planning
P1Y	Deptford New Cross and Convoys, Surrey Canal Triangle, Oxestalls and Plough Way Sites	Group 2 – New Cross Road	Emerging programme for New Cross Road	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	Subject to development of programmes and continuing community engagement. This project comprises a series of interventions, all of which are sub-projects in themselves. It is to be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'
P1AZ	Deptford New Cross and Convoys, Surrey Canal Triangle, Oxestalls and Plough Way Sites	Group 8 – Area Based Schemes	Emerging programmes for parts of Deptford New Cross	1 to 3	To be determined	TfL (LIP), LBL, s.106 contributions (Emerging)	LBL (with TfL and developers)	Subject to development of programmes and continuing community engagement. This project comprises a series of interventions, all of which are sub-projects in themselves. It is to be co-ordinated via the Local implementation Plan Neighbourhood and Corridor programmes. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed. Pooling of funding from 6 or more schemes from April 2014 onwards will be dependant on LBL becoming a 'charging authority.'

P2. Utilities

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P2A	Deptford New Cross	Thames Tunnel (North Lewisham)	New storage and transfer tunnel, including combined sewer overflows along the River Thames.	2 + 3	£2-2.2 billion	Thames Water (Planned)	Thames Water	Thames Water intends to seek planning permission by way of a Transport and Works Act application in September 2010. LBL is liaising with Thames Water in relation to the possible need for above ground infrastructure associated with the Tunnel and ways of minimising disturbance during construction, particularly if either the "Rotherhithe" or "Abbey Mills" routes are chosen. This is a complex and expensive project and risks of overrun are high. Thames Water will need to consider contingency arrangements should the project be delayed or not proceed.
P2B	Lewisham, Catford and Deptford New Cross	Decentralised Energy and Energy Masterplanning (DEMaP) Programme	Consultancy advice to facilitate and accelerate delivery of decentralised energy.	Pre 2011	(£15,000)	London Development Agency (Committed)	LBL (working with LDA and LB Southwark)	The DEMaP project should help identify opportunities that can be promoted through the area, including a possible network(s). In the DNX area this may include links to SELCHP. Development Management needs to ensure that where decentralised energy networks are uncertain, individual schemes are 'future proofed' to be able to connect to a network at a later date.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P2C		Utility enhancements	Necessary adjustments/improvements to the established utility networks	1-3	To be determined	Developers (Emerging)	Developers (Utility Companies)	The Lewisham Utilities Forum should help improve liaison between LBL and alert the utility companies to development opportunities more quickly. In Lewisham and Catford, the preparation of AAPs will provide a vehicle for considering cumulative impacts and needs.

P4. Flood Defence

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P4A	Lewisham Town Centre	Lewisham Town Centre Open Space	Channel re-profiling	1	Unknown	Developers (Planned) XX	Lewisham Gateway Development Ltd/London Development Agency	This is linked with and dependant on the Lewisham Gateway scheme progressing. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and HCA to help ensure the early delivery of this project. If these fail, alternatives will be explored with the EA and landowners as part of developing and implementing the Ravensbourne River Corridor improvement Plan.
P4B	Deptford New Cross	Deptford Creek Flood Defence improvements	Improvements to nine existing tidal flood defences along Deptford Ck.	Pre-2011	Unknown	Unknown due to ongoing confidential negotiations.	Private Landowners/ Environment Agency	This project is currently on-site and progressing well. The Environment Agency has reserve powers to undertake works and reclaim costs from landowners should this be necessary to complete the project.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P4C	Lewisham and Catford Town Centres	Waterlink Way Open Spaces (see Project G1B)	Proposed Improvements to Ladywell Fields Middle and South incorporate 'floodable landscape' to help manage flood risk.	1	See Project G1B	See Project G1B	See Project G1B	See Project G1B

S1. Education

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S1A	Deptford New Cross	Tidemill Primary School	New 2Form of Entry (FE) Primary School (including Nursery) to replace existing 1.5FE School (Complete Sept 2011)	1	£8.5m	DfE - £4.5m OSCP – £1.5m Land value from existing vacated school site - £2.5m (Committed)	LBL C&YP	This project is on-site and no significant risks to its successful implementation have been identified. LBL Project Board is overseeing the delivery of the project.
S1B	Lewisham Town Centre	Gordonbrock Primary School	New build and refurbishment. Expansion from 2.5 FE to 3FE (Complete Sept 2011)	1	£9.2m	Tranche 1 Primary Capital Programme (Committed)	LBL C&YP	No significant risks identified. LBL Project Board is overseeing the delivery of the project.
S1C	Lewisham Town Centre	Brockley Primary School	New build. Expansion from 1FE to 2FE (Complete Sept 2011)	1	£8.3m	Tranche 1 Primary Capital Programme (Committed)	LBL C&YP	No significant risks identified. LBL Project Board is overseeing the delivery of the project.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S1D	Deptford New Cross and Convoys Wharf Site	Convoys Wharf School	New 2FE Primary School	2-3	£6m+	Developers of Convoy Wharf (Planned)	LBL C&YP (Developers)	This is an integral part of the emerging revised proposals for the site, which are currently the subject of discussions between LBL and Hutchinson Wompoah. LBL as an Education Authority will need to liaise closely with the developers in order to minimise risks associated with building and opening a new school here.
S1E		Northbrook Church of England School	New school for 600 pupils. (Complete April 2011)	1	£18.6m	BSF (PFI) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1F		Addey and Stanhope	New school for 600 pupils (Complete Sept. 2011).	1	£8.4m	BSF (Design and Build) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1G		Bonus Pastor	New school for 850 pupils. (Complete Sept 2012)	1	£20.8m	BSF (PFI) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1H		Prendergast-Hilly Fields College	New school for 1000 pupils (Complete Sept 2012)	1	£20.7m	BSF (Design and Build) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1I	Lewisham Town Centre and Lewisham Gateway Site	Prendergast Vale	New all-through school (600 secondary, 210 primary, 25 nursery (Complete September 2012)	1+2	To be determined	BSF (PFI) (Committed)	LBL C&YP (Learning 21)	Planning permission granted for new school and funding committed. No significant effects.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S1J		Pendragon School	New school for pupils on autistic spectrum disorder. (Complete Sept. 2012)	1	£14.8m	BSF (PFI) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1K		Sydenham	New school for 1,450 pupils (Complete Jan. 2013)	1	£25.8m	BSF (Design & Build) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1L		Haberdasher's Aske's Hatcham College	Refurbishment and extension to provide new school hall (Complete Sept 2010).	1	£5.7m	BSF (Design & Build) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1M		Crossways Academy	Extension to existing school to service extra 100 pupils (Complete Sept 2011)	1	£1.6m	BSF (Design & Build) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1N		Brent Knoll	Refurbishment of ASD school (Complete Sept. 2013)	1	£7.5m	BSF (Design and Build) (Committed)	LBL C&YP (Learning 21)	No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1O	Deptford New Cross	Deptford Green	New school for 1,300 pupils (Complete Sept. 2013)	1	£30.5m	BSF (PFI) (Committed)	LBL C&YP (Learning 21)	Planning permission granted for new school and funding committed. No significant effects.
S1P	All	Primary School Capacity Enhancements	Additional 15 Forms of Entry by 2019/20 (in addition to a 2FE school on the Convoys site)	1 + 2	To be determined	DfE, Planning Obligations (Emerging)	LBL (land owners and developers)	High risk and consequences of non-delivery. LBL Planning and Education liaising closely to test feasibility of expanding existing schools and identify opportunities for new provision. The AMB is considering the wider public sector estate and the opportunities for

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
								rationalisation/co-location that may help deliver additional school places. Discussions are continuing with Hutchinson Wompoah about the possibility of the Convoys Wharf site accommodating a 3FE Primary School (as opposed to a 2FE school). School place projections are reviewed regularly and there are also regular meetings between LB Education and colleagues in adjoining Boroughs to discuss and respond to cross-Borough movement.
S1Q	All	Secondary School Capacity Enhancements	Additional 14 to 20 Forms of Entry by 2019/20 (in addition to Prendergast Vale, Deptford Green and other new build/expanded schools in the BSF programme)	1 + 2	To be determined	BSF (PFI and Design and Build), DfE, Planning Obligations (Emerging)	LBL C&YP (Learning 21, land owners and developers)	High risk and consequences of non-delivery. Secondary school place provision needs to be tackled at a Borough-wide level and the AMB is considering the wider public sector estate and the opportunities for rationalisation/ co-location that may help deliver additional school places. School place projections are reviewed regularly and there are also regular meetings between LB Education and colleagues in adjoining Boroughs to discuss and respond to cross-Borough movement.
S1R	Deptford New Cross	Goldsmiths, University of London Estates Masterplan	New build and refurbishment for academic, administrative and student	1 + 2	To be determined	To be determined (Emerging)	GUL (with LBL, TfL and Higher Education Funding Council (HEFCE)	All projects will be subject to planning permission and successful capital funding bids. LBL will continue to work with Goldsmiths on delivering a successful masterplan

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
			accommodation					and on any interim improvement strategy if funding prevents full delivery.

S2. Health

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Funding
S2A	Deptford new Cross	Waldron Health Centre (Polyclinic Phase I) Stanley Street	Further development of the Waldron Health Centre into a polysystem hub.	Pre-2011 + 1	£100,000	PCT (Committed)	PCT	No significant risks identified.
S2B		Polysystem hubs Phases II, III and iv	Development of further polysystem hubs in the Borough	1	£5.2m	PCT (Committed)	PCT	Suitable sites/ premises to be identified – subject to planning permission and funding. LBL will continue to work with the PCT to identify appropriate sites and ways of delivering the remaining phases of the polysystem in a period of restrained public funding. If this is not achievable, efforts will be focused on securing enhancements to existing health facilities.
S2C	Deptford New Cross	NDC Centre	GP Surgery (approx. 1200m ²) and pharmacy as part of a mixed-use development.	1	Under review	NDC and PCT (Planned)	NDC (PCT)	This scheme has been delayed. Lewisham PCT is reviewing the project and if this does not progress, LBL will continue to work with PCT about securing capacity enhancements to existing premises.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Funding
S2D		Speedwell and Ladywell Unit (Lewisham Hospital),	Expand existing facilities in Speedwell and relocate some services to the Ladywell Unit, where a new ward is proposed.	1	£10.2m	SLAM (Committed)	SLAM	No significant risks identified.
S2E	All	GP Facilities	Additional 27 GPs needed up to 2026 (based on the ratio of 1 GP per 1,800 people).	1-3	To be determined	PCT, joint venture, LIFT, Planning Obligations/CIL (Emerging)	Lewisham PCT/LBL (Developers)	PCT study suggests that existing GP practices in the Growth Areas could accommodate anticipated population growth, subject to necessary capacity enhancements. The PCT and LBL are working together to ensure that there is sufficient surgery space to accommodate the proposed shift of 'first' appointments from acute to primary/community sites in Lewisham by the middle of 2011.
S2F	All	Dentist Facilities	Additional 42 dentists needed up to 2026 (based on the ratio of 1 dentist per 2,000 people).	1-3	To be determined	PCT, joint venture, LIFT, Planning Obligations/CI Emerging)L	Lewisham PCT/LBL (Developers)	There is considered to be sufficient vacant/proposed new non-residential space in appropriate locations (including the five Strategic Sites) to easily accommodate this requirement. However, the situation will be monitored in liaison with Lewisham PCT.

S3. Community

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S3A	Deptford New Cross	Deptford Lounge, Giffin Street, SE8	Shared community space – multi-use hall (220m ²) and community/training rooms (approx. 200m ²).	Pre-2011	£ 21,700,000 (complete project)	DCSF Co-location Fund (£5.5m), DFES Target Capital Funding (£4.5m), OSCP (£5.8m) (Committed)	LBL Children Young Peoples Services	On-site. No significant risks identified.
S3B	Lewisham Town Centre	Lewisham City Mission, Elmira Street, SE13	Replacement and enhanced church facility (315m ²) with a private garden space (approx. 95m ²).	1	Embedded within development scheme.	Barratt East London	Barratt East London (City Mission)	This is an integral part of the consented Loampit Vale proposals that are on-site and is secured by legal agreements between Barratt East London, LBL and the City Mission. Risk of non-delivery is therefore low
S3C		Wells Park Hall, 141 Newlands Park, SE26	Youth Centre/Hub	1	£1m - £1.5m (Planned)	My Place Round 2 – The big Lottery Fund (Department for Children and Families)	LBL Children & Young People LBL Community Services	Continuing community engagement required.
S3D	Deptford New Cross and Surrey Canal Triangle Site	Assembly Centre	Large main auditorium, smaller hall and ancillary office and other space (Approx. 9,000sqm)	1-2	To be determined	To be determined (Planned)	Renewal	LBL is holding pre-application discussions with Renewal, the GLA, LB Southwark and other stakeholders over proposals for the site, which include an assembly centre. The proposals are high risk as they are subject to the grant of planning permission and funding. Alternative ways of meeting the need for spaces for large religious congregations would need to be identified if the proposals fail.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S3E	Lewisham Town Centre	Ladywell Tower Project	Refurbishment of existing building into a multi-use community asset.	1	To be determined	To be determined (Planned)	LBL Community Sector Unit (VAL)	Efforts are focused on the establishment of a Trust that could manage the building and the range of uses proposed. Securing funding for refurbishment works will be challenging. If the project fails, LBL will need to develop alternative means of finding a use for this historic building.

S4. Leisure

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S4A	Lewisham Town Centre and Lewisham Gateway Site	Loampit Vale Leisure Centre, SE13	Swimming pool (25m), teaching pool, fitness suite, dance/ aerobic studios, 'healthy living suite' and climbing wall.	1	Embedded in scheme - £20,500,000	Land sale/ development agreement/ s.106 (Committed)	Barratt East London (LBL)	This is an integral part of the consented Loampit Vale proposals that are on-site and is secured by legal agreements between Barratt East London and LBL. Risk of non-delivery is therefore low.
S4B		Forest Hill Swimming Pool	Redevelopment of Forest Hill Swimming Pool	1	£12.5m	LBL (Committed)	LBL	Works are due to start in early 2011. No significant risks identified.
S4C		Ladywell Arena Olympic Training Camp	Rlaying track and improvement works	Pre-2011	£240,000	LBL and National Olympics Committee (Committed)	LBL	On track (sic). No significant risks identified.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S4D	Deptford New Cross	Deptford Lounge	Library/school library/Council Access Point (approx 865m ²) multi use main hall (220m ²) and outdoor ball court (approx. 735m ²)	1	£ 21,700,000 (complete project)	DCSF Co-location Fund (£5.5m), DFES Target Capital Funding (£4.5m), OSCP (£5.8m) (Committed)	LBL Children Young Peoples Services	On-site. No significant risks identified.
S4E		Bonus Pastor School site	All weather pitch	1	To be determined	BSF (PFI) (Planned)	LBL Children and Young Peoples Services	To be provided as part of the committed school project. No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S4F	Deptford New Cross	Deptford Green High School	All weather pitch	1	To be determined	BSF (PFI) (Planned)	Children and Young Peoples Services	To be provided as part of the committed school project. No significant risks identified. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S4G	Deptford New Cross	Wavelengths Leisure Centre	Enhanced leisure offer following re-location of library (see Project S4D)	1	To be determined	LBL (Emerging)	LBL Leisure Services	Investment options are being explored through the letting of the Council's leisure contract. LBL will need to identify alternative funding if the new leisure contract is unable to deliver.
S4H	Deptford New Cross and Surrey Canal Triangle Site	Surrey Canal Triangle Sports Village	Around 12,000sqm of sports and leisure uses	1-3.	To be determined	To be determined (Planned)	Renewal and Millwall Football Club (LBL)	LBL is holding pre-application discussions with Renewal, the GLA, LB Southwark and other stakeholders over site proposals, which include a 'sports village'. The proposals are high risk as they are subject to planning permission and funding. Alternative ways of meeting leisure demands would need to be identified if proposal fail.

S5. Estate Renewal

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S5A	Deptford New Cross	Kender Estate Phase 3 North	67 units (Nov 2010)	Pre-2011 +	£5,975,000	£2,000,000 - Lewisham capital programme. £1,662,000 - Hyde Recycled Capital Grant, £2,312,500 HCA funding for intermediate units (Committed).	Hyde Housing Association	No significant risks identified. Part complete and remainder progressing well on-site
S5B	Deptford New Cross	Kender Estate Phase 3 South (NDC)		Pre-2011 + 1	£2,970,000	£1,485,000 - Lewisham capital programme (Part Committed).	NDC	Full funding still to be secured and an RSL partner to be identified. Continuing community engagement is required.
S5C	Deptford New Cross	Kender Estate Phase 4	56 units (Aug 2013)	1	£3,000,000	£1,540,000 from Lewisham capital programme. £2,853,043 from Hyde Recycled Capital Grant fund. Further funding to be sought from HCA (Part Committed).	Hyde Housing Association	Full funding and planning permission still to be secured. Continuing community engagement is required.
S5D		Honor Oak Hilton		1	£1,745,000	£1m from Section 106. £745k from GOL funding (Committed).	Family Mosaic Housing Association	No significant risks identified.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S5E	Lewisham Town Centre	Heathside and Lethbridge Estate	Comprehensive redevelopment including around 630 additional homes by December 2017	2	£14.4m	£14.4m secured from HCA for Phase 1 (138 units) (Part Committed).	Family Mosaic Housing Association	Subject to detailed planning permission being granted for future phases. Funding for remaining phases to be secured. Continuing community engagement required.
S5F	Deptford New Cross	Silwood Estate 4C	Final phase of Silwood regeneration including 146 new units.	1	To be determined	HCA funding (Planned).	London & Quadrant Housing Association	Funding still needs to be secured for this final phase
S5G	Deptford New Cross	Excalibur Estate	Refurbishment/ redevelopment of Estate (around 227 homes)	2	To be determined	(Planned)	London & Quadrant Housing Association	A number of properties have been 'Listed', increasing risks. Discussions with English Heritage are on-going and funding needs to be secured.

S6. Emergency Services

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S6A	Deptford New Cross and Oxestalls Road	Neighbourhood Policing Facility (150sqm)	Additional 'shop front' facility	1	To be established	Developer/MPA (Emerging)	Developer (MPA)	Discussions are continuing between the MPA and prospective developers about the possibility of the MPA renting space to establish this facility. This is subject to the planning permission and agreement of terms. LBL will continue to work with MPA and prospective developers over other possibilities if this project is not implemented as there is planned provision of similar space as part of proposals for other sites in the Deptford New Cross area.

G1. Green Infrastructure

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/Contingency Planning
G1A	Deptford New Cross	Route 1 (Fordham Park to Deptford High Street).	Comprehensive improvement of spaces and routes	1	£4m	Homes and Communities Agency (Committed)	LBL (HCA and DfL)	The project is on- site and progressing well. No significant risks identified. The need for any design changes will continue to be monitored by LBL in consultation with the LDA/DfL.
G1B	Deptford New Cross, Lewisham TC and Lewisham Gateway	Waterlink Way Open Spaces	Improvements to Green Chain, including major improvements to Ladywell Fields Middle and South.	1	£1.96m	London Development Agency (Committed)	LBL (Environment Agency)	This is a long-standing LBL objective that is now embedded into the East London Green Grid concept. This project focuses on LBL owned land and risk to non-delivery is low.
G1C	Deptford New Cross	Pepys Estate and Public Spaces	Improvements to Estate open spaces and nearby public parks and spaces.	Pre-2011 +	£3m	LBL and Big Lottery (Committed)	LBL (Hyde Housing)	The greatest risk to the successful implementation of this project relates to consultation with local residents and businesses. LBL has undertaken extensive local consultation and will continue to so throughout the scheme development and implementation periods.
G1D	Deptford New Cross	Playbuilder Schemes	Improvements to play areas for 8-10 year olds. Phase 3 Chinbrook Meadows, Deptford Park and Mayow Park.	Pre-2011	£450,000	DCLG Fair Play Programme (Planned)	LBL (Friends of organisations)	Following the Government announcement on 11/08/10 in relation to funding for Playbuilder Schemes where construction has not started, the Council is awaiting confirmation from the Department for Education as to what, if any, funding will be available for these projects. There is a high risk that none or only some funding will be confirmed. If this is the case, LBL will work with partners to investigate alternative funding opportunities.
G1E	Lewisham Town Centre	Improvement of existing public open space (Connington Road/Silk Mills Path)	Integral part of development	1	Embedded in scheme	Landowner/ developer (Committed)	St. James	LBL has approved details for the provision of this space and St James is on-track for delivering this project

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
G1F		Hillyfields Changing Spaces Scheme	Improve Hillyfields and create a community garden	1	£100,000	Big Lottery (Committed)	LBL	No significant risks identified.
G1G		Beckenham Place Park	Restore and re-use of Listed Mansion, development of the Homestead and Stables for open space and recreation purposes and improvement of the park itself.	1 + 2	£5-£10m	To be identified (Planned)	LBL and development partner	Need to work with development partner and 'Friends of...' organisation to develop a scheme and secure funding. Securing funding will be a major challenge in the current economic/public spending climate.
G1H	Deptford New Cross	Kender Triangle Open Spaces	Improvement of open space at Hatcham Gardens and other spaces.	1	£500,000	LDA and DfL (Planned)	LBL (OTHERS?)	Scheme for Hatcham Gardens has been completed, with opportunities to improve nearby Eckington and Besson Street Gardens being progressed. Continuing discussions between LBL and LDA/DfL over funding
G1I	Deptford New Cross and Convoys Wharf Site	Convoys Wharf	New central open civic space (approx. 0.45ha).	2	Embedded in scheme	Land owner/ developer (Planned)	Landowner/ developer (LBL)	This is an integral part of the emerging revised proposals for Convoys Wharf, which are currently the subject of discussions between LBL and Hutchinson Wompoah.
G1J	Deptford New Cross	DNX Development Sites and Open Spaces	Creation of new and improved spaces to improve open space provision and connectivity of the area.	1 + 2	To be determined	Landowner/ developer /s.106/CIL (Planned)	Landowner/ developer (LBL and TfL)	LBL is progressing this project (which is actually a set of three sub-projects) in discussion with owners of the Strategic Sites referred to and has commissioned studies to progress proposals. LBL will have to consider other ways of significantly enhancing the quality and usability of public realm around sites if for any reason this project does not proceed. Funding is heavily dependent on s.106 contributions.

IDP Ref.	Linked to Growth Area and/or Strategic Sites	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
G1K	Lewisham Town Centre and Lewisham Gateway Strategic Site	Lewisham Gateway Open Space	New 2,250m ² public open space at confluence of Quaggy and Ravensbourne Rivers.	1	Embedded in scheme	Landowner/ developer (Planned)	Landowner/ developer	This is linked with and dependant on the Lewisham Gateway scheme progressing. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and HCA to help ensure the early delivery of this project. If these fail, alternative projects will need to be identified to improve open space provision in the area.
G1L	Lewisham Town Centre and Lewisham Gateway Strategic Site	Loampit Vale Open Spaces	Improved and larger 'East Piazza' (approx. 0.19ha) and new 'West Piazza' (approx. 0.14ha)	1	Embedded in scheme	Landowner/ developer (Planned)	Landowner/ developer	This is an integral part of the consented Loampit Vale proposals that are on-site and is secured by legal agreements between Barratt East London and LBL. Risk of non-delivery is therefore low.
G1 M	Deptford New Cross	Deptford High Street Public Realm Improvements	Improvements to the public realm of Deptford High Street south of Giffin Street.	Pre-2011 +	£700,000	LBL (Planned)	LBL (with adjoining landowners)	The nature of this project (improving a busy street that accommodates an active market) at a time when development and new car parking arrangements are being introduced nearby poses particular challenges. Continuing discussions with market traders and other stakeholders will be needed to ensure successful phasing. Funding to be re-allocated if project fails.