

Infrastructure Delivery Plan – Framework Document

October 2015



Contents

1.	Introduction	4
	- Introduction	
	- Status and Purpose	
	- Structure of document	
2.	Context	8
	- Lewisham Today	
	- Partnership working and the Lewisham Congress	
	- Sustainable Community Strategy	
	- National policy and guidance	
	- Mayor of London policies and guidance	
	- Lewisham's policy and guidance	
	- Neighbourhood Planning	
3.	Infrastructure and Delivery Agencies	19
	- Definition of Infrastructure	
	- Scope	
	- Infrastructure Topics and Delivery Agencies	
4.	Methodology	23
	- Overall Approach	
	- Delivery Periods	
	- Amount and Distribution of Residential Development	
	- Population and population growth	
	- Strategic Infrastructure Planning Areas	
	- Growth Areas and Strategic Sites	
	- Infrastructure in adjacent boroughs	
	- Consultation and duty to co-operate	
	- Infrastructure Projects	
	- Infrastructure Schedule	
5.	Physical Infrastructure	35
	- P1 – Transport	
	- P2 – Utilities & Digital Connectivity	- -
	- P3 - Waste Management	
	- P4 - Flood Risk Management	
6.	Social Infrastructure	57
	- S1 – Education	
	- S2 - Health & Adult Social Care	
	- S3 – Community	
	- S4 – Leisure	
	- S5 - Emergency Services	
	- S6 – Burial Space	
7.	Green Infrastructure	86
	- G1 - Open Space	
8.	Growth Areas	92
	- TO FOLLOW	

9. Delivery	93
- Governance Arrangements	
- Development Management, CIL and Planning Obligations	
- Monitoring and Review	
Appendix 1 – Engagement Schedule	95
Appendix 2 – Draft Infrastructure Schedule	98
(Planned and Committed projects only)	

1. Introduction

Introduction

- 1.1. Lewisham’s Infrastructure Delivery Plan (IDP) was published in August 2010 as a ‘living document’ to be monitored and revised as necessary and supported the submission version of the Lewisham Core Strategy (October 2010). The 2010 IDP was reviewed and formed the basis of the Infrastructure Delivery Schedule Review (IDSR) (December 2011) that was prepared for Community Infrastructure Levy (CIL) purposes. This involved removing those proposed infrastructure schemes that are not relevant to CIL (including those not due for delivery in the CIL period or not requiring CIL funding), the inclusion of additional necessary schemes and some changes in priorities, expected delivery schedules and other minor adjustments.
- 1.2. Government guidance, contained in paragraph 153 of the National Planning Policy Framework (NPPF) (2012) favours a single plan approach, where instead of having a suite of separate documents forming the Development Plan (as at present), the documents are brought together into an integrated Local Plan. The Council has started work on preparing a Local Plan that will integrate spatial strategy, site allocations and development management policies. This will sit alongside a separate Gypsy & Traveller Local Plan. The Council is keen to prepare a revised IDP to inform and support the delivery of these plans.
- 1.3. Inevitably a lot has changed since the 2010 IDP was prepared and Table 1.1 below summarises the key relevant ones.

Table 1.1: Changes since the 2010 IDP was prepared

<p>Political/economic</p> <ul style="list-style-type: none"> • Coalition Government (May 2010) • Conservative Mayor of London (May 2012) • New Lewisham administration (May 2014) • Economic recovery underway • Conservative Government (May 2015) <p>Structural</p> <ul style="list-style-type: none"> • Population growth higher than 2008 Round Population Projections (2011 Census) • NHS reforms (2012 onwards) • Creation of London Enterprise Panel (Feb 2012) <p>National Planning Legislation/Policy/ Guidance</p> <ul style="list-style-type: none"> • Localism Act (November 2011) (Duty to cooperate and Neighbourhood Planning) • NPPF (March 2012) • NPPG (updated web guidance) • CIL Regulations (2010 to 2014) • National Infrastructure Plan (December 2014) <p>London-wide Planning Policy/Guidance</p> <ul style="list-style-type: none"> • London Plan (July 2011) now replaced by London Plan (March 2015) • New Supplementary Planning Guidance 	<p>Lewisham Planning Policy/Guidance</p> <ul style="list-style-type: none"> • Core Strategy (June 2011) • Site Allocations (June 2013) • Lewisham Town Centre Local Plan (Feb 2014) • Development Management Local Plan (November 2014) • Adoption of Planning Obligations SPD (January 2011) • Adoption of revised Planning Obligations SPD (Jan 2015) • LBL CIL Charging Schedule coming in to effect (April 2015) • Neighbourhood Plan latest: <ul style="list-style-type: none"> ○ Crofton Park and Honour Park (area and forum approved July 2014) ○ Grove Park (application June 2014) ○ Corbett Estate, New Cross and SEE3 (Sydenham, Kirkdale and Forest Hill) (discussions underway) <p>Lewisham Strategic Sites</p> <ul style="list-style-type: none"> • Planning permission has been granted and necessary infrastructure secured via s.106 agreements for 5 strategic
--	--

(various) <ul style="list-style-type: none"> • Draft London Infrastructure Plan (July 2014) • Creation of London Infrastructure Delivery Board (Autumn 2014) • New Bermondsey Housing Zone (Feb 2015) <p>Sectoral strategies</p> <ul style="list-style-type: none"> • Numerous national, London-wide and Lewisham strategies covering physical, social and green infrastructure. 	sites (Convoys Wharf, Lewisham Gateway, Oxestalls Road, Plough Way and Surrey Canal Triangle). <ul style="list-style-type: none"> • Marine Wharf West (part of the Plough Way strategic site) has been built out and the first phase of Lewisham Gateway is currently on site.
---	---

1.4. The overarching context is one of planning for significant growth in a time of public sector austerity and cuts. For example, Government money to fund LBL services is projected to fall by 33% by 2017/18 from the level it was in 2013/14. As a result, LBL made budget savings of about £39m in 2014/15 and is planning to make further savings of £26m in 2015/16 and £20m in 2016/17. Other public sector infrastructure providers face similar budgetary challenges.

Status and Purpose

Framework Document

- 1.5. This report is a framework document for the proposed IDP. It establishes the context, scope, format, methodology and governance and delivery arrangements that are to be adopted. It also identifies existing infrastructure and committed and planned infrastructure projects where possible.
- 1.6. The purpose of this framework document is to help engage with infrastructure providers, neighbouring boroughs, the Mayor of London and others on issues relating to infrastructure planning in Lewisham.
- 1.7. The framework document is to be developed to identify additional future infrastructure requirements in tandem with the preparation of preferred strategy reports and Submission versions of an integrated Local Plan and a Gypsy and Traveller Local Plan.
- 1.8. The Council's Local Development Scheme (LDS) (June 2015) sets out a timetable for producing an integrated Local Plan and a Gypsy and Traveller Local Plan. The target dates for the preparation of the plans leading up to submission are set out in Table 1.2 below.

Table 1.2: Local Plans Programme

Milestone	Integrated Local Plan	Gypsy & Traveller Local Plan
Regulation 18 notification of intention to prepare Local Plan and issues and options	Consultation October/November 2015	February & March 2016
Public participation period for preferred strategy report	March & April 2016	
Public Participation for Publication Document (Regulation 19)	Jan & Feb 2017	July & August 2016

Milestone	Integrated Local Plan	Gypsy & Traveller Local Plan
Submission of Local Plan (Regulation 22)	March 2017	November 2016

Completed IDP

- 1.9. The overarching purpose of the completed IDP is to identify what infrastructure is needed to make Lewisham a sustainable borough and deliver the overall vision for the future of Lewisham; inform the Council's Annual Regeneration and Capital programme; inform spending priorities for CIL; provide technical evidence of infrastructure need to support the preparation of CIL and the borough's statutory Local Plan.
- 1.10. It is to be prepared in close consultation with the various delivery agencies and will seek to:
- Identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery);
 - Develop a single Infrastructure Delivery Schedule across the Council, aligning Regeneration and Capital programmes and CIL/s106 projects;
 - Further strengthen relationships between the Sustainable Community Strategy and the Local Plan, Supplementary Planning Guidance and CIL;
 - Inform a review of the CIL Charging Schedule and Regulation 123 List;
 - Inform local priorities for the neighbourhood portion of CIL to help ensure the best use of this funding;
 - 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; and
 - Help facilitate growth in Deptford, New Cross, Lewisham and Catford and manage development elsewhere.
- 1.11. The completed IDP is 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.
- 1.12. 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.

Structure of Document

- 1.13. The remainder of 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 outline partnership working in Lewisham and the Sustainable Community Strategy before referring to national policy and guidance and the Mayor of London's policy and guidance, It ends by focusing on Lewisham's current policy and guidance and neighbourhood planning.

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 existing infrastructure, together with committed and planned projects as they relate to physical infrastructure.

Section 6 – addresses existing infrastructure, together with committed and planned projects as they relate to social infrastructure.

Section 7 – addresses existing infrastructure, together with committed and planned projects as they relate to green infrastructure.

Section 8 – this section has yet to be drafted. Once the Council has identified a preferred spatial strategy for the Local Plan, the intention is to prepare a section of the draft IDP that focuses on those parts of the borough that are expected to experience the greatest level of growth and need for additional infrastructure.

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

2. Context

Lewisham Today

- 2.1. Stretching from the Thames in the north to the borders of Bromley in the south, the 34 square kilometres of Lewisham encompasses diverse communities, speaking over 170 languages. Key characteristics of the Borough include¹:
- It has a relatively young population - with 25% of people aged under 19;
 - The population aged 60+ is 12.5% (which contrasts nationally with 20 to 25%);
 - Around 26,000 residents are currently above 65 and over 3,400 are aged over 85 years;
 - It is the 15th most ethnically diverse local authorities in England, with about 46% of the population coming from Black and Minority Ethnic (BME) communities;
 - Social housing comprises about 33% of all households in the borough and the private rented sector (the fastest growing sector in the borough, accounts for about 24%);
 - There are nearly 40,000 one-person households in Lewisham; at 11% this is higher than London (9%) and England (7%);
 - In 2011, 14% of individuals reported having a long-standing health condition or disability that limited their day-to-day activities;
 - It is one of the greenest parts of south-east London, with over 20% of the borough being parkland or open spaces; and
 - The 2010 Index of Multiple Deprivation (IMD) ranks Lewisham as the 31st most deprived in England (out of 326) and 9th out of the 33 London Boroughs and the City.

Ethnicity and Cultural Diversity

- 2.2. Lewisham benefits from an ethnically and culturally diverse population. The black and minority ethnic (BME) population is greater in the borough (46.5%) than the London average (40.2%) and significantly greater than England (12.5%). In 2011, the two largest BAME groups were Black African (12%) and Black Caribbean (11%). In the school population the proportion from BME communities rises to 77%. The ethnic profile of the older population, which has been predominantly white, is expected to change over time.
- 2.3. Lewisham's BME communities are at greater risk from certain health conditions such as diabetes, hypertension, stroke and sexual ill-health. Mental ill-health is more prevalent in certain BME groups, those who identify as Lesbian, Gay or Bisexual, those who are divorced/widowed/separated and those living in deprived areas.
- 2.4. The 2011 UK Census of Population identified a total of 93 Gypsy and Irish Traveller households in Lewisham. It is unknown what proportion of these were living on sites and what proportion were living in bricks and mortar as the data from the 2011 Census does not break down accommodation type to this level².
- 2.5. The 2011 Census reveals the following self-identified religious groups in the borough
- Christian – 52.8%

¹ These statistics are based on the 2011 Census and come from the Joint Strategic Needs Assessment (accessed April 2015) and 'A Local Health Plan for Lewisham' (October 2013)

² London Borough of Lewisham Gypsy & Traveller Needs Assessment (June 2015)

- Buddhist - 1.3%
- Hindu – 2.4%
- Jewish – 0.2%
- Muslim – 6.4%
- Sikh – 0.2%
- Other religion – 0.5%
- No religion – 27.2%

Economy

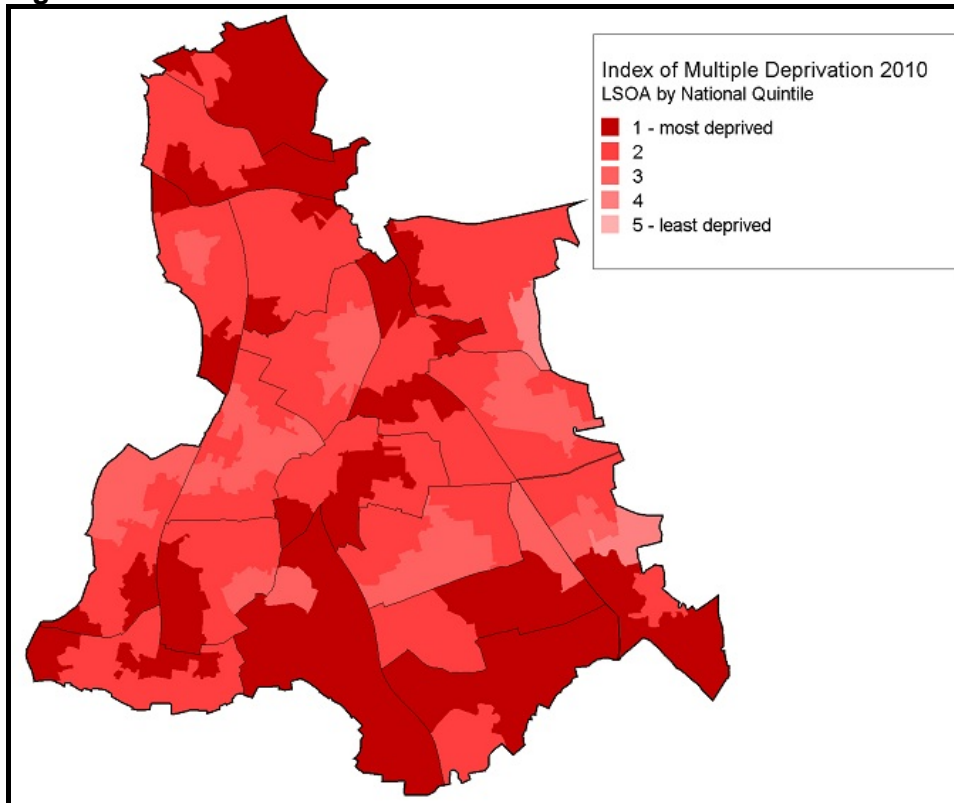
- 2.6. Lewisham’s working aged population (16-64) is nearly 200,000 and there are some 154,000 economically active residents aged 16+. Having said this, Lewisham has a comparatively small economy comprising some 78,000 jobs³. The public sector is the biggest employer in the borough: public administration, education and health accounts for 41% of all employment

Deprivation

- 2.7. The most widely adopted measure of deprivation in England is the Index of Multiple Deprivation (IMD). The most recent version, IMD 2010, was issued in March 2011. The IMD calculates values in 6 domains, Income Deprivation, Employment Deprivation, Health Deprivation and Disability, Education Skills and training Deprivation, Barriers to Housing and Services, Crime, and Living Environment Deprivation, and combines these into a single weighted index. The IMD is calculated at Lower Super Output Area (LSOA) level 2, and issued at that level and aggregated to Local Authorities.
- 2.8. According to the IMD 2010, Lewisham is the 31st most deprived local authority in England (out of a total of 326). In 2007 Lewisham was the 39th most deprived and in 2004 the 52nd most deprived. This implies that, relative to the rest of England, Lewisham’s residents are getting poorer.
- 2.9. Although the distribution of deprivation across Lewisham is uneven, with every ward having LSOAs in at least 4 Lewisham deciles of deprivation, there is less variation in Lewisham than in many other places. Of the 166 LSOAs in the borough, 38% are in the most deprived fifth of England, 86% in the most deprived two fifths, and only 1% in the least deprived two fifths.
- 2.10. Deprivation is 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.
- 2.11. Figure 1.3 below shows the distribution of IMD 2010 in Lewisham by national quintile.

³ These statistics are based on the 2011 Census and come from Lewisham's Regeneration Strategy 2008-2020 Mid-point review and refresh (2014).

Figure 2.1: IMD Levels in Lewisham



Health Inequalities

- 2.12. There have been improvements in the health of Lewisham residents. However, Lewisham experiences significantly worse health outcomes than London and England. The 2013 Standardised Mortality Rate (SMR) for All Cause Mortality in Lewisham was 98 compared to London (91) and England (98). This was a notable decrease for Lewisham compared to 2012.
- 2.13. Health outcomes are variable across Lewisham. Recent data indicate that Life Expectancy for males in New Cross, Sydenham and Lewisham Central Wards is 75 years; five years lower than for males living in Crofton Park. Female Life Expectancy in New Cross is 77 years, nine years lower than for females living in Crofton Park.

Partnership working and the Lewisham Congress

- 2.14. Partnership working is a real strength in Lewisham and over the last decade good relationships have been built up with a range of public, private, community and voluntary sector groups, who all contribute to the priorities in the Sustainable Community Strategy (see below).
- 2.15. The Council facilitates two statutory partnership boards: the Health and Wellbeing Board and the Safer Lewisham Partnership, which are accountable to Mayor and Cabinet. A range of non-statutory partnerships also meet regularly to network, discuss common/shared issues and exchange information. These are the Stronger Communities Partnership, the Economic Development Partnership, the Children and Young People Partnership and the Work and Skills Partnership (which also covers Southwark and Lambeth).
- 2.16. The statutory and non-statutory partnerships come together once a year. In October 2014, a new Congress was created to replace the Lewisham Strategic Partnership

which was established in 2001 as the Local Strategic Partnership for the borough. The Congress is the overarching partnership forum for the Borough. It will build upon the already strong cross-sector relationships that exist within the borough and explore how local partners can support the delivery of the mayor's priorities and work towards a shared vision.

Sustainable Community Strategy

2.17. The former LSP published a Sustainable Community Strategy (SCS) in May 2008⁴. '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

National Policy and Guidance

2.18. Securing necessary infrastructure to support the growth that the UK needs is a golden thread that runs through national policy and guidance. The key relevant messages that are in the National Planning Policy Framework (NPPF) (March 2012) and the National Planning Practice Guidance (NPPG) (as of May 2015) are summarised in Table 1.4 below.

Table 2.2: Key relevant national policy and guidance

NPPF (2012)	NPPG (as of September 2015)
<ul style="list-style-type: none"> • In preparing Local Plans, LPAs should support the expansion of electronic communications networks, including telecommunications and high speed broadband (Para.43). • To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should (amongst other things) plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services (Para.70). • To help increase the use and supply of 	<p>How can the local planning authority show that a Local Plan is capable of being delivered including provision for infrastructure? (Para.018,Ref ID: 12-018-20140306)</p> <ul style="list-style-type: none"> • A Local Plan is an opportunity for the LPA to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when (including in relation to infrastructure). This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and

⁴ Shaping Our Future – Lewisham's Sustainable Community Strategy 2008-2020
<http://www.lewishamstrategicpartnership.org.uk/docs/SCS.pdf>

NPPF (2012)	NPPG (as of September 2015)
<p>renewable and low carbon energy, LPAs should (amongst other things) consider identifying suitable areas for such energy sources, and supporting infrastructure, where this would help secure the development of such sources (Para. 97).</p> <ul style="list-style-type: none"> • LPAs should set out the strategic priorities for the area in the Local Plan This should include strategic policies to deliver (amongst other things) the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and energy (including heat) (Para.156). • Crucially, Local plans should (amongst other things) plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the NPPF (Para.157). • Para. 162. LPAs should work with other authorities and providers to: <ul style="list-style-type: none"> ○ assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecoms, utilities, waste, health, social care, education, flood risk, and its ability to meet forecast demands; and ○ take account of the need for strategic infrastructure including nationally significant infrastructure within their areas. • To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards infrastructure contributions or other requirements should, when taking account of normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable (Para.173). • It is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that LPAs understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan (Para.177). • LPAs should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans As part of this 	<p>ensuring that the requirements of the plan as a whole will not prejudice the viability of development.</p> <ul style="list-style-type: none"> • Early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies. The LPA should also involve the LEP at an early stage in considering the strategic issues facing their area, including the prospects for investment in infrastructure. • The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan. • Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself. • The evidence which accompanies an emerging Local Plan should show how the policies in the plan have been tested for their impact on the viability of development, including (where relevant) the impact which the CIL is expected to have. Where local planning authorities intend to bring forward a CIL regime, there is a strong advantage in doing so in parallel with producing the Local Plan, as this allows questions about infrastructure funding and the viability of policies to

NPPF (2012)	NPPG (as of September 2015)
<p>process, they should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans (Para.179).</p> <ul style="list-style-type: none"> • LPAs should work collaboratively with LEPs, private sector bodies and utility and infrastructure providers (Para.180). 	<p>be addressed in a comprehensive and coordinated way.</p>

- 2.19. The key requirements for the IDP in terms of evidence for an integrated Local Plan and a Gypsy and Traveller Local Plan can be summarised as follows:
- Which items of infrastructure are critical to the delivery of the Plans?
 - Have the items of critical infrastructure been justified by the evidence base?
 - What would be the consequences for the strategy if any of the critical infrastructures was not delivered? Is there sufficient clarity about the funding sources for this infrastructure? Is there sufficient commitment at this stage from the relevant organisations responsible for delivery?
 - Is it clear what infrastructure is required for the first 5 years of the plan and who is going to fund and provide it?

National Infrastructure Plan (December 2014)

- 2.20. This sets out long-term capital commitments to key publicly-funded sectors, together with a delivery plan for each of those sectors over the years 2015-20120. The only relevant project included in the Plan is the Thames Tideway Tunnel project, with construction due to start in 2016.

Mayor of London Policies and Guidance

The London Plan

- 2.21. The London Plan (consolidated with alterations since 2011) (March 2015) includes Policy 8.1 (Implementation). Amongst other things, this states that:
- “C The Mayor will work with boroughs, infrastructure providers, national government, regulators and others involved in infrastructure planning, funding and implementation to ensure the effective development and delivery of the infrastructure needed to support the sustainable management of growth in London and maintain its status as a world city in accordance with the vision and objectives set in Policy 1.1.”*
- 2.22. Justifying text for this new policy (8.6B, 8.6C and Table 8.1) stresses the importance of infrastructure planning, sets out the Mayor’s intention to take a leading role, refers to the preparation of a long-term Infrastructure and Investment Plan and lists strategic infrastructure requirements (and other relevant London Plan policies) as addressed in the London Plan Implementation Plan. The strategic infrastructure requirements are discussed in Section 4 (Methodology) when discussing topics to be addressed in a revised Lewisham IDP.
- 2.23. In addition to the above specific policy on infrastructure, the London Plan establishes a large number of topic-based policies relating to the safeguarding and enhancement of a wide range of physical, social and green infrastructure. These need to be taken into account as part of developing a revised Lewisham IDP.

Draft London Infrastructure Plan 2050

- 2.24. This is a draft high level document for consultation with the boroughs and other interested parties before it is finalised in early 2015. It asks 24 specific questions and is supported by separate documents on Costs, Delivery, Enabling Green/Energy/Water/Waste Infrastructure, Population and Employment Projections and Transport. Section A sets out likely growth, Section B anticipates new technologies and innovations, Section C sets out how London could deliver infrastructure (proposing an Infrastructure Delivery Board to bring together the various actors in different sectors and a Connectivity Advisory Group to address digital connectivity issues) and Section D sets out the infrastructure that the Mayor of London believes will meet demand over the short, medium and long term (up to 2050). The draft Plan also refers to a proposed Energy Infrastructure plan (Chapter 17, page 52)
- 2.25. Chapter 14 (pages 34 and 37) makes specific reference to extending the Bakerloo Line south from Elephant and Castle through Southwark into Lewisham and beyond; noting that this could regenerate areas such as Old Kent Road and Catford, as well as supporting development in Outer London.

London Plan Supplementary Planning Guidance

- 2.26. The Mayor of London has published a number of relevant Supplementary Planning Guidance (SPGs). The key ones are:

All Green Grid (May 2012) - specific guidance in relation to green infrastructure and the provision of open space.

Shaping Neighbourhoods, Play and Informal Recreation (September 2012) - guidance on the appropriate level of provision for play and informal recreational space in developments and approaches to play provision in terms of facilities, locations, design and management.

Land Use for Industry and Transport (September 2012) – guidance on land for transport infrastructure.

Safeguarding Wharves Review (March 2013) – relevant guidance in relation to the safeguarded Convoys Wharf.

Town Centres (July 2014) - guidance on specific types of social infrastructure in town centres, including post offices, public toilets, police shop units, training centres and libraries.

Social Infrastructure (May 2015) - guidance on infrastructure planning for Health and Social Care, Education, Sports Facilities and Faith requirements (including burial space) and sets out six Implementation Points.

Lewisham's Policy and Guidance

Development Plans and Supplementary Guidance

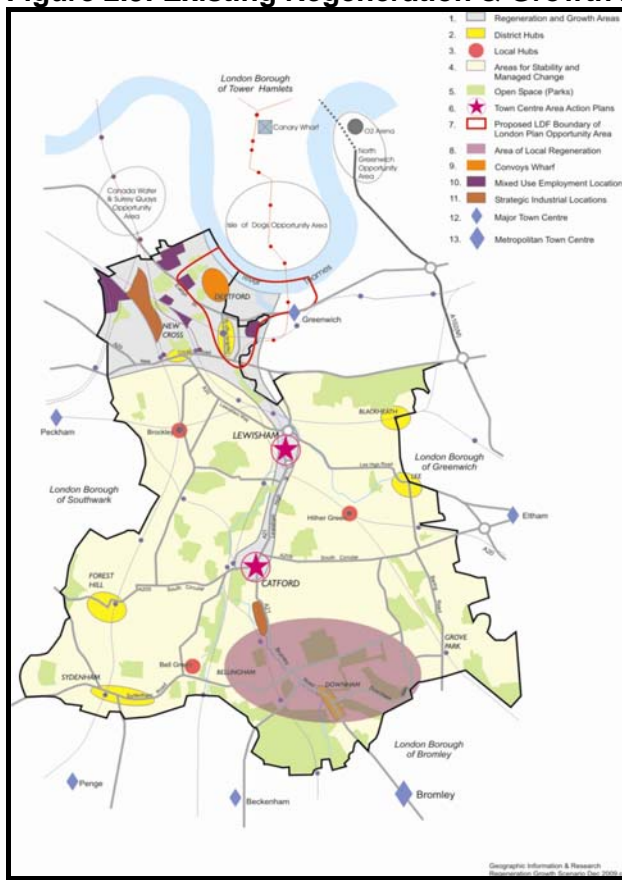
- 2.27. The current collection of local development documents and Supplementary Planning Documents (SPDs), which collectively deliver the spatial planning strategy for the Borough is as follows:

- Core Strategy (June 2011)
- Site Allocations (June 2013)
- Lewisham Town Centre Local Plan (Feb 2014)
- Development Management Local Plan (November 2014)
- Shopfront Design Guidelines SPD (Sept 2006)
- Bromley Road/Southend Village SPD (May 2009)
- Residential Development Standards SPD (Updated May 2012)
- Planning Obligations SPD (January 2015)
- River Corridor Improvement Plan SPD (March 2015) (DRAFT)

2.28. The Spatial Strategy set out in the Core Strategy focuses growth and larger scale development in the north of the borough in Lewisham, Catford, Deptford and New Cross/New Cross Gate. These are identified as Regeneration and Growth Areas. Benefiting from higher levels of public transport accessibility and land that is available and deliverable, this strategy area is expected to accommodate substantial new jobs, homes and supporting facilities and infrastructure. The Strategy identifies smaller scale development opportunities District Hubs and Local Hubs (identified district town centres and local shopping parades, including the immediate surrounding residential neighbourhoods).

2.29. Figure 2.3 below identifies the Regeneration and Growth Areas, District Hubs and Local Hubs where growth is currently being focused.

Figure 2.3: Existing Regeneration & Growth Areas



Lewisham Community Infrastructure Levy

Charging Schedule

- 2.30. 2.30 The Council's Community Infrastructure Levy (CIL) became operational in April 2015, when pooling restrictions introduced by the CIL Regulations come into force (preventing LBL from pooling more than five separate planning obligations to pay for one item of infrastructure).
- 2.31. The CIL charging schedule has two residential rates of £100/sqm for the north of the borough, £70/sqm for the central and southern parts of the borough and £80/sqm for non-residential uses borough-wide (excluding B use which is £0/sqm). The Charging Period is set to April 2019 and the intention is to monitor CIL through the Local Plan Annual Monitoring Report (AMR); reviewing the Schedule as necessary and reviewing the background papers regarding infrastructure delivery and economic viability at least biennially.

Relationship with Planning Obligations

- 2.32. The Planning Obligations SPD (Jan 2015) (paragraph 1.23) explains that: "When the Lewisham CIL has been adopted the key principle of our approach will be that planning obligations will be used to secure affordable housing and address site specific impacts of developments such as local access road or public realm improvements near the site. They may also be used in situations where a developer does not meet planning policy requirements to provide infrastructure on the development site. Planning obligations will be negotiated where items sought are clearly linked to the development site and are needed to make that particular development acceptable. CIL on the other hand will be used to fund local and strategic infrastructure required to support growth across the borough." This is summarised in Table 2.4 below.

Table 2.4: Relationship between CIL and Planning Obligations

CIL Regulation 123 List	Planning Obligations
<ul style="list-style-type: none"> • State education facilities • Public health care facilities • Strategic transport enhancements (excluding site-specific, highways and public transport matters needed to make developments acceptable in planning terms, which may include matters on site, regarding access to the site or off site where the need for such works is identified in a transport assessment or travel plan) • Publicly accessible open space, allotments and biodiversity • Strategic flood management infrastructure • Publicly owned leisure facilities • Local community facilities (including (but not limited to) community centres and halls and libraries, but excluding places of worship) 	<ul style="list-style-type: none"> • Affordable housing • Site specific impacts of developments such as local access road or public realm improvements near the site.

The CIL Neighbourhood Portion

- 2.33. The CIL Regulations require LPAs to allocate at least 15% of levy receipts (capped at £100/per dwelling) to spend on priorities that should be agreed with the local community in areas where development is taking place (the 'neighbourhood portion'). This increases to 25% in areas where there is a Neighbourhood Plan or

Neighbourhood Development Order. Table 2.5 below summarises the key relevant guidance in the NPPG5 (accessed 14-04-14) for LPAs that do not have Parish, Town or Community Councils.

Table 2.5: Key relevant NPPG guidance on CIL Neighbourhood Portion

No Neighbourhood Plan	Neighbourhood Plan/Development Order
15% capped at £100/dwelling	25%, uncapped
<ul style="list-style-type: none"> • LPA retains the levy receipts, but should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding. • LPAs should set out clearly and transparently their approach to engaging with neighbourhoods using their regular communication tools. The use of neighbourhood funds should therefore match priorities expressed by local communities, including priorities set out formally in neighbourhood plans • The Government does not prescribe a specific process for agreeing how the neighbourhood portion should be spent. Charging authorities should use existing community consultation and engagement processes. This should include working with any designated neighbourhood forums preparing neighbourhood plans that exist in the area, theme specific neighbourhood groups, local businesses (particularly those working on business led neighbourhood plans), and using networks that ward councillors use. Crucially this consultation should be at the neighbourhood level. It should be proportionate to the level of levy receipts and the scale of the proposed development to which the neighbourhood funding relates. • Where the charging authority retains the neighbourhood funding, they can use those funds on the wider range of spending that are open to local councils. In deciding what to spend the neighbourhood portion on, the charging authority and communities should consider such issues as the phasing of development, the costs of different projects (e.g. a new road, a new school), the prioritisation, delivery and phasing of projects, the amount of the levy that is expected to be retained in this way and the importance of certain projects for delivering development that the area needs. • Where a neighbourhood plan has been made, the charging authority and communities should consider how the neighbourhood portion can be used to deliver the infrastructure identified in the neighbourhood plan as required to address the demands of development. They should also have regard to the infrastructure needs of the wider area. • The charging authority and communities may also wish to consider appropriate linkages to the growth plans for the area and how neighbourhood levy spending might support these objectives. • The neighbourhood portion of the levy can be spent on a wider range of things than the rest of the levy, provided that it meets the requirement to 'support the development of the area' (CIL Regulation 59C). For example, the pot could be used to fund affordable housing where it would support the development of the area by addressing the demands that development places on it. • Neighbourhood plans should be used to identify neighbourhood priorities. 	

2.34. LBL has established a Local Assembly for each of its 18 wards to discuss agree priorities for the ward, to develop an action plan to improve their area and to work in partnership with others to bring about positive change. The Assemblies offer an existing structure that could be adapted to advise LBL on local priorities for spending the neighbourhood portion in those areas where there is no neighbourhood plan.

⁵ Paragraphs 072 to 079, accessed 14-08-14

Neighbourhood Planning

- 2.35. The Planning Service will continue to support those who want to bring forward a neighbourhood plan for their area and will work with Qualifying Bodies and relevant to ensure that 'neighbourhood' and 'strategic' infrastructure priorities are aligned as much as possible. It is recognised that neighbourhood plan areas may not neatly fit Ward/Local Assembly boundaries and there may also be a need to liaise with an Assembly or Assemblies where this is not the case.

3. Infrastructure and Delivery Agencies

Definition of Infrastructure

- 3.1. For IDP purposes, 'infrastructure' has been taken as relating to tangible facilities and the physical provision that is needed to enable publicly funded services that support residents and businesses (e.g. railway tracks, pipes/cables, streets, buildings and open spaces). It does not include housing, other than specialist housing needed to deliver integrated adult social care, or business/retail related space. For logistical reasons, the scope does not include private schools or hospitals.

Scope

Legislation and guidance

- 3.2. 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 (N.B.CIL cannot secure 'affordable' housing).
- 3.3. The NPPF (para. 162) states that LPAs should work with other authorities and providers to: assess the quality and capacity of the specific infrastructure and its ability to meet forecast demands and to take account of the need for strategic infrastructure including nationally significant infrastructure within their areas. The specified infrastructure is as follows:
- Transport;
 - Water supply;
 - Wastewater and its treatment;
 - Energy (including heat);
 - Telecommunications;
 - Utilities;
 - Waste;
 - Health and social care;
 - Education; and
 - Flood risk.
- 3.4. The London Plan (Table 8.1) and the Social Infrastructure SPG identify the following:
- Transport - Transport Schemes & Land for Transport
 - Waste water treatment/supply & Flood Risk Management
 - Energy – Electricity and gas supply and decentralised energy
 - Telecoms – ICT infrastructure
 - Waste - waste management & treatment
 - Social
 - Health & Social Care (primary & community care, acute care & social care)
 - Education (childcare, primary, secondary, further (adult/lifelong learning) & higher

- Sports Facilities (sports/leisure centres, gyms & swimming pools)
- Open Spaces (parks, playing fields, recreation grounds & playgrounds)
- Community facilities (community centres/halls/rooms, youth clubs)
- Places of worship (churches/Mosques/ Synagogues/ temples/multi faith centres)
- Burial (graveyards/cemeteries)

Proposed scope

3.5. Taking account of the above legislation and guidance, the proposed infrastructure topics to be assessed in the IDP are set out in Tables 3.1 to 3.3 below.

Changes in scope. Changes in scope since to the 2010 IDP are as follows:

- Estate Renewal – No longer considered appropriate for inclusion;
- Places of Worship - It is considered to be very difficult if not impossible to seek to identify need/ demand for faith facilities in any meaningful way and to actively manage their supply. It is considered that development management is the most appropriate tool to address the issue, with reference to Policy DM 44 in the Development Management Local Plan;
- Communications Infrastructure – Digital connectivity added as a topic; and
- Burial space – added as a topic.

Infrastructure Topics and Delivery Agencies

3.6. Infrastructure is provided by a number of different public, private and voluntary agencies, either alone or working in partnership. 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.

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 & Digital Connectivity <ul style="list-style-type: none"> • Electricity • Gas • Local Energy Generation + Distribution • Water and sewage • Digital connectivity 	<ul style="list-style-type: none"> • UK Power Networks • Southern Gas Network • ESCOs (Energy servicing companies) • Thames Water • Broadband Providers
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 Risk Management <ul style="list-style-type: none"> • Flood Alleviation 	<ul style="list-style-type: none"> • Thames Water • Environment Agency • 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 • LBL schools, academies & Free Schools • Christ the King College • Lewisham Southwark College • Goldsmiths, University of London • Trinity Laban Conservatoire of Music and Dance
S2	Health & Adult Social Care <ul style="list-style-type: none"> • Health and well-being programmes • Primary Care (GPs, Pharmacies and Dentists) • Community Health Services • Acute and Mental Health (Acute Beds, Other beds) • Mental health services • Day care & residential care 	<ul style="list-style-type: none"> • LBL Community Services • LBL Children + Young People • NHS England • NHS Property Services • Lewisham & Greenwich Hospital Trust • Lewisham Clinical Commissioning Group • South London + Maudsley NHS Foundation Trust (SLAM) • Public Health England • GPs, Pharmacists & Dentists • Private providers • VAL and other voluntary and community sector providers
S3	Community <ul style="list-style-type: none"> • Early Years (Child Care & Children's Centres) • Community Centres • Community Halls 	<ul style="list-style-type: none"> • LBL Community Services • LBL Customer Services • VAL and other voluntary and community sector providers
S4	Leisure <ul style="list-style-type: none"> • Outdoor Sports Facilities • Indoor Sports Facilities • Libraries 	<ul style="list-style-type: none"> • LBL Community Services • Parkwood Leisure
S5	Emergency Services <ul style="list-style-type: none"> • Fire • Police • Ambulance Services 	<ul style="list-style-type: none"> • Metropolitan Police • London Fire & Emergency Planning Authority • London Ambulance Services NHS Trust
S6	Burial <ul style="list-style-type: none"> • Cemeteries • Crematoria 	<ul style="list-style-type: none"> • LBL Community Services

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• Glendale• Environment Agency• VAL and other voluntary and community sector providers

4. Methodology

Overall Approach

- 4.1. The overall approach to infrastructure planning in Lewisham is guided by the requirements of the NPPF and NPPG and good practice guidance. The Council has also been guided by 'A Steps Approach to Infrastructure Planning and Delivery' (June 2009), published by the Planning Advisory Service (PAS)⁶ and the London Plan Social Infrastructure SPG (May 2015).
- 4.2. Whilst some of its references are now out of date, the seven steps included in the PAS guidance is relevant to all topics and are set out in Table 4.1 below, together with commentary on how infrastructure planning in Lewisham is taking account of the guidance. We are currently at Step 3 in the process.

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. Current spatial planning strategy established in Core Strategy and this is under review as part of preparing a new integrated Local Plan.
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"> LBL Regeneration and Capital Programme Board to oversee delivery LBL Planning engaging with broad range of delivery agencies and neighbouring authorities (see Consultation and Duty to Co-Operate below).
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"> Public sector capital programmes are being identified in consultation with delivery agencies Future private residential investment identified in Housing Trajectory. LBL's Asset Management Strategy and LBL Regeneration Strategy 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 4.4 Use infrastructure standards to identify infrastructure requirements for	<ul style="list-style-type: none"> Appropriate standards are being identified in discussion with delivery agencies. Infrastructure standards and judgement are being used to identify existing and future deficiencies.

⁶ A Steps Approach to Infrastructure Planning and Delivery (June 2009), Planning Advisory Service <http://www.pas.gov.uk/pas/aio/109121>

Step	Commentary
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 is to be undertaken of the emerging Local Plan.
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 IDP Schedule is being prepared in consultation with Delivery Agencies • Section 9 of this report sets out the emerging infrastructure delivery strategy. • Key relevant risks are to be identified on a project by project basis in the Infrastructure Schedule.
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 are being established (see Section 9)

Delivery Periods (Stages)

- 4.3. The emerging Local Plan is setting out how new development will be planned for and managed up to 2033 (15 years from its expected adoption in 2018). For the purposes of infrastructure planning, forecasts for development have been divided into the immediate pre-2018 stage and three overlapping five-year stages, as set out below:
- Pre-2018 Stage;
 - Stage 1 (2018-2023);
 - Stage 2 (2023-2028; and
 - Stage 3 (2028-2033).
- 4.4. Proposals by delivery agencies for new facilities in the Pre-2018 Stage and Stage 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

- 4.5. As outlined in Section 2, current planning policy focuses additional development in Regeneration and Growth Areas (Lewisham Town Centre, Catford Town Centre and the Deptford New Cross area, with some growth also planned to take place in District and Local Hubs.
- 4.6. The London Plan (2015) sets a minimum housing target for Lewisham of 1,385 per annum. The South East London Strategic Housing Market Assessment (SHMA)

(2014) identified for Lewisham, an Objectively Assessed Need (OAN) for 1,670 additional dwellings each year to meet existing and additional demand. The Council therefore needs to identify enough housing sites in the borough to accommodate this number of dwellings over the Local Plan period of fifteen years from 2018-2033, this totals 25,000 additional dwellings.

- 4.7. The Council's current Housing Trajectory (December 2014) shows that around 17,680 additional homes are expected to be created between 2014/15 and 2029/30, with housing supply being dominated by 65 large sites that are spread across the borough and reflect that reflect the broad locations for housing growth as set out in the current spatial strategy. These can be summarised as follows:
- 26 sites in the Deptford and New Cross with 10,563 dwellings (66% of the total);
 - 10 sites in Lewisham town centre with 2,428 dwellings (15% of the total);
 - 5 sites in Catford town centre with 1,662 dwellings (10% of the total);
 - 7 sites in district hubs with 398 dwellings (2% of the total);
 - 7 sites in local hubs with 473 dwellings (3% of the total); and
 - 10 sites in areas of stability and managed change with 602 dwellings (4% of the total).
- 4.8. As Lewisham's housing needs are considerably higher than previously assessed, the Council is:
- Updating its Strategic Housing Land Availability Assessment (SHLAA) to identify available and suitable housing
 - Quantifying committed and likely housing projects by Lewisham Homes
 - and registered providers of social housing
 - Carrying out a call for sites – inviting the community to nominate sites
 - for consideration for housing development
 - delivering new housing through the building of new homes and estate renewal where appropriate

Population and Population Growth

- 4.9. The GLA prepare yearly population projections for London as a whole and for individual Boroughs. The GLA's 2014 round of projections is its first to fully incorporate the results of the 2011 Census, with underlying migration data. There are variants of the Projections and for infrastructure planning purposes, the following variant has been used: '2014 Round of Demographic Projections - Ward projections Local authority population projections - based on 2014 BPO data, capped household size variant (standard model)' (01-04-15).
- 4.10. In addition to migration data, crucially these projections also take account of the Council's Housing Trajectory (December 2014), which allocates the estimated additional homes between the 18 Wards that make up the Borough and estimates in which year the allocated homes are likely to come forward. The current Trajectory does not cover the whole Plan Period and the population projections between 2029/30 and 2032 take account of the GLA SHLAA estimates for additional homes during this period.
- 4.11. It should be noted that the Trajectory is likely to underestimate the number of additional dwellings that are provided over this period, given the current permitted development rights to change the use of certain non-residential uses to residential (Use Class C3). These permitted changes are likely to be especially relevant for the Lewisham Town Centre area (Lewisham Central Ward). Furthermore, given that the current trajectory is only set to deliver 17,680 additional homes up to 2029/30 against

an OAN Assessed Need for 25,000 additional homes up to 2033, the population projections. However, the GLA's 2014 round of population projections are the best available and subsequent rounds will need to take account of the Council's future updated housing trajectory that seeks to meet the OAN. In other words, population projections are likely to be greater than set out below and will need to be taken in to account when developing the IDP.

Ward Population Projections

4.12. There are 18 Wards in Lewisham, as shown on Figure 4.2.

Figure 4.2: Wards in Lewisham



4.13. The predicted ward-based population increases are set out in Table 4.3.

Table 4.3: GLA 2014 Round Projections - Population Distribution by Ward 2015-2033

Ward	2015	2023	2028	2033	Change 2015-2033 (rounded)
Lewisham Total	294,009	316,754	327,464	335,291	+41,282 (+14%)
Bellingham	15,684	15,625	15,314	15,346	-338 (-2.2%)
Blackheath	14,950	15,607	15,676	15,908	+958 (+6.4%)
Brockley	18,362	18,708	18,978	19,328	+966 (+5.3%)

Ward	2015	2023	2028	2033	Change 2015- 2033 (rounded)
Catford South	15,488	15,270	15,127	15,232	-256 (-1.7%)
Crofton Park	15,300	15,098	15,018	15,099	-201 (-1.3%)
Downham	14,864	14,705	14,471	14,497	-367 (-2.5%)
Evelyn	18,743	25,941	31,858	34,833	+16,090 (+86%)
Forest Hill	15,902	16,350	16,317	16,374	+472 (+3.0%)
Grove Park	15,451	15,410	15,257	15,255	-196 (-1.3%)
Ladywell	14,875	14,839	14,898	15,048	+173 (+1.2%)
Lee Green	15,274	15,770	15,811	15,944	+670 (+4.4%)
Lewisham Central	21,165	26,062	26,925	27,436	+6,271 (+30%)
New Cross	17,300	23,711	26,069	28,233	+10,933 (+63%)
Perry Vale	16,190	16,287	16,321	16,366	+176 (+1.1%)
Rushey Green	16,009	18,190	20,379	20,840	+4,831 (+30%)
Sydenham	16,225	16,436	16,639	16,794	+569 (+3.5%)
Telegraph Hill	17,199	17,394	17,326	17,553	+354 (2.1%)
Whitefoot	15,028	15,351	15,080	15,205	+177 (+1.2%)

* Copyright of GLA (2015)

- 4.14. Table 4.3 highlights some significant predicted increases in population in the Regeneration and Growth Area of the borough, with Lewisham Central and Rushey Green expected to experience a 30% increase in population over the Plan Period, with New Cross experiencing a 63% increase and Evelyn an 86% increase. It also highlights that the population of a number of Wards is expected to stabilise and marginally reduce by between 1.3% and 2.5%.

Age Population Projections

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

Table 4.4: Age population projections

Age group	2015	2023	2028	2033	% change 2015- 2033
0 to 4	22,870	22,337	21,910	21,684	-5.2
5 to 9	20,066	20,358	20,223	19,861	-1.0
10 – 14	14,957	19,022	18,593	18,427	+23
15 - 19	15,149	16,482	18,123	17,816	+18
20 - 24	20,443	18,324	19,725	21,105	+3.2
25 - 29	28,296	26,839	25,574	26,841	-5.1
30 - 34	30,621	31,405	30,115	28,729	-6.2
35 - 39	27,521	29,702	30,127	28,864	+4.9
40 -44	22,766	26,763	27,107	27,386	+20
45 - 49	20,458	21,598	24,271	24,500	+20
50 -54	18,930	18,838	19,943	22,268	+18
55 - 59	14,306	18,134	17,984	18,473	+29
60 -64	10,076	14,628	16,106	15,971	+59
65 - 69	8,508	10,135	12,708	13,993	+64
70 - 74	6,151	7,303	8,817	11,031	+79
75 - 79	5,324	5,988	6,248	7,547	+42

Age group	2015	2023	2028	2033	% change 2015- 2033
80 - 84	3,863	4,068	4,854	4,927	+28
85 - 89	2,452	2,793	2,896	3,535	+44
90 + over	1,237	1,573	1,921	2,180	+76
Total	294,009	316,754	327,464	335,291	+14

* Copyright of GLA (2015)

- 4.16. Table 4.4 highlights a predicted significant ageing of Lewisham's population, including a 57% increase in people aged 65 plus and a 41% increase in the number of people aged 80 plus.

Strategic Infrastructure Planning Areas

One size does not fit all

- 4.17. Delivery agencies use different geographical areas to plan for different types of infrastructure. Some forms of infrastructure will be planned for at sub-regional/London-wide level (e.g. utilities and transport), some at a borough-wide level (e.g. open space and secondary schools) and others at sub-borough level (e.g. health and adult social care, children and family services and primary schools). This is discussed where necessary in Sections 5, 6 and 7 of this report. The Council is also seeking to align asset management and infrastructure planning around sub-areas of the borough (discussed further below).
- 4.18. The 2010 IDP sought to consider the specific physical, social and green infrastructure issues that relate to the Regeneration and Growth Areas and Strategic Sites that are identified in the Core Strategy (2011); in other words those parts of the borough where the greatest levels of growth are expected. Lewisham Town Centre growth area falls almost exclusively within Lewisham Central ward and the Catford Town Centre growth area falls almost exclusively within Rushey Green ward. The Depford New Cross growth area 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).
- 4.19. Lewisham's Growth Areas and Strategic Sites all sit within the two Lewisham London Plan Opportunity Areas: No. 9 - Deptford Creek/Greenwich Riverside and No. 20 - Lewisham, Catford and New Cross. London Plan Policy 2.13 (Opportunity Areas and Intensification Areas) and the London Plan Social Infrastructure SPG both encourage infrastructure planning to focus on these opportunity/growth areas.

Social Infrastructure

- 4.20. There are currently a number of different sub-borough-wide planning areas used by social infrastructure providers. The key ones are set out below:
- 4.21. Children and Families Services. Service and infrastructure provision is based on four Children Centre Areas (CCAs). Table 4.5 below sets out the projected population of 0-4 year olds in the CCAs.
- 4.22. The above reflects a predicted falling of birth rates over the coming years, which is offset by expected housing growth.

Table 4.5: CCAs - 2014 Round Projections

CCA	Wards	2015	2023	2028	2033	Change 2015 - 2033
1	Brockley	5147	6033	6429	6651	+29%
	Evelyn					
	New Cross					
	Telegraph Hill					
2	Blackheath	7978	7911	7814	7537	-5.5%
	Crofton Park					
	Ladywell					
	Lee Green					
	Lewisham Central					
	Rushey Green					
3	Catford South	4504	3822	3481	3353	-26%
	Downham					
	Grove Park					
	Whitefoot					
4	Bellingham	5222	4571	4286	4141	-21%
	Forest Hill					
	Perry Vale					
	Sydenham					

- 4.23. Health and Adult Social Care. The CCG and LBL have adopted a 'locality model' for the co-commissioning and the integrated health and adult social care teams. These localities generally reflect the historic working of GP groups and the aspiration is to develop GP Federations in each neighbourhood. They are likely to reflect the way neighbourhood population-based services will be developed in the future. The four localities are identified in Table 4.6 below.

Table 4.6: Health Localities GLA - 2014 Round Projections

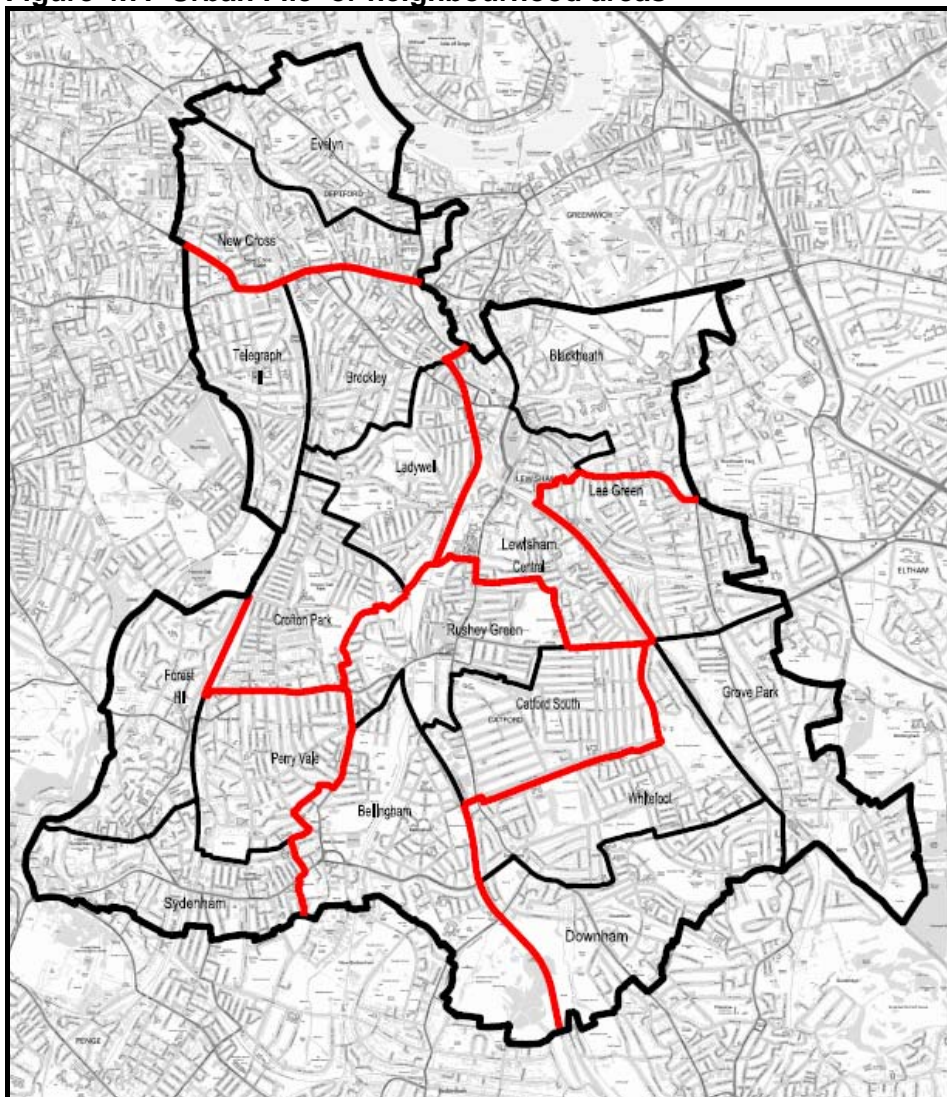
Locality	Wards	2015	2023	2028	2033	Change 2015-2033
1	Brockley	71,604	85,754	94,231	99,947	+40%
	Evelyn					
	New Cross					
	Telegraph Hill					
2	Blackheath	82,273	90,468	93,689	95,176	+16%
	Ladywell					
	Lee Green					
	Lewisham Central					
	Rushey Green					
3	Bellingham	76,515	76,361	75,249	75,535	-1.3%
	Catford South					
	Downham					
	Grove Park					
	Whitefoot					
4	Crofton Park	63,617	64,171	64,295	64,633	+1.6%
	Forest Hill					
	Perry Vale					
	Sydenham					

- 4.24. Primary School Places. Primary schools are grouped into six Primary Place Planning Localities (PPPLs). PPLs do not have fixed boundaries and the sophisticated methodology for predicting primary-aged children is discussed in Section S1.

Asset Management & Infrastructure

- 4.25. LBL's Asset Management Strategy (AMS) (March 2015) outlines LBL's intention to create a series of 'Urban Files' (hereafter referred to as 'neighbourhoods'), allowing complex and detailed information to be stored and accessed at a spatial level. It goes on to divide the borough into six sub-areas with 'soft' boundaries to ensure that local characteristics can be taken into consideration. These areas take account of but are different from the social infrastructure strategic planning areas referred to above. The proposed neighbourhoods have subsequently been adjusted to and the adopted ones are set out in Figure 4.7 below.

Figure 4.7: 'Urban File' or neighbourhood areas



- 4.26. The AMS states that a file will be created for each of the 6 neighbourhoods, providing an overview of current and future relationships between Council properties and other developments and prominent properties in the area, and will include mapping and data from a range of formats from internal and external sources. It goes on to make clear that the files will be used to review use of properties and the potential inter-

relationships between different sites. The creation of files is expected to provide a benchmark for the Council to look forward from a base point and develop 5-10 year plan. They could also provide the basis for strategies to rationalise and co-locate services and develop 'lifetime neighbourhoods', as advocated by the Mayor of London's SPG on Social Infrastructure.

- 4.27. Table 4.8 below identifies the six neighbourhoods and the projected changes in population over the plan period.

Table 4.8: Neighbourhood areas - 2014 Round Projections

Area	Wards	2015	2023	2028	2033	Change 2015- 2033 (rounded)
Lewisham	Blackheath	36,115	41,669	42,601	43,344	+20%
	Lewisham Central					
Catford	Bellingham	47,181	49,085	50,820	51,418	+9.0%
	Catford South					
	Rushey Green					
North	Evelyn	36,043	49,652	57,927	63,066	+75%
	New Cross					
West	Brockley	65,736	66,039	66,220	67,028	+2.0%
	Crofton park					
	Ladywell					
	Telegraph Hill					
South West	Forest Hill	48,317	49,073	49,277	49,534	+2.5%
	Perry Vale					
	Sydenham					
South East	Downham	60,617	61,236	60,619	60,901	+0.5%
	Grove Park					
	Lee Green					
	Whitefoot					

* Copyright of GLA (2015)

- 4.28. The Council is currently working with public and voluntary sector partners to map out existing non-housing public assets and infrastructure within the South East neighbourhood (Downham, Grove Park, Lee Green, Whitefoot, Perry Vale and Sydenham Wards). This is with the aim of taking a more strategic view on the best way to use and rationalise these assets and to identify more opportunities to co-locate facilities.
- 4.29. In order to ensure that asset management and infrastructure planning activities are aligned, as discussed in Section 2 above, where there is no neighbourhood plan in place, these sub-areas are to be used as a basis for identifying 'neighbourhood priorities' for CIL purposes.

Growth Areas and Strategic Sites

- 4.30. Spatial Policy 1 of the adopted Core Strategy focuses development in three Regeneration and Growth Areas, namely Lewisham Town Centre, Catford Town Centre and the Deptford New Cross. The Core Strategy also identifies the following

five Strategic Sites which are within these Areas and are considered central to the achievement of the strategy:

- Lewisham Gateway
- Convoys Wharf
- Surrey Canal Road (now known as Surrey Canal Triangle and designated as the New Bermondsey Housing Zone)
- Oxestalls Road (now known as The Wharves) and
- Plough Way (Marine Wharf East and West)

- 4.31. The spatial strategy for the proposed integrated Local Plan has yet to be identified, although it is likely to continue to focus growth in town centres and Deptford New Cross. Some of the Strategic Sites have been developed or partly developed and it is not yet clear how these will be addressed in a new Plan. However, it is fair to say that infrastructure demands in growth areas and that associated with large development sites are likely to be most challenging.
- 4.32. The Mayor of London is keen to ensure that there is a comprehensive assessment of infrastructure needs for London Plan Opportunity Areas, Intensification Areas and Areas for Regeneration and other areas where significant change is planned. Once the proposed spatial strategy is clearer, it is intended to develop a section in the IDP that focuses on the areas where most growth is expected.

Consultation and Duty to Co-operate

- 4.33. There is a clear need to engage with all key relevant infrastructure providers to understand their current plans, capacity and delivery issues. The introduction of the duty to cooperate⁷ also places a legal duty on LPAs and specified public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. Whilst the duty to co-operate is not a duty to agree, LPAs are expected to make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination.
- 4.34. In addition to LPAs, the duty also applies to the Mayor of London/TfL and specified bodies⁸. This is in addition to the long-established need for borough's Local Plans to be in "general conformity" with the London Plan⁹. Whilst the Duty does not extend to the London Enterprise Panel (London's Local Enterprise Partnership), LPAs and the public bodies that are subject to the duty must cooperate with LEPs and have regard to their activities.
- 4.35. There has been significant engagement with infrastructure providers in the preparation of this Framework Document. There has also been liaison with neighbouring LPAs and the GLA. Engagement to-date is summarised in Appendix 1 (Engagement Schedule)
- 4.36. The intention is to use this Framework Document to engage further with providers, neighbouring LPAs (including the SE London Duty to Co-operate Group) and, as necessary, with GLA officers and the Mayor of London's Infrastructure Delivery Board.

⁷ Section 33A, Localism Act 2011

⁸ Environment Agency, English Heritage, and clinical commissioning groups/National Health Service Commissioning Board

⁹ Section 344, The GLA Act 1999

Infrastructure Projects

Multi-purpose projects

- 4.37. Some projects help to deliver more than one type of infrastructure. For example, flood risk management works may also help to deliver open space enhancements and open space enhancements may help deliver better walking and cycling facilities. To avoid projects appearing in more than one topic, they are allocated to the topic that best fits their primary purpose.

Range and scale of projects

- 4.38. The following sections of the Framework Document will be developed to address the full range of proposed infrastructure projects with a capital value of £100,000 and above. 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.
- 4.39. It is also intended to establish different scale categories of infrastructure to identify priorities at different levels and to help ensure that they are all aligned. These are:
- 'National' – currently just the Thames Tideway Tunnel;
 - 'London-wide Strategic' – reflecting London's overall needs and the Mayor of London's priorities;
 - 'Borough-wide Strategic'- reflecting the Borough's needs and the Council's priorities; and
 - 'Neighbourhood – reflecting local needs and priorities of Local Assemblies and Neighbourhood Forums (where they exist).
- 4.40. It may not always be appropriate to disclose all emerging projects in a public document (e.g. confidential discussions with school governors over the potential scope to expand an existing school) and so judgement will be exercised as to when emerging projects are included in the Infrastructure Schedule.

Location of projects

- 4.41. Taking account of the different Strategic Planning Areas and the need to pay particular attention to areas of growth, referred to above, the Infrastructure Schedule will be developed to identify the location of projects as they relate to the topics and areas set out in Table 4.9 below.

Table 4.9: Location of projects by topic

Infrastructure Topic	CCAs	Health Localities	PPPLs	Urban Files	Growth Areas
Transport				X	X
Utilities & digital connectivity				X	X
Waste management				X	X
Flood risk management				X	X
Primary education			X	X	X
Other education				X	X
Health & adult social care*		X		X	X
Children & family services	X			X	X
Other community				X	X
Leisure				X	X
Emergency services				X	X
Burial				X	X
Open space				X	X

* Except dentistry

Importance of projects

- 4.42. The Infrastructure Schedule will also be developed to identify those projects that are considered 'critical' for the delivery of the emerging spatial strategy; i.e. those projects that must happen if the policy objectives for Lewisham are to be met in full.

Risk and Contingency Planning

- 4.43. The Infrastructure Schedule identifies brief commentary on identified risks and contingency planning

Infrastructure Schedule

- 4.44. The draft Infrastructure Schedule is attached as Appendix 2.

5. Physical Infrastructure

Introduction

- 5.1. This section addresses physical infrastructure issues relating to:
- P1 – Transport
 - P2 – Utilities & Digital Connectivity
 - P3 – Waste Management
 - P4 – Flood Risk Management

P1 Transport

Introduction

- 5.2. The Mayor of London, through Transport for London (TfL), manages the Transport for London Road Network (TLRN) and is responsible for buses, the Docklands Light Railway and London Overground. 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.
- 5.3. Carriageways and footways make up a significant proportion of Lewisham's public realm. A key objective of the Council is to improve the urban environment, including the design and condition of highways and footways to deliver reduced street clutter, improved layout and design of streets, enhanced and protected built and historic environment, improved condition of roads and a clearer understanding of key routes and spaces. Transport projects can make a positive contribution to improving the public realm, place-making and public health objectives and support the regeneration of local and town centres.
- 5.4. Walking and cycling projects are often interlinked with Green (open space and public realm) and Flood Risk Management and Health projects.

Existing Provision

- 5.5. The existing transport provision can be summarised as follows:
- Waterlink Way and the Thames Path;
 - Cycle routes, including Cycle Superhighway 4 (CS4) long the length of the A20 (Evelyn Street) and CS5 between New Cross and Oval, where it intersects with CS7;
 - 20 National Rail stations serving London Bridge, Victoria, Waterloo East, Charing Cross, Blackfriars, and Canon Street, which include 6 Overground stations providing links to Underground at Canada Water and Whitechapel and 3 DLR stations linking Lewisham with Canary Wharf;
 - 42 bus routes providing services across the borough;
 - 2 bus garages at Catford and New Cross Gate and bus layover space on Thurston Road in Lewisham Town Centre;
 - TLRN including the A2, A20, A21 and A205 (South Circular); and
 - Convoy's Safeguarded Wharf.

Progress on the delivery of 2010 IDP Projects

- 5.6. The following projects identified in the 2010 IDP have been delivered:
- P1A – Waterlink Way signage and marketing;
 - P1B – Route 1(Fordham Park to Deptford High Street) pedestrian and cycle route identified in the North Lewisham Links Strategy;
 - P1F – East London line Extension Phase 2 Surrey Quays to Clapham Junction (including ‘passive provision’ for a new Surrey Canal Road/New Bermondsey Station);
 - P1I – New Deptford Station and public square;
 - P1J – Re-location of bus layover and increase in capacity at Lewisham Town Centre (linked with Lewisham Gateway development);
 - P1K - Provision of a bus lane along Loampit Vale (other bus improvement measures outstanding);
 - P1L – Removal of Kender Triangle gyratory system and reinstating two-way traffic at Queens Road and New Cross Road; and
 - P1O - Sydenham Town Centre (Sydenham Road from Westwood Hill to Mayow Road).
- 5.7. The following projects identified in the 2010 IDP are currently underway and are retained as committed projects in this revised IDP:
- P1G – Crossrail (new Project Reference P1.27);
 - P1H - Thameslink Programme (new Project Reference P1.28); and
 - P1M – Lewisham Town Centre Gateway works (new Project Reference P1.36).
- 5.8. Previous emerging projects (P1S to P1Z) (Borough-wide Networks and Programmes, s.106 contributions, Lewisham Town Centre, Catford, Deptford and New Cross and Area based Schemes) have been either implemented or incorporated below, where appropriate.

Strategies and Plans

Mayor of London’s Transport Strategy (May 2010) and related plans

- 5.9. The Mayor of London published his Transport Strategy in May 2010. This sets out his transport vision for London and details how TfL and partners will deliver the plan over the next 20 years. The Mayor of London published an East and Southeast Sub-regional Transport Plan (SRTP) in 2011 and an update in March 2014. These documents provide context and have informed LBL’s LIP.

Network Rail Route Utilisation Strategy (July 2011)

- 5.10. Network Rail’s London and South East Route Utilisation Strategy (July 2011) provides a high level overview and a consistent approach to capacity planning for the period 2011-2031 for all routes into London. It includes Option 14 for orbital routes; lengthen London Overground East London Line services to five-car.

Lewisham’s Local Implementation Plan (April 2011)

- 5.11. The Local Implementation Plan (LIP) sets out the Council’s transport policies, programme and aspirations for the period 2011- 2031 and establishes clear goals, objectives and outcomes. It draws on the MTS and SRTP referred to above and the Council commissioned studies referred to below.

- 5.12. The LIP is supported by rolling three-year Delivery Plans, with the current Plan covering the period 2014-17 and is refined by Annual Spending Submissions, the latest of which covers the period 2015-2018. This Plan includes a number of highway and public realm projects (under £1m) that are due to be implemented during the period 2015/16 to 2017/18. It also identifies one existing and three proposed major highway and public realm schemes (over £1m). In addition to LIP funded projects, the Council has its own Highways Capital Programme, which is aligned with and complements the LIP.

Borough-wide Study (Final Report October 2009)

- 5.13. 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 adopted Core Strategy.

Deptford New Cross Transport Infrastructure Study (January 2009)

- 5.14. 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, as updated March 2012)

- 5.15. 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. The Study was updated in March 2012.

North Lewisham Links Strategy (July 2007, as updated March 2012)

- 5.16. In 2007, the Landscape Partnership and Longboard Consulting identified options for improving pedestrian and cycle routes in the Deptford and New Cross area which formed the basis of a successful bid for Government funding. The Council was awarded £4.4m to deliver projects over the period 2008/9-2010/11 and a number of projects have been implemented through this funding package and other sources, including Route 1 (Project 1PB in the 2010 IDP). The Update (March 2012) provides a framework for unlocking and providing additional connections throughout the area.

Committed and Planned Projects

- 5.17. Committed and planned projects are set out below, under the headings of Walking/Cycling, Rail, Buses, Highways, River Transport and Other S106 Works.
- 5.18. A large number of pedestrian, cycle and highway in-kind works and financial contributions have been secured to mitigate predicted adverse transport impacts associated with proposed development. These include significant provision and contributions associated with the five strategic sites (Convoys Wharf, Lewisham Gateway, Oxestalls Road, Plough Way and Surrey Canal Triangle). Some of this proposed provision is considered worthy of specific identification as projects in their own right and these are identified below. Other in-kind provision and contributions towards projects are picked up under Other Section 106 Works. In reality, this

comprises a series of sub-projects, whose delivery is monitored by LBL's Planning Service.

Walking/Cycling

- 5.19. LIP Schemes. The majority of the LIP schemes identified in the LIP Delivery Plan (2014-17) and set out in the Infrastructure Schedule are focused on public realm, footway and cycling facility improvements in local neighbourhood centres.
- 5.20. Major LIP Schemes. The Annual Spending Submission (2015-18) identifies the following walking/cycling focused Major schemes, in no particular order:
- Existing Major Deptford High Street (north) scheme. This includes measures to improve pedestrian movement (footway widening, improved crossings, parking and signage to compliment the implemented Deptford High Street (south) scheme and the recent new Deptford Station and square;
 - Proposed Deptford Church Street scheme. Deptford Church Street is a dual carriageway road with few crossing facilities which creates severance between the town centre and the "Creekside" area. The Deptford Church Street project will enhance the urban realm and crossing opportunities with improved traffic flow and safety and provide better walking and cycling routes, better connections with public transport and improved connections with open space; and
 - Lewisham High Street scheme. This is proposed to capitalise on the Lewisham Gateway Highway Scheme (currently being implemented) by undertaking comprehensive improvements to the main part of Lewisham High Street to the south, including the market area.
- 5.21. Waterlink Way. This 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 East London Green Grid (ELGG) and the All London Green Grid.
- 5.22. The Waterlink Way is also linked with Flood Risk Management and Green Infrastructure projects for Beckenham Place Park. The Council continues to work with landowners, the Environment Agency, GLA and others to implement this strategic pedestrian and cycle route as and when opportunities arise. It also allocated £25,000 in 2015/156 to fund outreach, cycle and signage projects.
- 5.23. Deptford Creek Bridge. Financial contributions from the proposed development of the Creekside Village East sites are due to fund a pedestrian bridge across Deptford Creek, directly linking the west side of the Creek with Greenwich Station, on the east side of the Creek. The planned new link will complement the part-implemented North Lewisham Links Strategy and improve connectivity and access to public transport. There is continued uncertainty about this project given outstanding ownership, detailed design and management issues. If the project is abandoned, alternative ways of improving accessibility and reducing the severance effects of the Creek will be considered (including improvements to the existing Ha'Penny Hatch and Creek Road bridges).
- 5.24. Convoys - Thames Path and Cycle Route Extension. The permitted Convoys Wharf proposals provide for the extension of the Thames Path and cycle route through the

site as an integral part of the scheme. The development received outline planning permission in March 2015.

- 5.25. Catford Links. 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 Catford Town Centre. This includes some highway works to Holbeach Road.
- 5.26. Quiet Ways. The Mayor of London's Vision for Cycling in London (March 2013) sets out a 10 year plan to develop a network of cycle 'quiet ways', linking key destinations via low-traffic routes (backstreet routes, parks, along waterways or tree-lined streets). These are to complement other cycling initiatives such as Cycle Superhighways. The Waterloo to Greenwich Quiet Way, one of seven pilot routes, runs through Lewisham from South Bermondsey Station, to the rear of the Den, on to Surrey Canal Road, along Childers Street to Deptford Station and over the Ha'Penny Bridge to Greenwich. This is currently on site and due for completion by mid 2016.
- 5.27. A second tranche of Quiet Ways is being developed and these are expected to include a north-south route including improvements to stretches of the Waterlink Way and a route from Catford to Eddystone Bridge.
- 5.28. On-street Cycle Parking. The Council is implementing a rolling programme of on-street cycle parking facilities to provide secure parking for residents in flatted and multi-occupancy homes that do not have space for cycles.
- 5.29. Public Realm Improvements. Informed by the North Lewisham Links Strategy and Waterlink Way objectives, the Council has identified a number of public realm improvement projects. These include works to New Cross underpass, Douglas Way, Ladywell Fields, Pepys Park, Grove Square and Mountsfield Park.

Rail

- 5.30. Crossrail. The Crossrail project is well underway and is expected to be completed by 2018. Of most interest to Lewisham will be the interchanges at Whitechapel between Crossrail and the London Overground and at Farringdon between Crossrail and Thameslink. 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.
- 5.31. Thameslink Programme. 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. When completed, 8 of the 24 trains per hour would directly serve Lewisham, with 4 trains per hour each on the Sydenham and Catford lines. This will 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 2018. This project includes major grade separation works, which are currently underway, in Lewisham and Southwark known as the 'Bermondsey dive under.'
- 5.32. London Overground. The London Overground has been widely regarded as a success both across London and within the borough. The East London Line Extensions of 2010 and 2012 (between Surrey Quays and Clapham Junction), created access to the London Overground orbital network, and have seen a step change in the usage and satisfaction of services from stations such as Sydenham, Forest Hill and Brockley. The Council supports the further devolution of sub-urban rail

routes to TfL, including the extension of the Overground network from New Cross, through Lewisham, Hither Green, Grove Park and onwards towards Bromley.

- 5.33. Surrey Canal Road/New Bermondsey Station. The East London Line Extension between Surrey Quays Station and Clapham Junction made 'passive provision' for an additional station at Surrey Canal Road. Planning permission for the Surrey Canal Triangle scheme secures a s.106 financial contribution of up to £10m towards the cost of providing the station. The Mayor of London designated the New Bermondsey Housing Zone in February 2015 and this is expected to fund, on a recoverable basis, the accelerated delivery of the new station, which is currently expected to open in 2016.
- 5.34. Catford and Catford Bridge Stations. Improvement to the railway station environment are currently underway as part of the redevelopment of the former Greyhound Stadium site, including a new public space between the two stations to improve interchange and environmental improvements to the River Ravensbourne and the Waterlink Way. Discussions have taken place between LBL, TfL and Network Rail about the extent to which the two stations could be integrated. As a minimum, the aspiration is to improve information given to passengers at the two stations.
- 5.35. Lewisham Station. The TfL Lewisham Infrastructure Study Report (March 2015) identifies a number of potential improvements to increase capacity and connectivity, including the creation of additional eastern and western entrances and the relocation of DLR platforms. The study also considers how a Bakerloo Line Station could be accommodated and integrated (see below). LBL is working with TfL, Network Rail and prospective developers to further investigate and develop these potential improvements into a specific infrastructure project.
- 5.36. Bakerloo Line Extension. The Mayor of London's Transport Strategy (2010) identifies a potential Bakerloo Line Extension and this is also identified as a potential scheme in the Mayor of London's London Infrastructure Plan 20150 (2014) and Policy 6.1 of the London Plan (2015). In September 2014, TfL published a public consultation document on two options for a Bakerloo Line Extension (BLE) as follows:
- Option 1a - BLE from Elephant & Castle to Hayes and Beckenham Junction, via Old Kent Road, New Cross Gate and Lewisham;
 - Option 1 - BLE from Elephant & Castle to Hayes and Beckenham Junction, via Camberwell, Peckham, New Cross Gate and Lewisham; and
 - Option 2 - BLE from Elephant & Castle to Hayes and Bromley town centre.
- 5.37. All options would include stations in Lewisham at New Cross Gate, Lewisham Town centre, Ladywell, Catford Bridge and Lower Sydenham. The route between Lewisham Town Centre and Hayes would replace the existing National Rail route. LBL strongly supports the BLE, favouring Option2 with its link to Bromley town centre, and wants it constructed as soon as possible and in any event before 2030.

Bus

- 5.38. Bus Garages and Stations. The existing bus garages at Catford and New Cross Gate are expected to be retained as bus garages in the foreseeable future.
- 5.39. Bus Routes and Layover Space. The successful London Bus Priority Network Partnership has now ended having delivered significant improvements to bus infrastructure in recent years (bus lanes, real-time information at bus stops, bus gates, bus activated traffic signals etc.). TfL's business plan allocates £200m to the

Bus Priority Delivery Portfolio to improve bus reliability at key locations by 2023/24. Priorities are being identified and delivered through TfL's Growth and Reliability Schemes and its Roads modernisation Plan and the Council will continue to work with TfL and prospective developers to secure improvements.

Highways

- 5.40. Carriageway and Footway Re-surfacing. The Council has an annual rolling programme of carriageway and footway re-surfacing works. This includes working with TfL on a number of Principal Road Renewal (PPR) schemes.
- 5.41. Controlled Parking Zones Programme. Following a comprehensive review of parking policy, the Council approved a new Parking Policy in October 2014. There is a three year programme for 2014/15 to 2016/17 for 10 new zones and consultation is underway on potential new zones in Deptford South, Forest Hill, and Brockley for 2015/2016. The three-year programme is estimated to cost about £1,2m.
- 5.42. Borough-wide 20mph Zone. 20 mph zones have been introduced in residential areas throughout Lewisham since 2002 as part of the borough's traffic safety schemes. As a result 65% of the borough's roads are now 20 mph roads. In December 2014, the Council agreed to implement a 20mph limit on all borough roads, including a programme for planning and delivery of the new limit and mitigation at a cost of £1.5m for 2014/2017.
- 5.43. Thames Tideway Tunnel Highway Works. Thames Water's Thames Tideway Tunnel project is identified in Section P2 (Utilities). In summary, the scheme comprises 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. In Lewisham, it includes the following:
- Earl Pumping Station, Yeoman Street, New Cross - Connect existing local combined sewer overflow to the proposed main tunnel; and
 - Deptford Church Street site – Construct tunnel to intercept the flow in an existing sewer and transfer it to the main tunnel.
- 5.44. The above works are to take about four years to complete and the Council has secured a financial contribution from Thames Water to fund a series of pedestrian, cycle and highway works to mitigate the predicted adverse transport impacts.
- 5.45. Bell Green Gyratory Improvements. The LIP Delivery Plan (2015-18) identifies the Bell Green Gyratory Improvements Major scheme. The gyratory comprises 5 sets of signals from the junction of Perry Rise/Perry Hill until Southend Lane/Worsley Bridge Road. Bell Green, Southend Lane (A2218) and Stanton Way which make up the gyratory are London Distributor roads. The gyratory is included in the borough's Emergency Services Priority Route Network and lies along the routes of buses 181, 352, 202, 194, 356 and 450. Although the project is still within its feasibility stage the following interventions are likely to feature in the final scheme proposals:
- Linking all of the traffic signals around the gyratory to improve traffic flows and reduce congestion.
 - Provide and improve pedestrian crossings at the signal junctions
 - Create a new controlled crossing facility in Stanton Way.
 - Public realm improvements throughout including new trees and street furniture.
 - Possibility of a new pedestrian and cycle link through the railway embankment to the north of Southend Lane.
 - Minor widening of the existing southern footway under the bridge to 1.2m.

- 5.46. Lewisham Gateway. The permitted Lewisham Gateway development includes 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 currently being implemented by TfL in partnership with Lewisham Gateway Developments Limited.
- 5.47. Catford Town Centre. There has been a long-standing proposal from TfL to divert the South Circular from its current alignment north of Laurence House on Catford Road to a new alignment using the Laurence House surface level car park to the south and connecting to Plassy Road via Sangley Road. LBL took the view that the TfL scheme had not been implemented in nearly 40 years and was unlikely to be implemented in the future. Consequently, the Catford Town Centre Local Plan Submission version (November 2013) abandoned the TfL scheme and proposed an alternative, simpler set of highway improvements.
- 5.48. However, following the publication of the independent 'Roads Task Force' (July 2013), the Mayor of London requested that TfL and LBL look again at the long established TfL scheme and how it might be implemented. TfL commissioned a study into options for improving the gyratory and a report was published in July 2014. This concludes that a 'hybrid scheme' (combining elements of the longstanding TfL scheme and the LBL alternative) would be likely to result in a number of benefits. LBL does not support all elements of the hybrid scheme and is currently re-considering options as part of the comprehensive visioning work for Catford Town Centre.

River Transport

- 5.49. Convoys Safeguarded 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. The planning permission for the Convoys Wharf scheme (March 2015) safeguards part of this wharf (about 2.6ha) for wharf related activities.
- 5.50. Convoys Wharf River Bus. The planning permission for the Convoys Wharf scheme (March 2015) provides for the provision of a Riverbus Pier and a financial contribution towards the provision of a river bus service.

Other Section 106 Works

- 5.51. As outlined above, this comprises a number of sub-projects of in-kind provision and financial contributions towards provision of works to mitigate predicted adverse transport impacts that have been secured by way of Section 106 Agreements or other legal agreements. These are monitored by LBL's Planning Service and are not included as projects in the Infrastructure Schedule.

P2 Utilities & Digital Connectivity

Introduction

- 5.52. This section provides details on proposed Energy (electricity and gas) and Water and Sewerage and Digital Connectivity.

Existing Provision

- 5.53. Energy
- Strategic and secondary electricity sub-stations and cable network
 - SELCHP Energy Recovery Facility
 - Gas network
- 5.54. Water and Sewage
- Deptford Water Treatment Works
 - Trunk sewers and network of combined sewers
 - Water supply network
 - Combined sewer overflow (CSO) and pumping station
- 5.55. Digital Connectivity
- BT Outreach cable network and above ground facilities (including street cabinets)
 - Virgin Media cable network and above ground facilities (including street cabinets)
 - Other Internet Service Providers' networks

Energy

- 5.56. There are four key elements involved in providing electricity – generation, transmission, distribution and supply. The IDP considers the first three, but not supply, as the supply companies do not directly influence utility infrastructure provision in the borough.
- 5.57. The Mayor of London's Infrastructure Plan Update Report (March 2015) outlines the Mayor's intention to prepare a London Energy Plan, with consultation due in Autumn 2015. This will include:
- A spatial map of London's energy supply and demand to 2050, alongside options for the infrastructure that could support it;
 - Projections of heat and electricity infrastructure;
 - Consideration of how demand could be shifted away from peak times through further retrofitting of the built environment, increased use of electrically powered transport and 'smart' energy solutions.
- 5.58. LBL's Energy Policy (2014-2018) includes a commitment to take a strategic approach in the use of its assets across the borough, being ambitious in using our estate as a tool to unlock new opportunities for the generation and supply of energy. This includes work in partnership with others to promote district heating; the use of photovoltaics and other renewables to cut carbon emissions as well as create opportunities for further investment; and exploring the scope for energy supply as a means to deliver against wider social and environmental objectives and generate economic benefits.

Electricity

- 5.59. The London Plan (5.31C) notes that in the short-term (at least), electricity demand in London could increase by up to 4% annually. The Mayor of London has therefore established a London Electricity High-level Working Group to investigate requirements for more strategic provision of electricity infrastructure in advance of need.
- 5.60. UK Power Networks (UKPN) is London's main Distribution Network Operator and is responsible for distributing electricity from National Grid's Grid Supply Points to Lewisham's homes and businesses. UKPN takes electricity from the National Grid network at 12 points around London and transforms it down from 132kV to 11000kv at thousands of sub-stations across the capital and then down to 240kv for domestic/business use. It maintains and where necessary replaces existing cables, substations and other assets, reinforces the network to facilitate growing demand and provides new connections to development upon request from developers.
- 5.61. 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.
- 5.62. UKPN is not regulated to carry out speculative upgrades of the network and whilst it does monitor London Plan and borough Local Plan strategies and allocations, it responds to requests from developers to connect, with developers meeting these costs and a relevant proportion of any reinforcement that is necessary.
- 5.63. UKPN's Long Term Development Statement (November 2014) includes a number of current plans for the development of its network in 2014/15. These include works associated with the National Grid Supply Points (GSP's) at New Cross and Deptford substations. However, despite their names, the New Cross substation is located between Old Kent Road and Verney Road in the LB Southwark and the Deptford substation is located off Deptford Green in Greenwich, a legacy of the former Deptford Power Station. UKPN's Regional Development Plan for New Cross (March 2014) outlines plans to upgrade these facilities and build a deep cable tunnel between the New Cross substation and Finsbury Market off City Road in Islington over the next 3-4 years. This highlights the complexity and interconnectivity of the electricity network, with these substations helping to supply the Isle of Dogs, London Bridge and the South Bank. Given that the proposed projects do not start or end within Lewisham, they have not been included in the Infrastructure Schedule.

Gas

- 5.64. National Grid owns and operates the high pressure gas transmission system which transports gas from terminals to the two distribution networks in London which operate at lower pressure. These are the National Grid network north of the Thames as well as Battersea to Lambeth and Southern Gas Networks for the rest of the area south of the Thames (including Lewisham).

- 5.65. Partly because of improvements in operational efficiency, the industry is not expecting a general increase in gas demand. However, alongside the continuing programme of replacing old metal gas mains, local infrastructure improvements may be required to supply growth areas in the Borough.
- 5.66. 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
- 5.67. SGN's report 'Long Term Development Statement 2014' (October 2014). is the key strategic infrastructure planning document. The Statement makes clear that the distribution system is designed and reinforced to meet peak six-minute demand level, which is the maximum demand level (averaged over a six-minute period) that can be experienced in a network under cold weather conditions. It goes on to state that SGN will continue to invest for reinforcement and new connections consistent with the peak in day-time demand, as forecast in the Statement. The Statement does not identify any projects in Lewisham (over £500,000 but less than £1m) that are under consideration in order to ensure that this standard is reached.

Local Energy Generation & Distribution

- 5.68. SELCHP. Opened in 1994, SELCHP processes around 430,000 tonnes of waste from Lewisham and other London Boroughs and generates electricity, which is fed into the National Grid. However, due to various political and legislation changes, the extraction of heat that is created as part of the energy process, in the form of hot water, has not been possible. However, climate change concerns and strategies over the last decade has led to renewed interest in this potential and in 2014 the LB Southwark, working in partnership with Veolia Environmental Services, developed a heat network that will supply about 2,500 Southwark properties on a 5km pipe work system with heat and hot water.
- 5.69. LBL is continuing to have active discussions with prospective developers for major developments at Surrey Canal Triangle (adjoin SELCHP), Convoys Wharf and others about possible connection to SELCHP.
- 5.70. Decentralised Energy Networks. London Plan Policy 5.5 (Decentralised Energy Networks) sets the target of 25% of heat and power used in London being generated through the use of localised decentralised energy systems in 2025. London Plan Policies 5.7 (Renewable energy) and 5.8 (Innovative energy technologies) seek to increase the proportion of energy generated from renewable sources and support the more widespread use of innovative energy technologies to reduce fossil fuels and carbon dioxide emissions.
- 5.71. LBL in partnership with Barratt London has developed a large residential led mixed-use development in Lewisham Town Centre (incorporating the Glass Mill Leisure Centre, discussed in Section S4). This includes an Energy Centre that includes a CHP plant that provides the development with heat and power. This is due to be

extended to connect to the Thirston Road Industrial Estate and potentially other sites on the north side of Loampit Vale.

Water and sewage

Water supply

- 5.72. 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.
- 5.73. The Water Resources Management Plan 2015-2040 focuses heavily on demand reduction in the short to medium-term, driven through a combination of leakage reduction, progressive metering and water efficiency measures. Water transfers are also a key element in the short term with new water trading agreements with both Essex and Suffolk Water and RWE N-Power.
- 5.74. Thames Water currently has no specific plans to upgrade water supply infrastructure in Lewisham, although it will review the need for network improvements on an ongoing basis and prioritise any works accordingly. It may be necessary for water (and waste water) infrastructure to be provided in respect of new individual developments, depending on the type, scale and location of development. It is crucial that any such necessary additional infrastructure is provided in time to service development to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property, pollution of land and watercourses.

Waste Water/Sewage

- 5.75. The northern part of the Borough is served by the two 'Low Level' trunk sewers which flow eastwards through Deptford to Thames Water's pumping station in Greenwich. Greenwich Sewage Pumping Station lifts flows into the Southern Outfall Sewer which continues easterly to Crossness Sewage Treatment Works (STW) in London Borough of Bexley. The southern part of the Borough is served by the 'High Level No.1' trunk sewer which flows eastwards through Lewisham and then north easterly towards Crossness STW.
- 5.76. A £220m upgrade to Crossness STW was carried out during the AMP5 business plan period (2010 - 2015). These improvements increased the sewage treatment capacity of the STW by 44% and this will significantly reduce the amount of storm sewage that overflows into the Tidal River Thames after heavy rainfall. A minor upgrade of Honor Oak Water Treatment Works (in Southwark) has taken place and Thames Water currently has no specific plans to upgrade waste water infrastructure in Lewisham, although it will review the need for network improvements on an ongoing basis and prioritise any works accordingly.
- 5.77. The majority of the sewerage network in the Borough is combined, which means that the sewers currently accept both foul and surface water. To support growth, in responding to planning consultations, Thames Water will strongly encourage that London Plan Policy 5.13 is enforced by LPAs. London Plan Policy 5.13 Sustainable Drainage sets out the drainage hierarchy that prioritises the discharge of rainwater direct to a watercourse, before considering the discharge of rainwater to a surface water or combined sewer. Thames Water would support proposals that discharge all surface water into watercourses. The removal of surface water flows from the

combined sewer network has been deemed sufficient to accommodate the majority of growth locations.

- 5.78. Thames Water currently has no specific plans to upgrade waste water infrastructure in Lewisham, other than the Thames Tideway Tunnel project outlined below, although it will review the need for network improvements on an ongoing basis and prioritise any works accordingly. As outlined above, it may be necessary for waste water infrastructure to be upgraded in respect of particular proposed development.

Digital Connectivity

Background

- 5.79. Digital connectivity is rightly considered the fourth utility. Vital for many businesses, access is also becoming essential for all citizens to take part in modern society. London benefits from a broad range of digital connectivity infrastructure suppliers, with over 500 offering a variety of fixed and wireless services across the capital.
- 5.80. Whilst London leads Europe in much of its broadband connectivity there are still concerns - slow and unreliable broadband is a common complaint from some high-tech businesses in the capital - and the Mayor's Office believe a shift from basic broadband to superfast could boost London's economy by around £4bn by 2024.
- 5.81. The Mayor wants 99 per cent of properties in the capital to have access to affordable superfast connections by 2018. Currently Ofcom estimate that 89 per cent of the capital can obtain superfast connections through fibre broadband but only 25 opt for the faster link. The Mayor's Office also estimate there are 6,500 properties in 'not-spots' areas - where internet speeds run ten times slower than the average speed across the capital. The Mayor is keen to explore solutions with providers that will enable improved uptake of super-fast broadband and eliminate the problem of 'not-spots' around the Capital.
- 5.82. In order to ensure that every resident and business in London is able to access affordable high-speed internet connectivity, in 2014 the Mayor has established the Connectivity Advisory Group (CAG). The Group has developed a wide-ranging action plan, which includes the following.
- The Mayor's Connectivity Rating Scheme, to be launched in Summer 2015, will rate and promote the connectivity levels of different buildings to assist consumers to find appropriate premises, and encourage developers and property owners to improve the connectivity of their properties.
 - A connectivity toolkit for London boroughs, providers and other stakeholders will also be made available this year. It will enable stakeholders to learn from best practice and access useful data; it will include a detailed London-wide connectivity map to highlight existing levels of high-speed connectivity as well as 'not-spots'; and it will provide information about locations on GLA Group property that could be suitable for wireless infrastructure
- 5.83. The Mayor of London has also launched a Digital Inclusion Strategy (January 2015) to tackle digital exclusion, which makes it harder for some Londoners to access Government services, cheaper shopping options, social media, training, employment and other opportunities. The groups statistically most likely to not be online include older people, disabled people and people in social housing.

Suppliers

- 5.84. BT Openreach was established in 2006 as a 'wholesale' provider of internet services. It inherited BT's extensive network, but is a separate company from BT. It does not sell broadband services, but works on behalf of service providers (such as Sky, TalkTalk and BT) to connect new properties to the network so that they can receive services. Virgin Media also has its own developing fibre network and above ground facilities, including a hub building in Lewisham town centre, to supply services.
- 5.85. There are a growing number of smaller independent providers that are developing their own fibre networks, such as Hyperotic and Cityfibre, or wireless networks, such as Optimity, Relish and UK Broadband. These companies have contrasting business plans and markets, and provide competition and choice for residential and business customers.
- 5.86. All 'Electronic Communications Code Operators' benefit from permitted development and prior approval rights as set out in Part 16 of the Town and Country Planning (General Permitted Development) Order 2015. This provides significant scope to develop broadband networks in Lewisham.

Committed and Planned Projects

Committed

- 5.87. Thames Tideway Tunnel. This project consists of a scheme to reduce and limit pollution of the Rivers Thames and Lee from the Beckton and Crossness sewerage system. It 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.
- 5.88. The Thames Water Utilities Limited (Thames Tideway Tunnel Order 2014 (September 2014) grants consent for the project, which is included in the National Infrastructure Plan (2014) for delivery over the next six years. In Lewisham, the project involves the following:
- Earl Pumping Station, Yeoman Street, New Cross - Connect existing local combined sewer overflow (CSO) to the proposed main tunnel, including a surface level ventilation shaft; and
 - Deptford Church Street site – Construct tunnel to intercept the flow in an existing sewer and transfer it to the main tunnel, including a surface level ventilation columns and an electrical and control kiosk.
- 5.89. The overall project is due to start in 2016 and be completed by the end of 2023 (eight years). The Earl Pumping Station site works are due to start in 2017 and be completed by the end of 2020 (four years) and the Deptford Church Street works are due to start in 2016 and be completed by the end of 2019 (four years). The Council has secured a financial contribution from Thames Water to fund a series of pedestrian, cycle and highway works to mitigate the predicted adverse transport impacts associated with this project (see the Thames Tideway Tunnel Highways Project).

P3 Waste Management

Introduction

- 5.90. 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

- 5.91. The existing large waste sites in the borough are as follows
- South East London Combined Heat and Power (SELCHP) plant,
 - Hinkcroft Transport Ltd recycling centre, and
 - Landmann Way recycling centre
- 5.92. There are other smaller private sites and about 36 mini recycling centres in the borough.

Background

South East London Joint Waste Planning Group

- 5.93. The South East London Joint Waste Management Group (SELJWPG) was originally formed in July 2007 by the London Boroughs of Bexley, Bromley, Lewisham, Greenwich and Southwark to work together to identify and meet the sub-regional requirements for waste management facilities. The City of London subsequently joined the group, with Bexley taking responsibility for their waste apportionment.

London Plan Policies

- 5.94. London Plan Policy 5.16 (Waste net self-sufficiency) makes clear that as much of London's waste should be managed within London as practicable, working towards managing the equivalent of 100% of London's waste within London by 2026.
- 5.95. London Plan Policy 5.17 (Waste Capacity) makes clear that, amongst other things, boroughs must allocate sufficient land and identify waste management facilities to manage the tonnages of waste apportioned in this Plan and that boroughs may wish to collaborate by pooling their apportionment requirements. Table 5.3 in the Plan sets out projected Household (HH) and Commercial and Industrial (C&I) waste to be managed in London apportioned to boroughs.
- 5.96. Table P3.1 below summarises the proposed London Plan apportionment for Household (HH), Commercial and Industrial (C&I) and Total (T) waste up to 2031 for each of the South East London boroughs.

Table P3.1: Summary of London Plan Apportionment

	2016			2021			2026			2031		
	HH	C&I	T	HH	C&I	T	HH	C&I	T	HH	C&I	T
Bexley	98	118	216	101	118	219	104	118	222	107	119	226
Bromley	125	114	239	130	113	243	134	114	248	137	114	251
City of L	4	210	214	4	209	213	4	209	213	4	211	215
Lewisham	116	76	192	122	76	198	127	76	203	131	77	208
Greenwich	102	90	192	107	89	196	111	90	201	114	90	204
Southwark	112	162	274	117	161	278	121	162	283	124	163	287
			1327			1347			1370			1391

SELJWPG Apportionment Paper (January 2014)

- 5.97. In January 2014, the SELJWPG prepared a technical paper to demonstrate how waste apportionment targets set by the 2011 London Plan will be met. This found that the pooled capacity of waste sites in the boroughs exceeded the amount needed for the waste apportionment targets set out in the 2011 the London Plan, as set out in Table P3.2 below

Table P3.2: 2011 London Plan

	2016	2021	2026	2031
Identified capacity of sites set aside for waste that counts towards apportionment	2,299,416	2,308,210	2,317,004	2,326,195
2011 London Plan apportionment	1,579,000	1,771,000	1,975,000	2,189,000
Surplus over 2011 London Plan	720,416	537,210	342,004	137,195

- 5.98. This shows that the southeast London boroughs are fully capable, by relying on the safeguarded strategic sites outlined in this technical paper, of playing their part in ensuring that London will become truly self-sufficient in dealing with its waste arisings. .
- 5.99. The 2015 London Plan updates and significantly reduces the projected borough-level HH and C&I waste arisings that were included in the 2011 London Plan. Assuming that the capacity of sites remains the same, the lower London Plan apportionment figures means that there is a greater surplus than the Technical Note anticipated. See Table P3.3 below.

Table P3.3: 2015 London Plan

	2016	2021	2026	2031
Identified capacity of sites set aside for waste that counts towards apportionment	2,299,416	2,308,210	2,317,004	2,326,195
2015 London Plan apportionment	1,327,000	1,347,000	1,370,000	1,391,000
Surplus over 2015 London Plan	972,416	961,210	947,004	935,195

- 5.100. The Council has identified three waste management sites that have been safeguarded in the Site Allocations Local Plan (2013) to manage the borough's waste. These sites are set out below, together with their estimated annual capacity, as identified in the 2014 Technical Paper:
- South East London Combined Heat and Power (SELCHP) Plant – Total annual waste management capacity of 427,405 tonnes;
 - Hinkcroft Transport Ltd recycling centre - Total annual waste management capacity of 40,000 tonnes; and
 - Landmann Way Recycling centre - Total annual waste management capacity of 1,996 tonnes.

Findings

- 5.101. The above demonstrates that the total annual waste management capacity of waste facilities in Lewisham is 469, 401 tonnes. This is compared with an annual apportionment of between 192,000 and 208,000 tonnes up to 2031. There is therefore significant surplus capacity in Lewisham's waste management facilities to manage the borough's waste until at least 2031.
- 5.102. 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, and 379,000 tonnes per annum at 2020 and 358,000 tonnes per annum at 2025. Table P3.3 above also demonstrates that across the waste sites within all of the SE London Boroughs there is sufficient capacity for the period up to 2031.
- 5.103. There is therefore no additional need for waste infrastructure to be provided over this time.

P4 Flood Risk Management

Introduction

- 5.104. Lewisham is at risk from all forms of flooding. Table P4.1 below summarises the different types of flooding risk and the agency with the lead responsibility for managing this risk.

Table P4.1: Flood risk

Type of Flooding	What is it	Responsibility
Surface Water (Pluvial)	This is flooding caused by heavy and prolonged rain fall	Lewisham Council
Groundwater	This is where there is too much water in the ground, from rainfall, and the water appears from the ground this can appear up to two months from the rain	Lewisham Council
River (Fluvial)	Main river – These are big or larger rivers like the Ravensbourne, Quaggy and Pool	Environment Agency
	Ordinary Watercourses – These are smaller streams and ditches which feed into rivers	Lewisham Council
Tidal/Coastal	Although this sounds dramatic the Thames is a tidal river and is a coastal estuary.	Environment Agency
Reservoir	Reservoir flooding is caused by the failure of a reservoir	Owner of the Reservoir
Sewer Flooding	Is when the sewers don't have enough capacity to deal with the volume of water and this then appears in houses or in the road generally this is raw sewage	Thames Water

- 5.105. 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. In addition to fluvial flooding, there is also risk of surface, groundwater and sewer flooding.

- 5.106. The Environment Agency is the lead Risk Management Authority for Coastal and Main River Flooding. The LB Lewisham is the Lead Local Flood Authority (LLFA) for Lewisham under the terms of the Flood and Water Management Act (2010). The Act requires LLFAs to develop, maintain apply and monitor a strategy for local flood risk management. LB Lewisham is working as part of the South East London Flood Risk Management Group (comprising the London Boroughs of Bexley, Bromley and Greenwich) to discharge its duties to manage local flooding.
- 5.107. Planning in Lewisham plays a key role in minimising flood risk by preventing inappropriate developments in flood prone areas, ensuring that redevelopment enables the continued maintenance and management of flood defences and securing the provision of Sustainable Urban Drainage Systems (SUDS).

Existing Flood defence measures

River Thames catchment

- 5.108. Existing formal raised flood defences within the Borough 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.
- 5.109. The condition of these defences falls within the range Grade 2 or 3 (good to moderate). Consequently, flooding from the River Thames poses negligible flooding risk in the borough of Lewisham. The Environment Agency have developed the Thames Estuary 2100 plan which sets out a strategic flood risk management plan for London and the Thames estuary through to the end of the century. The Thames Estuary Asset Management 2100 Programme (TEAM2100) forms the first phase of the plan to replace and refurbish the tidal flood defences where needed. This phase is currently in the process of identifying future investment needs for the tidal defences within the London Borough of Lewisham. 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

- 5.110. 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 within much of the Borough.

Key Flood risk management Plans/Strategies

- 5.111. The Environment Agency has a statutory strategic overview 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.

- 5.112. The key strategies that will inform the development of new flood management infrastructure relevant to the borough are set out below. In addition to the actions identified the NPPF emphasis 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/Thames River Basin District Flood Risk Management Plan

- 5.113. The Environment Agency has developed a Catchment Flood Management Plan (CFMP) for the River Thames catchment (December 2009). 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. The plan is currently being updated into a 'Flood Risk Management Plan' to meet the Flood Risk Regulations 2009. It is intended to be published by the end of 2015. The principles set out within the existing Catchment Flood Management Plan for the Borough are expected to be retained within the final published Flood Risk Management Plan.

Ravensbourne River Corridor Improvement Plan

- 5.114. Prepared by LB Lewisham in close collaboration with the Environment Agency and others, this Plan (September 2010) provides the evidence for the policies set out in the Council's LDF, as well as providing guidance to residents, developers, designers, planners and stakeholders to ensure that the opportunities presented by development proposals help make local visions and aspirations materialise on the ground.

Thames 2100 Strategy

- 5.115. The Environment Agency's Thames Estuary 2100 (TE2100) (November 2012) sets out the recommendations and actions that are needed for long-term flood risk management planning for London and the Thames estuary. Lewisham straddles Action Zone 2 (Central London – Wandsworth to Deptford) and Action Zone 3 (East London - Greenwich to the Royal Docks). The specific recommendations for action within both zones are set out in Table P4.2 below.

Table P4.2: Relevant Thames Estuary 2100 recommendations

Zone 2 – Central London Recommendations	Zone 3 – East London recommendations
1. TE2100 Plan informs the development and revision of local authority strategic flood risk assessments (SFRAs) and flood plans.	1. TE2100 Plan informs the development and revision of local authority strategic flood risk assessments (SFRAs) and flood plans.
2. To agree a programme of floodplain management including local flood protection,	2. To agree a programme of floodplain management including local flood

Zone 2 – Central London Recommendations	Zone 3 – East London recommendations
resilience and emergency plans for vulnerable key sites in the action zone 2.	protection, resilience and emergency plans for vulnerable key sites in action zone 3.
3. To agree partnership arrangements and principles to ensure that new development in the central London tidal risk area is safe, and that where possible applies the NPPF to actually reduce the consequence of flooding – particularly in the Wandsworth to Deptford policy unit because of its Vulnerability	3. To agree partnership arrangements and principles to ensure that new development in the east London zone is safe, and that where possible the application of the NPPF reduces the consequence of flood risk – particularly in the areas where large numbers of people congregate or there is aggregation of flood risk.
4. To review and maintain from 2035 to 2049 the partnership arrangements and principles for development and flood risk management established in the first 25 years of our Plan.	4. To review and maintain from 2035 to 2049 the partnership arrangements and principles for development and flood risk management established in the first 25 years of our Plan.
5. To review and maintain from 2050 and into the 22nd century the partnership arrangements and principles for development and flood risk management established in the middle years of the Plan.	5. To review and maintain from 2050 and into the 22nd century the partnership arrangements and principles for development and flood risk management established in the middle years of the Plan.
6. To maintain, enhance or replace, the river defence walls and active structures through central London over the first 25 years of the Plan from 2010 to 2034.	6. To maintain, enhance, improve or replace the river defence walls and active structures through east London over the first 25 years of the Plan from 2010 to 2034.
7. To maintain, enhance or replace the defence walls and active structures through central London during the 15 year period of the Plan from 2035 to 2049.	7. To maintain, enhance and improve or replace the defence walls and active structures through east London during the 15 year period of the Plan from 2035 to 2049.
8. To implement a programme of defence raising through central London in 2065.	8. To implement a programme of defence raising through east London from 2065 to 2070 (with defences upriver of the Thames Barrier being raised by 2065 and downriver in 2070).
9. To maintain, improve and enhance the river defence walls and active structures through central London post 2070 and into the 22nd century.	9. To maintain, improve, enhance or replace the river defence walls and active structures through central London post 2070 and into the 22nd century.
10. To agree a programme of managing flooding from other sources in the defended tidal floodplain.	10. To agree a programme of managing flooding from other sources in the defended tidal floodplain.

Lewisham Local Flood Risk Management Strategy

- 5.116. LB Lewisham (as the LLFA) has worked with South East London Flood Risk Management Group to prepare a Local Flood Risk Management Strategy, which was approved in June 2015. It focuses on local forms of flooding from surface water runoff, groundwater and ordinary watercourses. This includes a draft detailed Action

Plan which identifies 64 actions to be delivered by the Council, working with a range of partners.

River Corridors Improvement Plan SPD

- 5.117. In March 2015, the Council published a draft River Corridors Improvement Plan SPD. This sets out how the Council seeks to secure high quality development along the river corridors, whilst balancing environmental protection and enhancement, flood risk, housing supply and economic growth. In particular, the SPD seeks to:
- Provide guidance for developers and landowners;
 - Ensure high quality development along the river corridors;
 - Ensure development enhances the river setting;
 - Provide guidance on flood alleviation and ecological improvements;
 - Ensure that development is appropriate and that the impacts of development are effectively understood;
 - Engage local communities in flood prone areas and encourage appropriate action;
 - Encourage development which positively responds to rivers and their setting, ensuring that any necessary mitigation is designed in from the earliest stage as an inherent part of the scheme; and
 - Improve the overall water quality and river health.

Strategic Flood Risk Assessment

- 5.118. The July 2008 Strategic Flood Risk Assessment (SFRA) was updated in 2015.

Progress on the delivery of 2010 IDP Projects

- 5.119. The following projects identified in the 2010 IDP have been delivered:
- P4A – Lewisham Town Centre Open Space – currently on-site
 - 4PB – Deptford Creek Flood Defence Improvements
 - P4C – Improvements to Green Chain, including major improvements to Ladywell Fields Middle and South

Committed and Planned Projects

Planned

- 5.120. Lewisham and Catford Flood Alleviation Scheme. About 1,400 homes and business are located within the floodplain of the River Ravensbourne and Honor Oak Stream between Catford and Lewisham. Of these, approximately 400 homes and 80 businesses are at 'high' or 'medium' risk of fluvial flooding. The scheme to protect these properties comprises three elements: flood storage at Beckenham Place Park, works on the Honor Oak Stream in Ladywell and localised works to river walls. These are discussed in more detail below:
- Flood storage at Beckenham Place Park – re-alignment of the river, creation of earth embankments, re-landscaping – similar in approach to the successful Ladywell Fields scheme. This would enable the storage of water during infrequent large flood incidents, reducing the river flows leaving the Park;
 - Works on the Honor Oak Stream – installing new 'trash screens' at the entrances of the existing culverts/pipes near Slagrove Place and Chudleigh Road to reduce the risk of these blocking from debris during a flood incident. Providing flood storage at Ladywell Green by lowering ground levels by about 1.5m;

- Localised works to river walls – raising the height at nine low points downstream of Beckenham Place Park. These are at Ladywell Fields (adjacent to Malyons Road), Ladywell Fields (adjacent to Albacore Crescent), Ladywell Fields (adjacent to University Hospital), Curness Street/Wearside Road, Molesworth Street, Silver Road, and land adjacent to Loampit vale, Armoury Road and Brookmill Park).

5.121. Proposed works to Beckenham Place Park and Ladywell Green would also deliver significant benefits in terms of improvements to these open spaces and their biodiversity value. Indeed, the proposed flood storage works at Beckenham Place Park would form part of a comprehensive set of proposals to improve the Park and many of its heritage assets. Given this, these projects are also referred to in Section G1 (Green Infrastructure).

6. Social Infrastructure

Introduction

6.1 This section addresses social infrastructure issues relating to:

- S1 – Education
- S2 – Health & Adult Social Care
- S3 – Community
- S4 – Leisure
- S5 – Emergency Services
- S6 – Burial Space

Introduction

6.2 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. It also is responsible for the strategic planning of educational provision for 16-18.

6.3 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, Academy schools and a Free School . Lewisham also has single-sex as well as mixed schools, and 'all-age' schools.

6.4 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 a programme of permanent expansion.

6.5 Lewisham is currently a net exporter of pupils at secondary transfer, meaning that more Lewisham-resident pupils leave the borough to attend secondary school than residents of other boroughs come to Lewisham schools. However, the larger Primary pupil cohorts outlined above are approaching the age of secondary transfer, standards in Lewisham schools have continued to improve and secondary spaces in neighbouring boroughs are being squeezed. Whilst there is sufficient capacity at present, this situation will change by 2017.

6.6 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.

Existing Provision

6.7 The existing schools and colleges in the Borough can be summarised as follows:

- 69 state-funded Primary-phase Schools (for children aged 5 – 11);
- 1 state-funded Primary Free School;
- 14 state-funded Secondary Schools (for children aged 11 – 16 or 18) including 3 academies, 5 special schools and 2 pupil referral units
- A variety of work based training providers also operate within the borough including Shears Academy, Circa and Twin and the borough is host to a wide range of charities and voluntary providers that offer Entry Level provision to learners aged 14-16
- Lewisham Southwark Further Education College
- Christ the King 6th Form College
- Christ the Kings: Aquinas
- Goldsmiths, University of London
- Laban Trinity

Progress on the delivery of 2010 IDP Projects

- 6.8 An ambitious programme to modernise Lewisham schools has taken place over the last 10 years, with about £300m invested in rebuilding or refurbishing over 20 of the borough's schools. Additionally, two brand-new schools have been built, and several primary schools have expanded to provide much-needed extra places. Much of this (over £200m of investment) has taken place over the last five years
- 6.9 The following projects identified in the 2010 IDP have been delivered:
- S1A – Tidemill Primary School (Academy) (2FE – additional 0.5FE);
 - S1B – Goldbrook Primary School (expansion from 2.5FE to 3FE);
 - S1C – Beechcroft Primary (formerly Brockley Primary) (expansion from 1FE to 2FE);
 - S1E – Trinity Secondary School (formerly Northbrook Secondary) (replacement school)
 - S1F – Addey and Stanhope Secondary School (replacement school);
 - S1G – Bonus Pastor Catholic College (Secondary) (replacement school);
 - S1H – Prendergast-Hilly Fields College (Secondary) (replacement school);
 - S1I – Prendergast Vale College (Secondary) New all-through school, including integration of former Lewisham Bridge Primary School and additional secondary places;
 - S1J – Drumbeat (formerly Pendragon School) (replacement school for pupils with Autistic Spectrum Disorder);
 - S1K – Sydenham School (Secondary) (replacement school) is on site and due for completion in 2016;
 - S1L – Harberdasher's Aske's Hatcham College (Secondary) (replacement school);
 - S1N – Brent Knoll (expansion of school for pupils with ASD); and
 - S1O – Deptford Green (Secondary) (replacement larger school).
- 6.10 The only two projects not to be delivered are S1D, an additional 2 or 3FE primary school on the Convoy Wharf School and S1M, expansion of the former Crossways Academy (Secondary). The redevelopment of Convoys Wharf has not proceeded as anticipated and this remains a project to be rolled forward in to the replacement IDP as a planned project.
- 6.11 In addition to the projects identified in the 2010 IDP, Hatcham Temple Grove Free School opened in September 2013 and virtually all existing Primary schools that were not already identified for expansion have been expanded either permanently or

temporarily by way of 'bulge classes'. Many, but not all, of the permanent increases in capacity were identified as 'emerging projects' in the 2010 IDP. Additional expansions that have either completed recently or are on site include:

- Adamshill Primary – 2FE to 3FE (complete);
- Coopers Lane Primary – 2FE to 3FE (currently on site for completion in September 2015);
- Forster Primary – 2FE to 3FE (complete);
- Haberdashers' Aske's Knights Academy – 1.5FE to 2FE (complete)
- Holbeach – 2FE to 3FE (currently on site for completion in September 2015);
- John Ball – 2FE to 3FE (currently on site for completion in September 2015);
- John Stainer Primary – 2FE to 3FE (complete);
- Prendergast Primary- new building (complete); and
- Rushey Green Primary – 2FE to 3FE (complete).

- 6.12 Table S1.1 below summarises the additional Primary school places that have been provided since the 2010 IDP was prepared.

Table S1.1: Additional Primary School Places created since August 2010

Year	Permanent Places opened	Temporary Places opened
2010/11	0	555 (18.5FE)
2011/12	0	564 (19FE)
2012/13	180 (6FE)	564 (19FE)
2013/14	90 (3FE)	375 (12.5FE)
2014/15	120 (4FE)	285 (9.5FE)
Total	390 (13FE)	2,342 (78.5FE)

- 6.13 In addition to the projects identified in the 2010 IDP, additional investment has also taken place over the last five years at Abbey Manor College (extensions and new facilities at the Broadoak site) and Christ the King College: Aquinas 6th Form College (extension and reconfiguration to increase capacity).

Primary Education

- 6.14 For school planning purposes Primary schools are grouped into six Primary Place Planning Localities (PPPLs). Proposals to enlarge a Primary school are now a matter for school governing bodies, as long as they are assured that capital funding is available.

Future Demand and Supply

- 6.15 The programme of expansion outlined above means that there are 3,724 *permanent* places available to meet demand in 2014/15. Projections for future demand are reviewed annually on receipt of the detailed birth data and also to take into account in-year demand. The methodology involves:
- Evaluating individual pupil School Census data to develop place planning localities that reflect demand for places (six localities have been established for the primary phase; secondary phase is projected only at borough level).
 - Analysing individual level birth data to map changes in births since 1998-99 at LSOA, ward, postcode sub-set, and place planning locality level.
 - Analysing pupil level School Census data to develop cohort transfer rates for each place planning locality between every National Curriculum Year (i.e. from YR to Y1, Y1 to Y2, and through to Y12 to Y13). Particular attention has been

paid to the Y6 to Y7 transfer, both by geographical area and by primary and secondary school.

- Analysing birth and School Census data to establish 'Birth to Reception' transfer rates historically, including the variations in patterns geographically and over time.
- Evaluation of future housing developments where Section106/CIL funding has not been secured, including consideration of tenure and size of dwellings within developments.

6.16 The tables below identify the expected demand for Reception class places and across key Stages 1 and 2 over the next four years.

Table S1.2 – Projected demand for Reception Class Places

	Planned Admission Number	Forecast Reception demand	Shortfall
2015/16	3,769	3,946	177 (6FE)
2016/17	3,799	3,891	92 (3FE)
2017/18	3,799	3,923	124 (4FE)
2018/19	3,799	4,001	202 (7FE)

Table S1.3 – Projected demand across Key Stages 1 & 2.

	R Places	R Demand	Y1	Y2	Y3	Y4	Y5	Y6
2015/16	3,769	3,946	4,017	3,751	3,753	3,585	3,426	3,227
2016/17	3,799	3,891	3,985	4,020	3,715	3,742	3,565	3,430
2017/18	3,799	3,923	3,937	3,995	3,987	3,708	3,749	3,577
2018/19	3,799	4,001	3,977	3,995	3,971	3,991	3,724	3,764

6.17 The immediate shortfall of places will be met through a programme of accelerated committed projects and temporary 'bulge classes'.

6.18 The projections indicate that the borough continues to require the equivalent of 9FE of places to meet demand for permanent places resulting from the borough's continued growth. However, the extensive expansion programme that has taken place to-date and site constraints means that there are few remaining opportunities to expand existing schools.

6.19 Following a comprehensive and detailed review, a number of expansions are committed projects and are included in LBL's capital programme. Others are being actively pursued and are identified as planned projects and the feasibility of others is being investigated.

Committed Projects

6.20 These are as follows:

- St. George's CE Primary – expansion from 1FE to 2FE (July 2016).
- Turnham Primary – expansion from 2FE to 3FE (June 2016).

Planned Projects

6.21 These are as follows:

- Convoys Wharf Site – In March 2014, having ‘called in’ the planning application from LB Lewisham, the Mayor of London resolved to grant outline planning approval for the proposed development of Convoys Wharf. The scheme provides for up to 3,500 new homes, nearly 48,000sqm of employment space (B1, B2, sui generis), approximately 5,800sqm of retail, approx. 13,000sqm of community/leisure uses and hotel space up to 27,000sqm. Provision is to be made for a 2-3FE Primary school on the site.
- Our Lady & St Phillip Neri Primary – expansion from 1.5FE to 2FE.
- Sir Francis Drake – redevelop and expand from 1FE to 2FE, to be funded by the Priority Schools Programme.
- St.Winifred Infant & Junior Schools – expansion from 1.5FE to 2FE. Proposal currently out for consultation.
- Turnham Foundation Primary School – expansion from 2FE to 3FE.

Emerging Projects

6.22 Projections of a continued increase in the population of Lewisham extend until 2032. It is to be expected that demand for primary places will at the very least remain high, and may continue to increase. Feasibility studies are underway to consider whether a number of primary schools that have not yet been expanded could be. The potential for new mixed-use development of Primary schools and housing, similar to the successful Deptford Lounge/ Tidemill Academy/Resolution Studios, is also under discussion with Lewisham Homes.

6.23 The amount of cross-border movement is lower in the Primary phase than in Secondary. However, enlargements planned for September 2015 by LB Greenwich and LB Southwark may help to alleviate some of the pressures in the north and west of the borough. LB Greenwich has announced a proposal to enlarge the Invicta school by re-opening the old Charlotte Turner Primary School site (close to the Deptford River frontage) as an annexe. LB Southwark will enlarge Ivydale Primary to 4 forms of entry.

Secondary Education

6.24 The investment programme outlined above has meant that Borough-wide capacity increased until 2013/14, when it reached its intended peak. By 2016 when the programme is complete, all of the Council’s Secondary schools will have been rebuilt or refurbished. However, the completion of the two remaining committed Building Schools for the Future (BSF) projects at Brent Knoll (September 2015) and Sydenham (September 2016) will not result in further increase in capacity, which stands at a Planned Admissions Limit (PAL) of 2667.

Future Demand and Supply

6.25 The Secondary school stood at 2,360 in October 2014. This represents a surplus capacity of 307 places, 10 FE or 11.5% (down from 15FE or 17% in 2013/14). However, the situation is more complex than this, with some schools being consistently oversubscribed.

6.26 The Council plans Secondary school provision on a whole-borough basis. As with Primary schools, proposals to enlarge a Secondary school are a matter for school

governing bodies. A number of methodologies are used to predict demand for secondary school places. These include:

- Where the data exists, extrapolations from comparing primary school year group rolls and Year 7 secondary school rolls are used. The former use “decay rates” which predict the percentages in lower age cohorts, such as Reception or Year 1, which will reach Year 6.
- A Year 6/7 rolls ratio then captures the overall demand that secondary schools experience, that is demand from both Lewisham and out-borough residents who are in both Lewisham and out-borough schools (schools cannot discriminate between in and out-borough residents when applying their admissions’ criteria).
- The ratio is calculated as the number of children at the end of Year 6 in Lewisham primary schools (in-borough and out-borough) divided by the number of children who enter Year 7 in Lewisham secondary schools (in-borough and out-borough). The choice of ratio is by far the most significant factor in predicting future demand. Taking account of a fluctuating ratio between 2010 and 2013, an 83% ratio has been used.

6.27 The effects of Lewisham secondary school popularity, out-borough school provision and its location, and population change are also built into predictions. As outlined in the Introduction, Lewisham is currently a net exporter of pupils at secondary transfer. In 2014/15, of children aged 11-16 resident in Lewisham, 73% were attending Lewisham schools, marginally up from 2013/14. In 2014 /15 LBL residents made up 85.4% of pupils aged 11-16 in LBL schools, again marginally up from 2013/14.

6.28 The complexity of the interplay of the above variables inevitably means that prediction of secondary demand is less secure than for primary school demand, especially into the next decade. However, current projections are set out in Table S1.4.

Table S1.4 – Projected additional demand for Year 7 Secondary Places above current PAL

Year	Additional Requirement (FE)
2015/16	0
2016/17	0
2017/18	4-5FE
2018/19	6FE
2019/20	9-11FE
2020/21	7.5-10FE
2021/22	12.5-15FE
2022/23	11.5-14FE
2023/24	10-12 FE
2024/25	12-14FE

6.29 The opportunity for additional places to be provided for LBL residents in neighbouring boroughs from 2017 onwards, over and above the current Year 6 to 7 transfer patterns, is very limited, given that they are facing similar challenges to meet increasing demand. As and when additional provision is put in place in neighbouring boroughs, the same limitations on access by Lewisham residents applies. Whilst the siblings rule within most school admissions policies and the status of the school (e.g. single-sex or Faith) complicates matters, proximity to a given school is likely to be by far the biggest factor in determining accessibility. So, only Lewisham residents living close to a border will stand a chance of accessing a school in a neighbouring borough, and then only if the target school is close to the border.

Committed Projects

- 6.30 These are as follows:
- Sydenham School – Redevelopment, with additional facilities but no increase in capacity.

Planned Projects

- 6.31 These are as follows:
- Addey and Stanhope School – Expansion onto the vacant Mornington Centre site to provide 2FE 2.
 - Forest Hill School – Expansion onto the adjacent vacated Brent Knoll Special School site to provide 2FE.
 - Haberdashers' Aske's Hatcham College – Expansion by 1FE.

Emerging Projects

- 6.32 In 2019/20 demand is predicted to rise significantly to give a pressure of 9-11 FE, reducing to between 7.5-10 FE in 2020/21. Taking into account the 5FE of places in the Planned Projects, it is likely that a new secondary school will need to be open by 2019. From 2020 onwards, further provision is likely to be required of up to an additional 4 FE.
- 6.33 The Council is actively investigating options to meet this increasing demand. One option is the rationalisation and better use of existing Council owned assets, benefitting from the implementation of the Asset Management Strategy that is referred to in Section 4. Another is to work in partnership with Lewisham Homes or others in delivering a mixed-use development involving both a Secondary school and housing.

Special Education Needs and Disabilities (SEND).

- 6.34 The majority of children and young people with SEND have their needs met by school resources without reaching the threshold for an Education, Health and Care (EHC), which supersedes the previous Statement of SEN. An EHC plan aims to secure the best possible outcomes across education, health and social care and as young people get older, prepare them for adulthood.
- 6.35 Between 2010 and 2014, 68.8% of children with SEND had their needs met by school resources (previously known as School Action and School Action Plus) and 31.4% had a Statement of SEN.
- 6.36 In 2014, 1450 children and young people had a Statement. It is predicted that there will be a minimum increase of 7.7% in Statements of SEN by 2024. This equates to a net increase of a minimum of 112 children from the current levels. Options are being considered as to how to create additional special school places, including both expansions and the potential for a new school.

Post 16 Education

- 6.37 From September 2015, all young people are under a duty to participate in education or training until the end of the academic year in which they turn 18 (25 for Learners with Learning Difficulties). Young people are required to study or train in one of three primary routes:

- Study full-time in a school, college or with a training provider; or
- Full-time work or volunteering combined with part-time education or training; or
- An apprenticeship.

- 6.38 LBL's statutory responsibilities to support young people into education/training are to:
- Secure sufficient suitable education and training provision for all young people aged 16-18 (inclusive) in Lewisham; and
 - Make available to young people below the age of 19 support that will encourage, enable or assist them to participate in education or training.

Current Provision

- 6.39 Education and training opportunities for 16-18 year-olds is provided by a range of providers that provide education (Levels 1 & 2 – GCSE and Level 3 - A-level) and training (Entry and Levels 1-3) in a range of vocational subjects (including Art/ Design/Creative/Digital media, Business Computing/Secretarial, Construction/Electronic/Engineering, Hair and Beauty, Science and Performing Arts/ Music/ TV/ Film. The key providers in the Borough are as follows:
- 6.40 6th Form Provision in Secondary Schools. The following schools include 6th Form provision:
- Addey Stanhope;
 - Brent Knoll;
 - Drumbeat ASD
 - Greenvale
 - Haberdashers' Aske's Hatcham College;
 - Haberdashers' Aske's Knights Academy;
 - Prendergast Hilly Fields College;
 - Sedgehill; and
 - Sydenham and Forest Hill 6th Form (SFH6);
- 6.41 Christ the King College is a Catholic sixth form college located on three sites. The College started from its original site in Lewisham in 1992. In 2008 St Luke's College in Sidcup became part of the College and in February 2013, Crossways Sixth Form in Telegraph Hill was closed and the site taken over under the name Christ the King: Aquinas.
- 6.42 Abbey Manor College is a large Pupil Referral Unit based on three sites across the Borough (Broadoak Campus in Lee, the John Evelyn Campus in Brockley and the School Room in Lewisham Hospital). Students are referred to the College for a variety of reasons, including permanent exclusions, risk of permanent exclusion, students unable to access main stream education for medical reasons and Special Educational Needs students requiring an assessment.
- 6.43 Lewisham Southwark 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.
- 6.44 The College currently operates in Lewisham from two campuses; Lewisham Way and Deptford Bridge. There are also two campuses in Southwark at The Cut and in Camberwell. Much of the accommodation on the Lewisham campuses is outdated and inefficient. The College was pursuing a major redevelopment to enable it to

deliver its entire curriculum from a single site in Lewisham. However, these plans were shelved in 2011 following the lack of funding from the former Learning and Skills Council (LSC), now Skills Funding Agency (SFA).

Existing and Future Demand

- 6.45 Based on an analysis of Lewisham residents (16-19) who currently stay in the Borough (3,084) and imported learners (2,196), there are currently more than sufficient places in Lewisham institutions to meet these learner needs (about 8,150 places for 5,280 learners).
- 6.46 Projections show an expected 1% increase in total resident learner (16-19) volumes in Lewisham over the next five years. However, it does not necessarily follow that demand for education and training places in the Borough will increase over this period, as learners are free to choose courses either in or outside Lewisham, and will depend on the relative attractiveness of different offers.
- 6.47 LBL's Participation Strategy includes working with partners to strengthen the Lewisham post-16 profile to encourage more young people to study locally, including influencing the range and quality of courses on offer, and the demand and supply of places will be monitored.

Higher Education

Existing Provision

- 6.48 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.
- 6.49 Goldsmith's College also works collaboratively with Trinity Laban Conservatoire of Music and Dance based at new buildings at Deptford Creekside (Faculty of Dance) and Greenwich (Faculty of Music).
- 6.50 The College's current estate is mainly a mixture of historic listed buildings and 20th century academic architecture divided by internal streets of Victorian terraced houses. The Ben Pimlott Building was opened in 2005 and provides purpose-built teaching space, including art studios, lecture theatres, and innovative psychology and digital media labs. In 2010, a new academic building adjacent to the College Green opened, 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.

Emerging Provision

- 6.51 Goldsmith College's current Strategic Plan (accessed May 2015) includes the aspiration to improve the estate and infrastructure and includes the following commitment:
- "We will make the College's estate better suit its academic needs, so that it becomes a better environment in which to learn and work. We will do this by increasing the amount we invest each year in its maintenance and improvement; by reducing the size of our estate by selling properties on the edge of the campus; and by improving the efficiency with which we use the space. These

three actions will help ensure that we get the most out of our increased investment. We will measure our success by the proportion of our buildings which are in good condition, and by the extent to which our efficiency in space use matches the best in the sector.”

- 6.52 The College approved an Estate Masterplan in 2014 in order to improve space utilisation and efficiency, establish a new public realm vision for the campus creating new development sites and linking the College into the wider regenerative initiatives of Lewisham and New Cross Gate and create a coherent approach to the use management and development of the college estate over the next decade.

S2 Health & Adult Social Care

Introduction

- 6.53 There Health and Social Care Act 2012 has led to a root and branch reform of the NHS and significant changes in adult social care. This section reflects these changes and focuses on the health and social care related infrastructure that will be needed to cater for projected population growth and changing demographics of Lewisham.
- 6.54 The characteristics of Lewisham’s population and wider context outlined in Section 2 presents significant challenges for the provision of health and adult social care in Lewisham. These include:
- People are living longer;
 - More people have one or more long term conditions;
 - deprivation is increasing;
 - Too many people die early from deaths that could have been prevented by healthier lifestyles;
 - Peoples’ experience of care is very variable;
 - Services are under increased strain due to a rising level of demand and limited resources;
 - Peoples’ expectation of services and the cost of services are increasing; and
 - There is an affordability gap which cannot be addressed by efficiency and productivity improvements only.

Health & Adult Social Care in Lewisham

NHS England

- 6.55 Responsible for the contractual management of Primary Care Contractors (including GPs, Pharmacy and Dentists).

NHS Property Services

- 6.56 Responsible for strategic estates management (acting as a landlord, modernising facilities, buying new facilities and disposing of those facilities transferred to them on 1st April 2013 (subject to commissioners confirming surplus to requirement over next 10 to 15 years) the NHS no longer needs) and provider of support services such as cleaning and catering. It has responsibility for buildings which were previously owned, leased or managed by the former Primary Care Trusts and strategic health authorities. CHP is leading on the detailed strategy role of overall estates planning to look at the overall healthcare infrastructure current and future needs ensuring it links into the wider SEL sector Strategic Partnering Group.

Lewisham and Greenwich NHS Trust

- 6.57 The Trust was formed in October 2013 and is responsible for services at Lewisham Hospital and Queen Elizabeth Hospital in Greenwich, as well as a range of NHS community services from 11 different community sites in Lewisham and some services at Queen Mary's Hospital, Sidcup.

NHS Lewisham Clinical Commissioning Group (CCG)

- 6.58 The CCG was set up in April 2013 as part of NHS reforms and is led by Lewisham General Practitioners (GPs). The CCG commissions acute hospital care. It also works with NHS England to co-commission GP services and works with LBL to co-commission mental health services. The CCG also works closely with LBL Community Services in relation to adult social care.

South East London Strategic Planning Group (SPG)

- 6.59 The SPG comprises the CCGs for Bexley, Bromley, Greenwich, Lambeth, Lewisham and Southwark and NHS England, working in partnership with the Borough Councils and other providers of services. The SPG provides collaborative arrangements to help partners meet their shared and interdependent commissioning responsibilities and is developing a five-year commissioning strategy 'Our Healthier South East London'.

South London and the Maudsley (NHS) Foundation Trust (SLAM)

- 6.60 The CCG and LBL jointly commission mental health services provided by SLAM.

London Ambulance Service NHS Trust

- 6.61 This Trust provides emergency ambulance services to the whole of London and facilities in Lewisham are addressed further in Section S6.

Public Health England (PHE)

- 6.62 This is an executive agency of the Department of Health. They play a strategic role to protect and improve the nation's health and wellbeing; and reduce health inequalities. They deliver this through health protection, health improvement and health & social care commissioning.

LB Lewisham

- 6.63 The LBL Community Services Directorate covers activities and services that support the social framework of the borough, including public health, assessment and care, community services and joint commissioning. the Director of Public Health advises on all health matters and the best ways to improve the health of the their population

The Health and Wellbeing Board

- 6.64 The Health and Wellbeing Board is a statutory board and operates as an LBL committee. It promotes greater integration to improve health and wellbeing in Lewisham and is responsible for the production of the Joint Strategic Needs Assessment (JSNA). LBL, the CCG and partners use this information to develop strategies to meet the identified needs of Lewisham people. The Board oversees the Health and Wellbeing Strategy, the Adult Integrated Care Programme, the Adult Joint Strategic Commissioning Group and the Children and Young People's Strategic Partnership Board.

Locality Working

- 6.65 As outlined in Section 4 (Methodology), the CCG and LBL have adopted a 'locality model' and four integrated health (except dentistry) and adult social care teams (Neighbourhood Community Teams) are being established in 'neighbourhoods'. The aspiration is to co-locate the four Neighbourhood Community Teams.

Existing Provision

Lewisham Hospital and community sites

- 6.66 The hospital is a teaching hospital for the University of London. It includes a new Accident and Emergency unit (opened in April 2012 as part of a project to upgrade facilities) and a Children's Emergency Department and Day Care Unit and a Neonatal Intensive Care Unit. It provides a wide range of services, including clinical support, women's health, community and sexual health. The Lewisham and Greenwich NHS Trust also delivers services from the following 11 community sites:
- Downham Health & Leisure Centre
 - Primary Care Centre Hawstead Road (Catford)
 - Honour Oak Health Centre
 - Ivy house (Catford)
 - Kaleidoscope (Catford)
 - Jenner Health Centre (Forest Hill)
 - Lee Health Centre
 - South Lewisham Health Centre (Bellingham)
 - Sydenham Green Health Centre
 - Waldron Health Centre (New Cross)

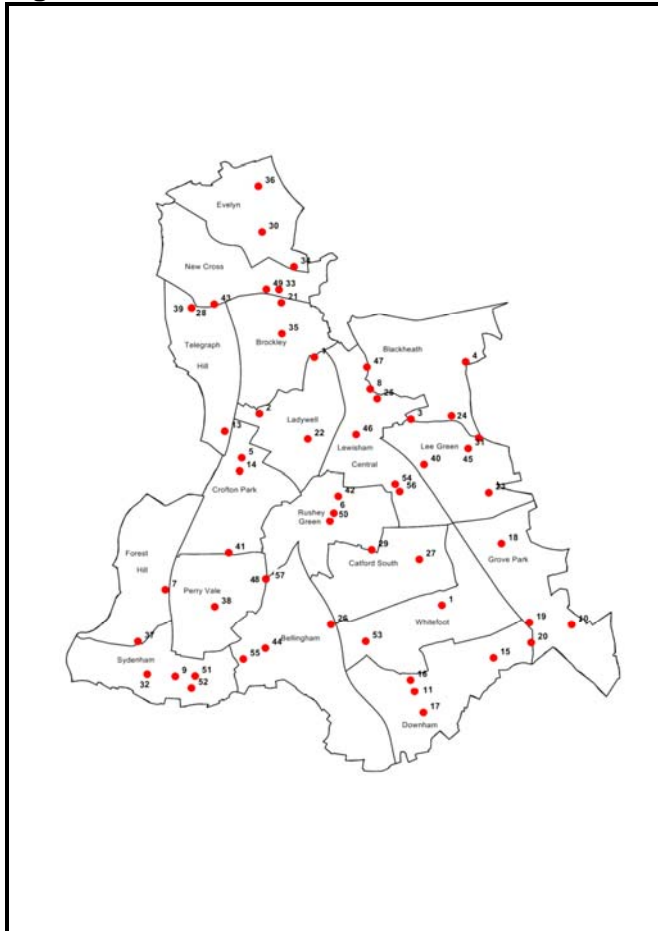
GP Provision

- 6.67 There are currently 39 GP surgeries in Lewisham (to be confirmed by Lewisham CCG). In September 2015, there were 199 salaried and Partner GPs and 84 Locums operating from these surgeries.

Pharmacies

- 6.68 The Pharmaceutical Needs Assessment (March 2015) found that there were 57 pharmacies in Lewisham (11 in Locality 1, 19 in Locality 2, 12 in Locality 3 and 15 in Locality 4), as identified in Figure S2.2 below.

Figure S2.2: Pharmacies in Lewisham



Source: Pharmaceutical Needs Assessment (March 2015)

Dentists

6.69 Awaiting input from NHS England.

Adult Social Care

6.70 Day Care. LBL Community Services directly funds and/or manages building-based day services to a range of clients from seven day centres in the Borough. Following consolidation of LBL's direct service provision, the four LBL managed centres are to have distinct roles. These are set out as follows:

- Ladywell Centre – core complex needs centre for adults with disabilities (the specialist Dementia Service, the Challenging Needs Service and the Intensive Support Service) and the main office base for in-house provision
- The three other centres listed below are to be developed as community hubs rather than specific day centres, with the buildings becoming multi-use centres for service delivery. They will continue to deliver disability services, but will also be used by third sector providers who help deliver LBL's community inclusion and neighbourhood agendas.
 - Leamore Centre, Lewisham
 - Mulberry centre, New Cross
 - Naborhood Centre, Sydenham

6.71 LBL also purchases building-based services at the following:

- Cedar Court, Grove Park – older adults (non-Dementia), delivered by Housing 21

- Cinnamon Court, Deptford – older adults (non-Dementia), delivered by Housing 21
- Calabash Centre, Rushey Green – older adults (non-Dementia), delivered by Hestia Support and Care

6.72 **Residential Care.** The aim is to support people so that they can remain living independently in their own home for as long as possible. However, when this is not possible there are three main types of residential care:

- Sheltered and supported housing - these housing schemes help older people to continue to live independently with care and support if needed (includes extra care accommodation).
- Residential homes - a residential home is a place where a number of people live together, looked after by care staff that is available 24 hours a day.
- Nursing homes - a nursing home is a place where a number of people who need nursing care, because of illness or disability, live together, looked after by trained nursing staff.

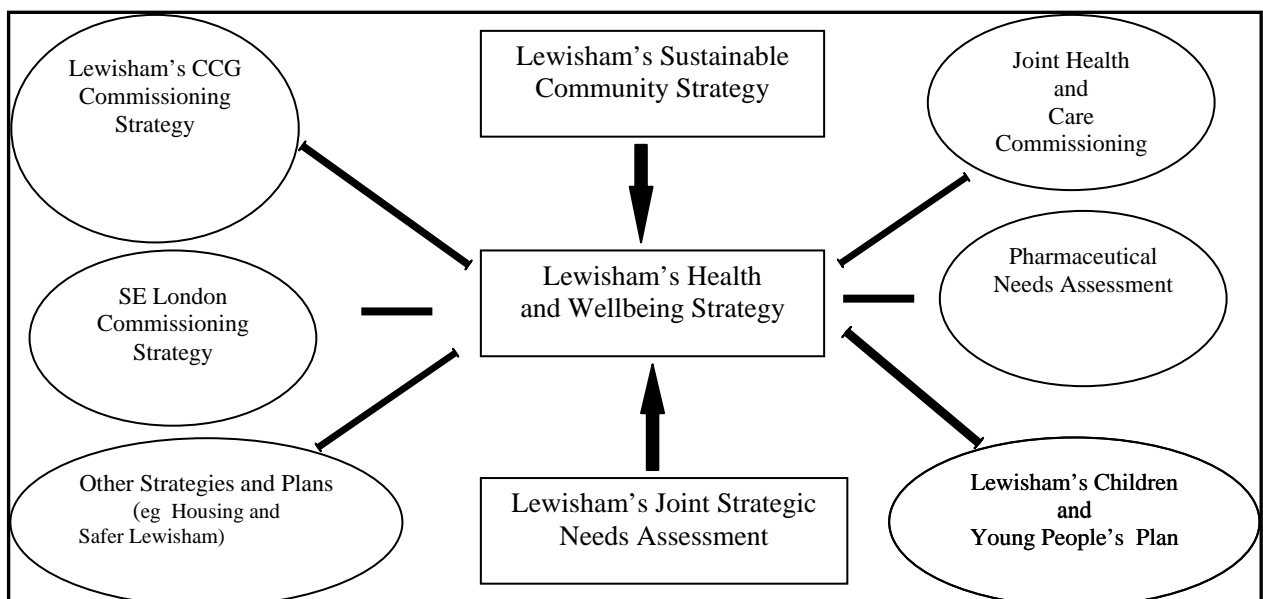
6.73 Residential care is provided by a range of providers from properties throughout the Borough.

- LBL has 18 sheltered housing schemes that are managed by Lewisham Homes
- LBL currently has 2 extra care schemes at Kenton Court and Somerville, but these are to be closed as they do not meet modern standards and could not be adapted. A new extra care facility has recently opened at Conrad Court (78 homes) on the Marine West site in Deptford.

Mental Health Support

6.74 SLAM provides some in-patient services from Lewisham Hospital (Ladywell Unit), although some more specialist services are provided to Lewisham residents from the main sites at Bethlem Royal Hospital in Bromley and the Maudsley Hospital in Southwark. In addition, community mental health services in Lewisham are provided from over 20 different sites throughout the borough – including in and out-patient services and residential care.

Key Long-term Strategies and Plans



Joint Strategic Needs Assessment

- 6.75 The Joint Strategic Needs Assessment (JSNA) is a web-based 'living document'. It brings together in one place information on the health and social care needs of Lewisham's citizens, complemented by information on the social, environmental and population trends that are likely to impact on people's health and well-being. It is based on the results of an extensive cross-agency public consultation process.

Health and Wellbeing Strategy (December 2013) (Draft refresh September 2015)

- 6.76 This 10 year strategy outlines the key health and wellbeing challenges that people in Lewisham face, as well as the assets, skills and services that are available locally to support people to stay healthy and be happier. It is based on three overarching aims:
- To improve health – by providing a wide range of support and opportunities to help adults and children to keep fit and healthy and reduce preventable ill health.
 - To improve care – by ensuring that services and support are of high quality and accessible to all those who need them, so that they can regain their best health and wellbeing and maintain their independence for as long as possible.
 - To improve efficiency – by improving the way services are delivered; streamlining pathways; integrating services so ensuring that services provide good quality and value for money.
- 6.77 The Strategy identifies the following nine priority areas for action:
- 1: Achieving a healthy weight;
 - 2: Increasing number of people who survive colorectal/breast/lung cancer for 1- 5 years;
 - 3: Improving immunisation uptake;
 - 4: Reducing alcohol harm;
 - 5: Preventing the uptake of smoking among children and young people and reducing the numbers of people smoking;
 - 6: Improving mental health and wellbeing;
 - 7: Improving sexual health;
 - 8: Delaying and reducing the need for long term care and support; and
 - 9: Reducing the number of emergency admissions for people with long-term conditions.
- 6.78 This Strategy is accompanied by a Health and Wellbeing Delivery Plan which sets out the activities to achieve the improvements and outcomes required in each priority area.
- 6.79 In September 2015, the Health and Wellbeing Board approved a draft refresh of the Health and Wellbeing Strategy to cover the period 2015-18 and asked the Strategy Implementation Group to develop an implementation plan to deliver the priorities for action. The draft refresh provides a greater strategic focus on a smaller number of short term priorities for action over the next three years:
1. To accelerate the integration of care;
 2. To shift the focus of action and resources to preventing ill health and promoting independence; and
 3. Supporting our communities and families to become healthy and resilient.

Lewisham and Greenwich NHS Trust

6.80 ESTATES STRATEGY – AWAITING INPUT

Lewisham CCG' Commissioning Strategy 2015-16 to 2018/19

6.81 The Strategy is built around a vision based around better health, best care and best value and identified ambitions for 2018/19. This is summarised below.

6.82 Better Health. To improve the health outcomes for the Lewisham population by commissioning a wide range of advice, support and care to make choosing healthy living easier, for people to keep fit and healthy and to reduce preventable ill health and health inequalities.

- Improving measures of life expectancy for the Lewisham population;
- Causes of Death: decreasing the rates of premature mortality from the three biggest causes of death in Lewisham;
- Decreasing the rate of infant mortality; and
- Ensuring patient experience continues to improve

6.83 Best Care To ensure that all commissioned services are of high quality –safe, evidence based and provides a positive patient experience, and also to shift the focus of support and care to prevention, self-care and planned care in the community.

- Reducing the amount of time children and young people spend avoidably in hospital;
- Reducing the amount of time Adults spend avoidably in hospital;
- Improving end-of-life care for Lewisham's residents by increasing the proportion who die in their preferred place; and
- Ensuring a positive experience of care.

6.84 Best Value. To commission services which are integrated and sustainable so delivering high quality, effectiveness and value for money

South East London Commissioning Strategy (Draft Feb 2014)

6.85 The draft Strategy aims to achieve better health outcomes by:

- Supporting people to be more in control of their health and have a greater say in their own care
- Helping people to live independently and know what to do when things go wrong
- Making sure primary care services are consistently excellent and with an increased focus on prevention
- Reducing variation in healthcare outcomes by raising the standards in our health services to match the best
- Developing joined-up care so that people get the support they need when they need it
- Delivering services that meet the same high quality standards whenever and wherever care is provided
- Spending our money wisely, to deliver better outcomes and avoid waste

SLAM

6.86 The Trust's Strategic Plan (2014-19) summarises an estate strategy which is underpinned by the following principles:

- Flexibility in how we organise our places, buildings and spaces. All new builds and refurbishments will be ‘future-proofed’ to enable changes to be made without large reconfiguration and expenditure;
- Sustainability based on a long-term view of delivery of mental health services; and
- Shift of property assets into the community to support prevention and early recovery.

6.87 It goes on to make clear that SLAM plan to develop a network of highly accessible facilities in local communities that support mental health care [community hubs] and to raise the standard of and improve the flexibility and effectiveness of existing secondary/tertiary facilities as well as promoting closer joint working with health care and research partners. This approach anticipates that need for inpatient provision will reduce in each of the next five years as more and more activity becomes community based. In terms of community estate, although activity is due to increase by 8% per year, through more effective use of space, longer service opening hours and the use of other locations to deliver care, e.g. GP surgeries, it is envisaged that in overall terms the Trust has sufficient community estate. The intent, however, is to consolidate activity within two to three hubs per borough with a network of satellite provision for crisis services, drop in clinics and similar.

6.88 Based on the above, the Strategic Plan includes proposals for:

- A new facility within the Maudsley Campus by summer 2018;
- Four to six community hub projects in partnership with development partners by summer 2016; and
- New wards and supporting service facilities as appropriate by summer 2018 within an overarching master plan across all of our sites.

Pharmaceutical Needs Assessment (March 2015)

6.89 The PNA finds that Lewisham has 20.9 pharmacies per 100,000 population (2012/13) (excluding the newly opened pharmacy in Lewisham Central. This is below the SE London median of 21.4 pharmacies per 100,000 population and below the number in comparator boroughs (figure 23). However, it concludes that the current needs for essential services (dispensing, repeat dispensing, disposal of unwanted medicines, signposting healthy lifestyles and public health campaigns and support for self-care) are satisfied with the current distribution of pharmacies.

6.90 The Assessment goes on to note the planned growth in housing proposed for the Borough and recommends that Health and Well Being Board consider whether population changes will alter pharmaceutical needs in the future 2017/18 assessment of need. The PNA also notes that if there is development of 7 day-a-week GP services, then the current pharmaceutical services may be inadequate access and that this too will need to be reviewed by the Board.

LBL’s Adult Social Care Local Account

6.91 This sets out the Council’s adult social care priorities as to:

- Ensure everyone with ongoing use of social care services has a personal budgets and promote the use of direct payments to maximise the choice and control people have over managing their own care and support;
- Consider the wider networks of support or universal services which people access and optimise the use of these within the more formal support packages of care, e.g. the use of community groups, library services, and adult education.

- Continue to develop a range of housing options together with partners which offer care and support in the community and reduce the need for long-term residential care;
- Make effective use of technological solutions, such as Linkline, to maintain safe independent living and assist with the care-giving process
- Support younger adults into work or employment;
- Develop commissioning plans based on robust analysis of local need and understanding of our provider markets
- Apply a means tested approach, implementing eligibility and charging policies which reflect Central Government guidance.

6.92 LBL's ambition is that by 2018 there is a joined-up and coordinated health and social care services for all adults in Lewisham. The Adult Integrated Care Programme (AICP) sets out a 'whole system approach' covering most services and activities across the health and care sector, including public health. It is aligned with universal services such as Supporting People, housing, employment, adult education, culture and leisure and is underpinned by joint commissioning, local pooled budgets (section 75 agreements) and Better Care Funding.

Progress on the delivery of 2010 IDP Projects

6.93 This can be summarised as follows:

- S2A -Waldron Health Centre (Polyclinic Phase I) Stanley Street – Further development of the Centre in to a polysystem hub – complete
- S2B – Polyssystem Hubs Phases II,III & IV – Development of further polysystem hubs in the borough – no longer being pursued
- S2C – NDC Centre – GP surgery and pharmacy UPDATE NEEDED
- S2D – Speedwell and Ladywell Unit (Lewisham Hospital) – Expand Speedwell & relocate some services to the Ladywell Unit UPDATE NEEDED
- Unnumbered – Convoys Wharf GP surgery. The development of Convoys Wharf has yet to happen and this remains a planned project.

Committed and Planned Projects

Committed

- 6.94 Campshill Road Extra Care Scheme. New housing to provide an additional 51 x 1 and 3-bed extra care homes on a Lewisham Homes site comprising 25 garages, underused drying space and storage sheds on Campshill Road in Lewisham Central. The scheme is being developed by Notting Hill Housing, with funding coming from the Mayor of London's Care and Support Specialised Housing Fund. It is due to be completed by the end of 2015.
- 6.95 Hazelhurst Court Extra Care Scheme. New housing to provide 60 x 1 and 2-bed extra care homes on a Lewisham Homes site next to Melfield Gardens and Beckenham Hill Road in Downham. The scheme is being developed by Phoenix Community Housing Association, with funding coming from the Mayor of London's Care and Support Specialised Housing Fund. It is due to be completed by the end of 2016.

Planned

- 6.96 The Convoys Wharf. The Mayor of London granted permission for proposals for this site in March 2015. The scheme provides for up to 3,500 new homes, nearly 48,000sqm of employment space (B1, B2, sui generis), approximately 5,800sqm of retail, approx. 13,000sqm of community/leisure uses (D1/D2) and hotel space up to 27,000sqm. The permission secures the provision of a health facility (650sqm) for 4 GPs and related services, to be provided before more than 2,200 homes are first occupied.
- 6.97 Community Hubs. The development of the Lee more, Mulberry and Naborhood Centres into multi-use community hubs.

S3 Community

Introduction

- 6.98 For the purposes of infrastructure planning, community facilities have been taken to include community premises (community centres, sports grounds and offices for voluntary organisations), children centres and child care facilities.

Community Premises

- 6.99 There are currently 50 Council assets within the Community Premises Portfolio including 23 community centres, 3 sports grounds and 24 buildings housing Voluntary and Community Sector (VCS) organisations. This includes day centres that are discussed in Section S2 Health and Adult Social Care. In addition there are other properties that are used as community libraries and early years provision, youth clubs and a range of other services commissioned from VCS organisations that are not part of the Community Premises Portfolio but are within the Council's estate.
- 6.100 As part of the Council's fundamental review of its budgets, it has undertaken a review of the costs of maintaining its current range of assets and the potential income that these assets could generate for the Council that could be used to fund other services. In order to release substantial revenue savings and therefore safeguard frontline service delivery, the Council is in the process of reducing the number of its public buildings.
- 6.101 Occupancy rates across the Community Premises Portfolio vary, but on average it is about 30%, demonstrating that there is real potential to manage usage more effectively. In July 2015, the Council's Mayor and Cabinet approved Community Asset Implementation Plan for rationalising and reducing the Community Premises Portfolio based on four categories of premises (sole occupancy of a building - not at full market rate, Voluntary and Community Sector Hubs, community and sole occupancy - full market rate). The Implementation Plan sets out a way forward for each community premises, ranging from:
- No change/retention;
 - New leases arrangements;
 - Formation of hubs (including adult social care, discussed in Section S2);
 - Redevelopment (including some community provision);
 - Marketing/selling as children's nurseries; and
 - Closure.

6.102 Those assets that are identified for redevelopment with the inclusion of some community provision included may become projects in the future.

Children's Centres

6.103 There are currently 17 Children's Centres in the Borough (11 less than in 2010), which are based in Wards 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. As such they provide:

- Family support and parental outreach;
- Advice on early years education and childcare;
- Child and family health services; and
- Links to JobCentre Plus, children's information services and schools.

6.104 As outlined in Section 4 (Methodology), the Council has identified four Children Centre Areas (CCAs), which is the main planning level for services for children and families. The CCAs are listed below

- CCA 1: Brockley, Evelyn, New Cross and Telegraph Hill;
- CCA 2: Blackheath, Crofton Park, Ladywell, Lee Green, Lewisham Central and Rushey Green;
- CCA 3: Catford South, Downham, Grove Park and Whitefoot; and
- CCA 4: Bellingham, Forest Hill, Perry Vale and Sydenham.

6.105 In July 2015, the Council's Mayor and Cabinet agreed to the retention of all existing Children's Centres, but that the existing model of delivery is changed to help achieve necessary savings. This includes enabling 11 Centres to operate more flexibly and reduce their administration and data capture costs by removing them from the Sure Start database.

Childcare

6.106 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's latest Childcare Sufficiency Assessment (CSA) was undertaken in November 2012. This looks at overall provision in the borough based on the four CCAs, outlined above.

6.107 The latest guidance on undertaking CSA asks local authorities to carry out a gap analysis comparing data relating to parent's demand for childcare with how much is available. LBL undertook a review of the childcare for under fives in Lewisham, focusing on parental demand for care in that age range. The Council investigated the evidence for possible gaps in provision in:

- geographical areas;
- income: areas where there is a shortage of affordable childcare for the income groups in that area; and
- specific needs: where there is a shortage of suitable places for children with a disability or other requirement.

6.108 Research indicated that Lewisham parents were broadly happy with the choice, availability and affordability of childcare for under fives in Lewisham in all four CCCAs. Four out of five parents and carers in Lewisham report that it is 'easy to find

a place as there are vacancies' whilst three quarters are 'happy with the choice and quality of childcare in Lewisham'.

- 6.109 The research highlighted a large group of children not accessing any childcare: 42% of those interviewed were not accessing any childcare at all for their children under the age of five years. When further interrogated, the most commonly reasons cited by this group were that they 'Don't need childcare' (51%) and 'Prefer to look after their children themselves' (39%).
- 6.110 Looking at the number of places in relation to the population, the childcare ratio of one childcare place to every 2.4 children therefore looks broadly in line with parental demand. However, it should be noted that parental demand is likely to be responsive to employment opportunities and as such may change in line with economic pressures.
- 6.111 The views of parents and carers of children with disabilities, particularly as voiced through the focus groups showed a rather different picture. They reported considerable concerns regarding the availability of suitable childcare for their children with sufficient specialist expertise.
- 6.112 The proposed Community Premises Portfolio Implementation Plan includes marketing some community assets not currently used for childcare as children's nurseries, providing further opportunities for private sector nurseries to increase provision

Progress on the delivery of 2010 IDP Projects

- 6.113 The following projects identified in the 2010 IDP have been delivered:
- S3A – Deptford Lounge – shared community space, multi-use hall and community/training rooms as part of a broader project;
 - S3B – Lewisham City Mission – replacement and enhanced church facility; and
 - S3C – Wells Park Hall – youth centre/hub
- 6.114 Project S3D, the Surrey Canal Triangle Assembly Centre, has not yet been delivered and is rolled forward as a planned project for Stage 1 (2017-20122).
- 6.115 Project S3E, the refurbishment of the Listed Ladywell Tower into a multi-use community asset has not progressed and is no longer identified as project.

Committed and Planned Projects

Planned Projects

- 6.116 Surrey Canal Triangle Assembly Centre. Planning permission was granted in March 2012 for the comprehensive redevelopment of the Surrey Canal Triangle site, a Strategic Site in the current Core Strategy. This provides for the provision of a 5,000sqm multi-faith centre, expected to include a large main auditorium, smaller hall and ancillary office and other space. Now known as New Bermondsey, the area was designated as a Housing Zone in February 2015 and the Council is working with the prospective developers, GLA, TfL and other stakeholders to ensure that the permitted development comes forward.

S4 Leisure

Introduction

6.117 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.

Existing Leisure centres

6.118 LBL's seven leisure centres are managed by Fusion and are as follows:

- Bridge Leisure Centre (Sydenham) (swimming, gym, group exercise studios, climbing wall etc.);
- Bellingham Leisure & Lifestyle Centre (3G football pitch, gym, exercise studios etc.);
- Downham Health & leisure Centre;
- Forest hall Pools (includes gym, group exercise studios etc.);
- Glass Mill leisure Centre (swimming, gym, group exercise studios, climbing wall etc.);
- Ladywell Arena (gym as well as outdoor track); and
- Wavelengths Leisure Centre (pools, gym, group exercise studios etc.)

6.119 There are also publicly accessible indoor leisure and sports facilities provided at the following facilities:

- Lewisham Indoor Bowls Centre (Lower Sydenham);
- Forest Hill School Sports Centre (gym, group exercise studios, indoor badminton courts, indoor basketball courts & sports hall); and
- St Dunstan's Enterprises at St Dunstan's College, Catford (indoor cricket nets, badminton courts, rugby pitches etc.)

Existing Outdoor Sports Facilities

6.120 Outdoor sports facilities were defined in the former 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.

6.121 The last systematic audit of the existing provision of outdoor sports facilities was undertaken in 2009/10 and reported in the Lewisham Leisure & Open Space Study (May 2010). This found that Lewisham had a total of 43 sites used exclusively for outdoor sports with a total of 111 pitches, as set out in Table S4.1 below. This is likely to be out-of-date in places and the Council is currently considering how best to refresh this baseline information so that it has accurate information on which to identify future needs and provision.

Table S4.1: Existing playing pitches (as of May 2010)

Pitch Type	Towards a Level Playing Field Ha	No. of pitches	Total Hectares
Senior Football	1.4	48	67.2

Pitch Type	Towards a Level Playing Field Ha	No. of pitches	Total Hectares
Junior Football	1.05	12	12.6
Mini Soccer	0.3	25	7.5
Cricket	1.6	10	16
Rugby	1.2	8	9.6
Grass Hockey	1.2	4	4.8
Synthetic Turf pitches	0.6	4	2.4
Borough Total		111	120.1

Source: Lewisham Leisure & Open Space Study (May 2010) (Table 4.28)

Existing Libraries

- 6.122 LBL runs seven libraries at Catford, Deptford, Downham, Forest Hill, Lewisham, Manor House and Torrison Road.
- 6.123 In addition, community library services are housed in centres that are run by community organisations and providing a mix of activities for local people. These are mainly housed in former LBL library buildings that have been transferred to community organisations at minimal or no rent, as long as they committed to maintaining the building, keeping it open to the community and allow the Council to provide library services. The current community library services are as follows:
- Blackheath Village (The Reminiscence Centre, 11 Blackheath Village);
 - Crofton Park (former LBL Library on Brockley Road);
 - Grove Park (former LBL Library on Somertrees Avenue);
 - New Cross (former LBL Library on New Cross Road);
 - Pepys (Pepys Resource Centre, Deptford Strand); and
 - Sydenham (former LBL Library on Sydenham Road).

Progress on the delivery of 2010 IDP Projects

- 6.124 The following projects identified in the 2010 IDP have been delivered:
- S4A – Glass Mill (Loampit Vale) Leisure Centre (replacing the former Ladywell Leisure Centre)
 - S4B – Forest Hill Swimming Pool
 - S4C – Ladywell Arena upgrade
 - S4D – Deptford Lounge multi-use main hall, ball court and library (part of a larger project)
 - S4E – Bonus Pastor School Site – all weather pitch NOT SURE ABOUT THIS ONE
 - S4F – Deptford Green high School – all weather pitch
 - S4G - Wavelengths Leisure Centre – enhanced leisure offer following re-location of library to Deptford Lounge

Committed and Planned Projects

Planned Projects

- 6.125 New Bermondsey Sports Village. Planning permission granted (March 2015) for the comprehensive development of the Surrey Canal Triangle site, a Strategic Site in the current Core Strategy. This includes provision for 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. The New Bermondsey Housing Zone declared (February 2015). LBL working with prospective developers, GLA, TfL and other stakeholders to bring forward development as quickly as possible.
- 6.126 Deptford Park – Artificial Football Pitch. LBL is in discussion with the Football Association about the provision of an artificial pitch in part of the Park. It should be noted that this project would result in the loss of publicly accessible open green space and is likely to have some adverse impact on the remainder of the Park, as a result of artificial lighting and extra traffic/car parking demand.

S5 Emergency Services

Introduction

- 6.127 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 existing level of emergency infrastructure provision in Lewisham as a basis for considering future requirements.
- 6.128 The Council's Overview and Scrutiny Committee undertook a major review of emergency services in 2013 and published the Emergency Services Review (October 2013).

Existing Provision

- 6.129 All three emergency services have experienced significant cuts in budgets in the last five years. This has resulted in the closure of Brockley and Sydenham Police Stations and Downham Fire Station. The existing facilities are as follows:

Police Stations

- Catford, 333 Bromley Road, SE6 2RJ (limited public opening times).
- Deptford, 118-124 Amersham Vale, SE14 6LG (limited public opening times).
- Lewisham, 33-63 High Street (open to the public 24/7).

Police Contact Points

- Catford Hill Police Station, 128 Catford Hill, SE6 4PS.
- Deptford Lounge, 9 Giffin Street, Deptford, SE8 4RJ.
- Sainsbury's Savacentre, Southend Lane, Sydenham, SE26 4PU.
- The Post Office, 189-193, Torrindon Road, Catford, SE6 1RF.

Fire Stations

- Deptford, 186 Evelyn Street, SE8 5DB.

- Forest Hill, 155 Stanstead Road, SE23 1HP.
- Lewisham, 249/259 Lewisham High Street, SE13 6NH.
- New Cross, 266 Queens Road, SE14 5JN.

Ambulance Stations

- Deptford, 1 New Cross Road, SE14 5DS (main station).
- Forest Hill, 51 Davida Road, SE23 3EP (satellite station).
- Lee, 142 Lee High Road, SE13 5PH (satellite station).

Police Service

- 6.130 The Mayor's Office for Policing and Crime (OPAC) published its Estate Strategy 2013-2016 in May 2013. The Estate Strategy supports the following aims:
- Develop the required Front Counter portfolio and create the new Contact Points across London - in addition, raise the profile of public facing properties through consistent standards of signage and corporate 'look and feel';
 - Reduce the total running costs of the MOPAC estate to £140m each year by 2015/16 – a 30% reduction on 2012 costs;
 - Reduce the amount of space occupied by up to 300,000 sq m by 2015/16;
 - Provide up to 950 modern cells, reducing the cost of the custody estate, and provide suitable facilities to support the reduction in the time it takes for a detainee being taken into custody to be processed;
 - Reduce the amount of residential accommodation owned by MOPAC to no more than 200 units whilst working with Residential Providers to offer affordable accommodation to officers and staff close to where they work; and
 - Create a more efficient estate, fit for the operational needs of the 21st century, with a much smaller headquarters and less costly buildings.
- 6.131 The above Strategy resulted in the closure of Brockley and Sydenham Police Station and the opening of the Police Contact Points outlined above.

Fire Service

- 6.132 The London Fire and Emergency Planning Authority (LFEPA – the Authority) runs the London Fire Brigade (LFB). The LFEPA approved The Fifth London Safety Plan (2013-2016) in September 2013.
- 6.133 The Plan sets out six strategic aims and a number of objectives to support them. These include the following objectives in relation to Aim 4 Resources:
- Explore options for further shared services.
 - Review our property services.
 - Provide nine new fire stations through the Private Finance Initiative and deliver our capital programme of station improvements.
- 6.134 The Plan resulted in the closure of Downham Fire Station in 2013.
- 6.135 The LFB's current Asset Management Plan dates from November 2011 and is due to be updated in 2016/17. The Plan sets out the following objectives:
- To ensure that our fire stations and other buildings are fit for purpose, in a satisfactory condition and energy efficient
 - To ensure that our fire stations and other buildings are well placed to enable us to reach incidents effectively and to the attendance standards we have set

- To use the approved Fire Station Design Brief (2008) for all new builds and as a basis for refurbishments and to keep it under review to ensure its appropriateness for future flexible working and a modern fire service providing a consistent and suitable standard of accommodation for all our appliances
- To continue to provide fire stations in prominent locations where possible that provide a positive and reassuring presence to the community
- To include facilities where the community can meet and go for fire safety advice and information
- To maintain our properties and preserve their value in accordance with the “lifer policy” that where possible, no stations shall be over sixty years old
- To maximise the use of space in our estate including training facilities
- To continue to unlock the potential latent value in our estate, where appropriate, through engaging private sector developer partnerships on appropriate sites under our Corporate Property Project initiative
- To continue to take steps to reduce our carbon footprint, with sustainable development in design, and strive for the Excellent BREEAM rating for new designs
- To continue to ensure compliance with Statutory and Regulatory Codes
- To continue to identify income generating opportunities, where appropriate
- To continue to develop effective joint working through partnership arrangements, and where appropriate co-location, with other agencies and the community, including shared services and functions with other local government organisations
- To continue to deliver good value for money for our property assets and make further efficiency savings.

Ambulance Service

Introduction

6.136 The London Ambulance Service operates in two areas:

- Accident and Emergency (A&E) Care; 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.

6.137 London Ambulance Service 5-Year Strategy (2014/15 – 2019/20) notes that there has been changes in the health and expectations of Londoners, resulting in significant increases in number of 999 calls and Category A calls (immediately serious or life threatening), against a backdrop of reduced budgets, placing significant strain on the Service. The Strategy sets out the following strategic priorities:

- Make it easy for people in London to get the urgent and emergency care they need quickly;
- Do more for people in London - developing and growing services so that our Clinicians can provide more care and treatment for patients at scene or at home;
- Provide the right response - offer more advice and care via the telephone and other technologies; supporting patients to care for themselves;
- Use technology to improve care so that our Clinicians can improve clinical treatment and outcomes; developing telehealth solutions;
- Develop and invest in our staff so that we have a motivated, stable and engaged workforce;

- Put clinical standards and education at the heart of what we do;
- Support the implementation of local priorities and improved urgent and emergency care solutions in partnership with our clinical commissioning colleagues;
- Be a leading health partner with partners across health and social care to - working integrate our services so that our patients receive joined up care and experience better outcomes;
- Be a leading emergency services partner - collaborate further with other emergency services, whilst remaining at the heart of the NHS, to ensure we are joined up, meeting the needs of, and providing value for people in London;
- Continue to develop as an organisation with a clear commitment to learning and transformation; and
- Always be there to support London during major events and in times of major incidents

6.138 Actions identified in the Strategy to deliver the above priorities includes rationalising the LAS estates portfolio to meet its operational need and obtain best value for money and exploring opportunities to share space with other emergency services partners.

Committed and Planned Projects

6.139 The LEPFA has confirmed that Forest Hill, Lewisham and New Cross Fire Stations are due to be the subject to refurbishment works, with costs expected to be in the region of approximately £225,000, £512,000 and £160,000 respectively.

S6 Burial Space

Introduction

6.140 This is a new infrastructure topic to take account of guidance in the Mayor of London's Social Infrastructure SPG (May 2015). Creating neighbourhoods that meet the needs of people at all stages of their lives extends to the provision of burial spaces.

Existing

6.141 There are three cemeteries and one crematorium in Lewisham, as follows:

- Brockley Cemetery;
- Grove Park Cemetery
- Hither Green Cemetery;
- Hither Green Crematorium; and
- Ladywell Cemetery.

6.142 Each year an average of 1,500 cremations and approximately 600 burials take place. Not all burials involve new spaces. For example, in 2014, about 50% of burials involved reopening existing graves and about 50% were new spaces.

Strategies and Plans

The London Plan

- 6.143 London Plan Policy 7.23 (Burial Spaces) requires boroughs to ensure in their Local Plans that sufficient provision is made for burial needs, including the needs of those groups for whom burial is the only option for reasons of faith. It goes on to make clear that provision should be based on the principle of proximity to local communities and reflect the different requirements for types of provision.

Social Infrastructure SPG

- 6.144 The London Plan Social Infrastructure SPG (May 2015) notes that choices between burial or cremation are often influenced by their faith. Approximately 75% of the deceased are cremated but this can vary significantly by faith. The Muslim and Jewish faith groups have the highest percentage of people choosing to be buried (99% and 96% respectively), whereas for Christians the figure is 27%. This has implications for the amount of land local authorities will need to provide for burials. As outlined in Section 2 (Context), Lewisham has relatively small Muslim and Jewish communities (2011 Census revealing 6.4% and 0.2% of the population respectively) and this is a factor in considering the capacity of cemetery space that is likely to be needed over the Local Plan Period.
- 6.145 The SPG (Figure 19) draws on a March 2011 report by the Cemetery Research Group, University of York, of an audit of burial capacity across London. This found that in Lewisham in 2010:
- Recent works to the Brockley and Ladywell Cemeteries (which are managed as one) released fresh ground, and added an estimated 15 years' capacity to the site;
 - Grove Park Cemetery had at least 22 years' space remaining with the capacity for further expansion. In addition to a Roman Catholic section, the site also has space dedicated to the use of the Muslim community, and a small section for Buddhists; and
 - Hither Green Cemetery had four years capacity left, but there was the option of bringing into use adjacent land which would also add a further 15 years' capacity.
- 6.154 The SPG (Figure 19) draws on the above audit, noting that Lewisham has 39.7ha of cemetery space before estimating that there is a need 9,116 virgin grave spaces between 2010/11 and 2030/31 and concluding that the Borough has a 20+year capacity.
- 6.146 In fact, in June 2015 the current capacity is as follows:
- Brockley and Ladywell Cemeteries have an estimated 15 years' capacity (based on approx. 600 spaces left, and used at a rate of 40 per year);
 - Grove Park Cemetery has an estimated 11 year capacity (based on approx. 2,000 spaces being left and used at a rate of 175 per year) ; and
 - Hither Green Cemetery has an estimated 5-6 year capacity (based on approx. 1,000 spaces being left and used at a rate of 175 per year).

Planned Projects

- 6.147 There are a number of planned projects to increase the capacity of Grove Park and Hither Green cemeteries and these are summarised below.

- 6.148 Grove Park Cemetery 1. There is an area within Grove Park Cemetery that was previously used by a Youth Training Scheme for Amenity Horticulture. The scheme closed in 2007 and the area has since been cleared of all buildings infrastructure. The Council has undertaken a topographical survey, soil and wall structural surveys and soil physical surveys of set locations, using pit excavations. An outline design and specification have been prepared and early mapping indicates that this location has the potential for up to 900 new burial spaces. Work is not expected to start until 2017 at the earliest and is likely to happen in Stage 1.
- 6.149 Grove Park Cemetery 2. A further section within Grove Park, formerly a wooded area, was cleared of trees in 2008. Excavation took place to remove all stumps and material down to a depth to 8 feet (the deepest level used for burial), the ground was then split level compacted to encourage even ground settlement. This area continues to settle until ready for burials. This is a raised area compared to surrounding plots and would need investment to install paths and steps, possible tree and shrubbery planting plan to prevent boundary soil walls collapsing or breaking away. It could provide up to 800 burial spaces. Again, work is not expected to start until 2017 at the earliest and is likely to happen in Stage 1.
- 6.150 Hither Green Cemetery 1. Within this cemetery, the Council is removing damaged pathways and reusing these areas for burials. In 2011 an impact assessment was carried out to identify the impact that the removal of these paths would have on visitors, mostly those requiring disabled access. A total of 10 pathways were identified as reusable and the Council is currently using the 3rd path out of the identified 10. Overall, the 10 pathways could provide space for up to 420 burial spaces. This project is already underway with 3 out of 10 pathways having been converted to burial space. The remaining paths are expected to be converted to burial space over the next two years.
- 6.151 Hither Green Cemetery 2. There is currently only one section of land within the cemetery that is undeveloped for burial. Early stages of mapping indicate that there is potential to create up to 550 burial spaces. In 2011 this area was identified as potential burial land and was cleared of dumped rubbish and large established vegetation. Further investment is needed in this area to carry out soil sampling, install subsidiary paths and extend the water supply for visitors, where there are none in this area of the cemetery. It is hoped that this project will be developed and implemented over the next two years.
- 6.152 Table S6.1 below summarises current cemetery capacity in Lewisham and expected capacity following the implementation of the planned projects.

Table S6.1: Cemetery capacity in Lewisham

	Brockley & Ladywell	Grove Park	Hither Green
Current capacity in years as at 2015	15 (based on approx. 600 spaces left, and used at a rate of 40 per year)	11 (based on approx. 2,000 spaces being left and used at a rate of 175 per year)	5-6 (based on approx. 1,000 spaces being left and used at a rate of 175 per year)
Additional Spaces to be created through development	0	1,700	420 + 550 (converted pathways)
Capacity in years, once development is complete	15	20	10-11

7. Green Infrastructure

Introduction

- 7.1. This section addresses open space issues. It should be noted that new and enhanced open space projects are often delivered alongside Transport (walking and cycling), Flood Risk Management and Leisure projects (Sections P1, P4 and S4).

Existing Provision

- 7.2 The Leisure and Open Space Study (May 2010) was based on the open space typologies in the now superseded PPG17 (Planning for Open Space, Sport and Recreation) and its Companion Guide. This found the following:

- 7.3 This equates to about 21% of land across Lewisham being in open space use. Based on an estimated residential population in 2015 of 293,982, this amounts to 2.47ha per 1,000 population.

- 7.4 The above make 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. Public open spaces in Lewisham are managed and maintained by Glendale.

- 7.5 The adopted Core Strategy (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.

Open Space Strategy 2012-2017

- 7.6 The Council's current Open Space Strategy draws on the findings and recommendations of the Leisure and Open Space Study (2010). It establishes a vision for open space in the Borough ('to protect, enhance and cherish open space for the benefit of local people, the wider community and for future generations') and identifies seven themes for delivering the vision. The seven themes are related objectives are set out in Table G.1 below:

Table G.1: Open Space Strategy Themes & Objectives

Theme	Objectives
1. To promote and support urban renaissance	<p>1.1 To promote the highest standards of design & landscape management to enhance quality of life.</p> <p>1.2 To create an accessible network of open space, improving linkages and connections.</p> <p>1.3 To promote quality open space through third party endorsement.</p>
2. To promote social inclusion and community cohesion	<p>2.1 To strengthen community use of open space & promote greater social inclusion.</p> <p>2.2 To encourage usage of open space by young and old alike.</p> <p>2.3 To undertake equalities analysis' across the green space sector.</p> <p>2.4 To implement a parks events policy and to animate open space through events, arts and activities.</p>
3. To promote healthy lifestyles and well-being	<p>3.1 To promote a range of healthy walk programmes.</p> <p>3.2 To increase the provision and quality of children's Play.</p> <p>3.3 To increase participation in sport and physical activity.</p> <p>3.4 To identify and protect quiet spaces and promote urban tranquillity.</p>
4. To promote a sustainable environment	<p>4.1 To protect, conserve and enhance habitats and associated wildlife.</p> <p>4.2 To encourage a range of practices as a means of mitigating or ameliorating</p>

Theme	Objectives
	<p>climate change.</p> <p>4.3 To raise awareness and quality of environmental Education.</p> <p>4.4 To promote community gardening encourage sustainable food production.</p>
<p>5. To protect and enhance open space</p>	<p>5.1 To indentify open space to be protected.</p> <p>5.2 To indentify priority areas of deficiency & opportunities to address deficiency.</p> <p>5.3 To promote high quality management & maintenance of open space.</p> <p>5.4 To indentify priority areas for improvement.</p> <p>5.5 To protect and improve outdoor sports facilities including playing fields.</p> <p>5.6 To develop and implement a borough tree strategy to protect and prevent loss of trees.</p>
<p>6. To promote a safe and secure environment</p>	<p>6.1 To tackle antisocial behaviour and reduce fear of crime.</p> <p>6.2 To design out crime at the planning stage.</p> <p>6.3 To improve signage and way marking.</p>
<p>7. To empower and support the local community</p>	<p>7.1 To increase the capacity of the local community to participate in local decision making and influence service delivery.</p> <p>7.2 To promote creative communities and their use of open space.</p> <p>7.3 Promote opportunities to volunteer and get actively involved in the delivery of local services.</p>

- 7.7 The Strategy sets out a three year Implementation Plan (2012-2014) which identifies a number of actions for each of the themes. It should be stressed, that The Strategy and Implementation Plan adopt a qualitative approach, rather than a rigid quantitative one, on the basis that an improvement in the quality and accessibility of existing open spaces could provide greater recreational and biodiversity opportunities to both new and existing residents.
- 7.8 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 has worked hard in recent years to remedy this by improving the quality and connectivity of existing spaces (e.g. 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).
- 7.9 In addition to these committed and planned projects, the Council is working with Greenwich, Bromley, Croydon, the Environment Agency and charitable groups such as Thames21, London Wildlife Trust and the Quaggy Waterways Action Group to prepare a Ravensbourne Catchment Plan to cover the River Ravensbourne between the Pool River confluence near Catford and its confluence with the Thames at Deptford Creek. This identifies a number of potential projects to improve flood risk, biodiversity and open space provision along the Ravensbourne. The Council's draft River Corridor Improvement Plan SPD (2015) sets out a number of general and site-specific design and development guidelines to help secure flood risk, biodiversity and open space improvements as part of new development that takes place along the corridor.

Progress on the delivery of 2010 IDP Projects

- 7.10 The following projects identified in the 2010 IDP have been delivered:
- G1A – Route 1 (Fordham Park to Deptford High Street);
 - G1B – Improvements to Waterlink Way, including major improvements to Ladywell Fields Middle and South;
 - G1C – Improvements to Pepys Estate open spaces & nearby public parks and spaces;
 - G1D – Playbuilder Schemes improvements to play areas (Chinbrook Meadows, Deptford Park and Mayow Park);
 - G1E – Improvement of existing public open space as part of the Silkworks and Silvermill housing developments north of Lewisham Station;
 - G1H – Kender Triangle Open Spaces (Hatcham Gardens and other spaces);
 - G1L – Loampit Vale Open Spaces (part of the Renaissance development); and
 - G1M – Deptford High Street public realm improvements
- 7.11 The project to improve part of Hilly Fields by the creation of a community garden (G1F) has not happened and is not currently being progressed.

Committed and Planned Projects

Committed Projects

- 7.12 Lewisham Gateway Open Space. The approved Lewisham Gateway scheme, currently on site, includes the remodelling of existing open space. This includes the loss of approximately 2,460sqm 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 2,260sqm 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 210sqm of publicly accessible open space, the resulting space will be higher quality and more useable.

- 7.13 Amersham Vale Open Space. Creation of a new public open space (approx. 0.5ha) on the majority of the former Deptford Green Upper School site (corner of Edward Street and Amersham Vale) in compensation for the loss of open space associated with the redevelopment of the Lower School site. This project is to ensure that the development of Deptford Green Secondary School does not result in a net loss of open space.

Planned Projects

- 7.14 Beckenham Place Park. This is the largest green space in the borough, covering 96 hectares, with large areas of ancient woodland. It is an important wildlife site and also makes up part of the South East London Green Chain Walk and the regional Capital Ring. LBL is working with the Environment Agency, English Heritage, Friends group and other stakeholders to develop detailed proposals for the comprehensive refurbishment of the Park, restore many heritage features, re-introduce a lake, restore the pleasure grounds, provide an events space, rationalise car parking and realign the Ravensbourne River, naturalise its banks and create flood storage area (with the last element forming part of the proposed Lewisham and Catford Flood Alleviation Scheme Flood Risk Management Project). Whilst the proposals are likely to see the removal of the existing golf course, a range of alternative sports provision would be provided, including two new tennis courts, a new fitness trail and enhanced play opportunities and facilities.
- 7.15 The project received a grant of £4.9m from the Heritage Lottery Fund and the Big Lottery in July 2014. Match funding is due to come from the Environment Agency (approx. £12m), LBL (between £1m and £1.7m) and the Flood Committee (approx. £700,000). LBL is also seeking additional funding to restore the Mansion House, which requires investment of about £3m. Delivery is expected 2016 (late) to 2018.
- 7.16 Ladywell Green. The proposed Lewisham and Catford Flood Alleviation Scheme Project (see Section P4 – Flood Risk Management) also provides the opportunity to enhance Ladywell Green. Under the proposal, the majority of the Green would be lowered in height by about 1.5m in order to provide a floodable landscape that would help protect nearby properties when the Honour Oak Stream is in flood. Such works are due to be accompanied by re-landscaping and new play equipment, which would enhance the Green's biodiversity interest and recreation facilities.
- 7.17 Convoys Wharf. The permitted Convoys Wharf scheme incorporates a central multi-use open space of around 0.45ha, with a riverside walkway and other public realm areas throughout the scheme. These would be delivered as an integrated part of the phased development of this strategic site.
- 7.18 Deptford New Cross Development Sites and Open Spaces. The Council has identified three separate 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).

7.19 The Council intends to work with the developers of Plough Way (Marine Wharf West and Cannon) and Deptford Wharves 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. Berkley Homes has delivered the first phase of the Surrey Canal space as part of its Marine Wharf West development and other phases are due to be delivered by Barratt Homes (on its Cannon Wharf site) and by Lend Lease on its Deptford Wharves site

.....

8. Growth Areas

TO FOLLOW

9. Delivery

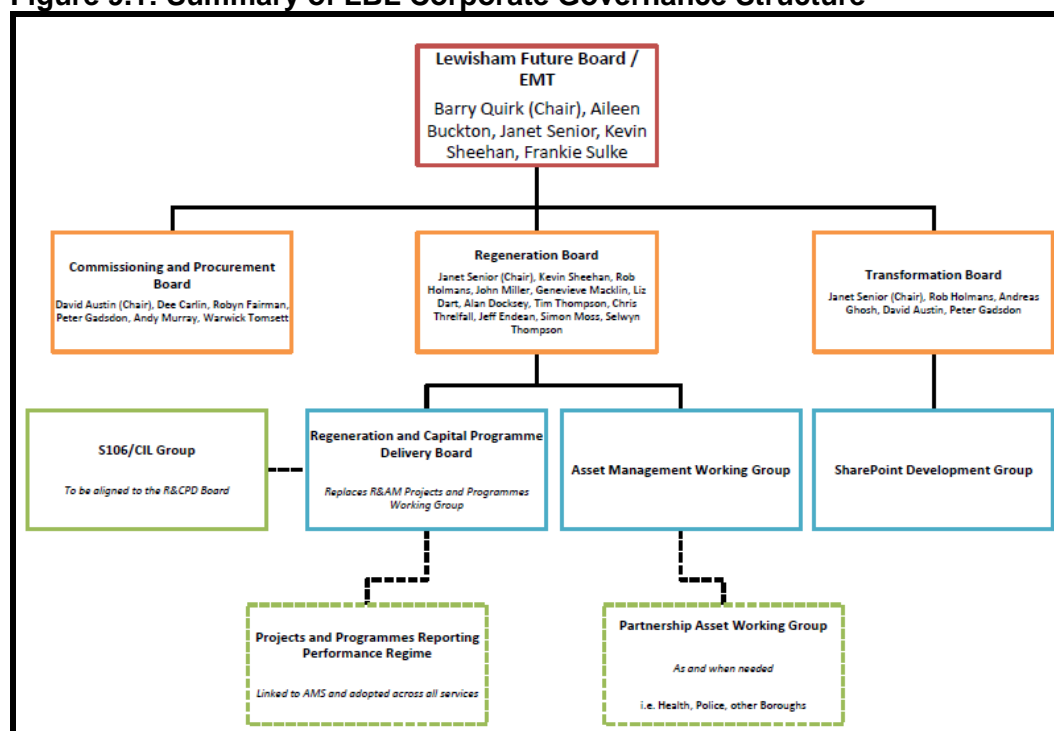
Introduction

- 9.1. This section introduces the delivery structures and mechanisms that are being put in place to develop, implement, monitor and review the IDP.

Governance Arrangements

- 9.2. The Council's corporate governance structure are summarised in Figure 9.1. The Regeneration and Capital Programme Delivery Board (RCPDB) is responsible for providing strategic guidance for the preparation of an IDP. The RCPDB reports to the Regeneration Board, which is also the executive board that the Asset Management Working Group reports to. This should help ensure that the Council's infrastructure planning and asset management functions are aligned.
- 9.3. It is recognised that many infrastructure projects are developed and delivered by other agencies or by the Council working in partnership with other agencies. The existing governance arrangements for multi-agency projects (e.g. the Health and Well Being Board) will continue to steer the development and delivery of those projects. The RCPDB will act as a clearing house/co-ordination body for all projects.

Figure 9.1: Summary of LBL Corporate Governance Structure



Development Management, CIL and Planning Obligations

Landowners and Developers

- 9.4. The Council takes a positive approach to development management and is keen to work with landowners and prospective developers to help them bring forward development that delivers the Council's spatial strategy and policies, including necessary infrastructure. Mechanisms in place to facilitate this include:

- Design Review 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 Local Plan and enable discussion about 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 Performance 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; and
 - The use of Compulsory Purchase powers to help assemble sites - where this helps to deliver high quality sustainable development in line with the Strategy.
- 9.5. The current 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 and CIL

- 9.6. In-kind provision and financial contributions secured as part of the planning process are an important source of infrastructure; linked with the mitigation of likely impacts that new development are likely to have on the area in which they are based.
- 9.7. Section 2 (Context) explains the Council’s use of CIL and planning obligations, including its approach to the CIL Neighbourhood Portion. The SIL/s106 Group referred to above plays an important role in overseeing the utilisation of in-kind provision and financial contributions secured by way of planning obligations. It is expected to play an increasingly important role in prioritising the use of CIL funds as these build up over time.

Monitoring and Review

- 9.8. The baseline position in this document will help the Council and its partners to prioritise investment decisions and address funding gaps in the short term. The completed IDP will hopefully strengthen decision making and monitoring will help the Council and its partners learn lessons and, where necessary, adapt the structures and mechanisms that have been adopted.
- 9.9. The monitoring and review arrangements for the IDP are as follows:
- Six monthly performance reports on delivery of the Infrastructure Schedule to the RCPDB; and
 - Inclusion of performance results in the Planning Service’s Annual Monitoring Report.

Appendix 1: Engagement Schedule

1. Meetings and teleconferences

Organisation	Person/Role	Date	Meeting/Telecom
LBL Community Services	James Lee & David Walton	03-09-15	Leisure provision
LBL Property	Rob Holmans	06-08-15	LBL strategy
LBL Community Services	Alison Beck	09-06-15	Teleconference – burial space
LBL Resources & Regeneration	Cathy Rooney	09-06-15	Meeting – flood risk management
UK Power Networks	Mark Adolphous, Director of Connections	01-06-15	Meeting – existing infrastructure & strategy
BT Openreach	Kevin McNulty, Director Regional Sales	28-05-15	Teleconference – existing infrastructure & strategy
Hyperoptic Broadband	Philip Cooper, Head of Field sales	21-05-15	Meeting – digital connectivity
SGN Network	Stuart Forrest, Planning Manager	20-05-15	Teleconference – existing infrastructure & strategy
LBL Property	Tim Preston, Asset Manager	18-05-15	Asset Management Strategy & 'Urban Files'
LBL Education	Ruth Griffiths, 14-19 Strategic Lead	18-05-15	Meeting – 14-19 Strategy
Virgin Media	Chris Wood, National New Development Manager	15-05-15	Teleconference – existing infrastructure & strategy
Optimity Broadband	Anthony Impey, Director	14-05-15	Teleconference – existing infrastructure & strategy
LBL Education	Margaret Brightman, School Places Manager	01-05-15 18-05-15	Meetings - School places
SLAM	Adam Lewczynski, Property Department/ Planning & Capital Projects	15-05-15	Meetings – SLAM property & strategy
LBL Green Space	Martin Hyde	01-05-15 01-06-15	Meetings – Projects & Strategy
LBL Community Services	Trish Duffy, Public Health	01-05-15	Meeting - JSNA & GLA population projections
Lewisham & Greenwich NHS Trust	Keith Howard, Estates Director	30-04-15	Teleconference - Hospital Estate strategy CHASING INFO
LBL Community Services	Matthew Henaughan, Community Resources Manager	24-04-15	Meeting - Leisure & community facilities CHASING INFO
NHS Property/ HUDU, CCG & LBL Community Services	Shahhen Saiyed, Malcolm Souch, Martin Wilkinson & Jane Miller	21-04-15	
LBL Community Services	Jane Miller & Carmel Langstaff, Service Manager Strategy & Policy	24-04-15	Meeting - Adult Social Care Integration
LBL Property	Kplom Lotsu	22-04-15	Meeting – LBL capital programme
GLA Intelligence	Ben Corr, Demography Manager	21-04-15	Meeting - GLA population projections
Environment Agency	Judith Cooke, Planning Advisor	14-04-15	Meeting – flood risk infrastructure & strategy
LBL Transport	Simon Moss, transport	01-04-15	Meetings – strategy & projects

Organisation	Person/Role	Date	Meeting/Telecom
	Policy Manager & Catherine Paterson	01-06-15	
LBL Property	Garry Simms, GIS Manager	31-03-15	Meeting - mapping
Scoping Stage			
LB Bexley	Ian Dunsford, Planning Policy	24-09-14	Infrastructure planning
LB Greenwich	Lauren Smith, Planning Policy	22-09-14	Infrastructure planning
LB Bromley	Terri Holding, Planning Policy	18-09-14	Infrastructure Planning

2. e-mail correspondence

Organisation	Date	Correspondence
NHS England (various officers)	August/Sept 2015	GP & pharmacy provision.
GLA, Sara Kelly, Senior Policy Officer for Technology	May 2015	Contact details for broadband providers
GLA, Madalina Ursu, Principal Policy Officer – Infrastructure & Competitiveness	May 2015	Contact details for UK Power Networks, SGN and Thames Water
Thames Water (Savills)	May - June	Details of existing infrastructure & strategy
LFCD (Dron & Wright solicitors)	May – June 2015	Details of existing infrastructure & strategy

Appendix 2: Infrastructure Schedule

Introduction/explanation

Stages	Category of Project	Location	Planned Provision
<ul style="list-style-type: none"> Stage 1 – YEARS 1 to 5 Stage 2 – YEARS 6 to 10 Stage 3 – YEARS 11 to 15 	<ul style="list-style-type: none"> 'National' 'London-wide Strategic' – reflecting London's overall needs and the Mayor of London's priorities 'Borough-wide Strategic' – reflecting the Borough's needs and the Council's priorities 'Neighbourhood' - reflecting local needs and priorities of Local Assemblies and Neighbourhood Plan Qualifying Bodies 	<ul style="list-style-type: none"> Local Plan identified Growth Area Local Plan identified Strategic Site Other (including borough-wide) 	Brief summary of the proposed project.
LBL Delivery Programme	Costs and Funding Source	Status	Responsible Agency or Agencies
Reference to LBL programme that the project relates to.	<ul style="list-style-type: none"> Approximate capital cost (and revenue cost) where known. Source(s) of funding where known. 	<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. 	Lead agency responsible for delivery of the project and any supporting agencies.
Risks/contingency planning	Essential Projects		
Brief commentary on identified risks and contingency planning.	'Essential' projects are highlighted in grey. These are projects that must happen if the policy objectives set out in the Local Plan 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. TO BE REVIEWED ONCE LOCAL PLAN HAS BEEN DEVELOPED		

P1. Transport

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
LIP Schemes									
P1.1	Pre	BS	Other	Grove Park Neighbourhood – improve environs of train station & bus interchange.	LIP (2015-18 Delivery Plan)	£230k (LIP)	C	LBL	TO FOLLOW
P1.2	Pre	N	Various	Small Traffic Management Works – to respond to comments from local people.	LIP (2015-18 Delivery Plan)	£60k (LIP)	P	LBL	TO FOLLOW
P1.3	Pre	BS	Other	Coulgate Street Neighbourhood Scheme – Public realm improvements adjacent to Brockley Common.	LIP (2015-18 Delivery Plan)	£TBC	C	LBL	TO FOLLOW
P1.4	Pre	BS	Other	Dartmouth Park North Pedestrian Improvement Scheme.	LIP (2015-18 Delivery Plan)	£600k (LIP)	C	LBL	TO FOLLOW
P1.5	Pre	BS	Other	Brockley Road, Stondon Park and Brockley Rise Corridor – whole route improvements.	LIP (2015-18 Delivery Plan)	£680k (LIP)	C	LBL	TO FOLLOW
P1.6	Pre & 1	BS	DNX	Evelyn Street Corridor – Initial study to inform whole route improvements.	LIP (2015-18 Delivery Plan)	£TBC	P	LBL	TO FOLLOW
P1.7	Pre & 1	BS	Other	Kirkdale/Dartmouth Road Local Shopping Centre Improvements – Public realm & accessibility improvements	LIP (2015-18 Delivery Plan)	£310k (LIP)	C/P	LBL	Funding for 2015/16 is committed, but spending in 2016/17 and 2017/18 is not certain.

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
P1.8	Pre & 1	BS	Other	Sangley Road/Sandhurst Road/Kirkdale/Dartmouth Road - Local shopping centre improvements.	LIP (2015-18 Delivery Plan)	£300k (LIP)	C/P		As above.
P1.9	Pre	BS	Other	Manor Lane (Fernbrook Road to Leahurst Taunton Road) – Shopping parade improvements.	LIP (2015-18 Delivery Plan)	£350k (LIP)	C/P		As above.
P1.10	Pre	BS	Other	Burnt Ash Hill – Local shopping parade improvements	LIP (2015-18 Delivery Plan)	£210k (LIP)	C/P		As above.
P1.11	Pre & 1	BS	Other	Hither Green Lane (George Lane to Thornsford Road) – Local shopping centre improvements	LIP (2015-18 Delivery Plan)	£300k (LIP)	C/P		As above.
P1.12	Pre & 1	BS	Other	Whitefoot Lane – Lane reduction, enhanced crossing facilities & public realm improvements.	LIP (2015-18 Delivery Plan)	£260k (LIP)	C/P		As above. Subject to findings of study in 205/16.
P1.13	Pre & 1	BS	Other	Southend Lane - Lane reduction, enhanced crossing facilities & public realm improvements.	LIP (2015-18 Delivery Plan)	£260k (LIP)	C/P		As above. Subject to findings of study in 205/16.
P1.14	Pre & 1	BS	Other	Lower Sydenham Neighbourhood – Improvements to park frontage & cycling and pedestrian routes.	LIP (2015-18 Delivery Plan)	£229k (LIP)			As above. Subject to findings of study in 205/16.
P1.15	Pre & 1	BS	Other	Hither Green Local Traffic Corridor – Pedestrian improvements.	LIP (2015-18 Delivery Plan)	£200k (LIP)			As above. Subject to findings of study in 205/16.
Major LIP schemes									

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
P1.16	Pre	BS	DNX	Deptford High Street (north) - Comprehensive public realm improvements, including footway and cycling facilities, parking & bus stops	LIP (2015-18 Delivery Plan)	£2.66m (LIP)	C	LBL (TfL)	TO FOLLOW
P1.17	Pre & 1		DNX	Deptford Church Street – Comprehensive public realm improvements, including reduction in severance/improved crossing opportunities, footway and cycling facilities, parking & bus stops	LIP (2015-18 Delivery Plan)	£TBC	P	LBL (TfL)	Thames Tideway Tunnel and the construction of a shaft at Cross Street could affect the detail and phasing of this project.
P1.18	Pre & 1		LTC	Lewisham High Street - Initial study to inform comprehensive public realm improvements, including footway and cycling facilities, parking & bus stops and market stall areas.	LIP (2015-18 Delivery Plan)	£TBC	P	LBL (TfL)	TO FOLLOW
P1.19	Pre & 1	BS	Other	Bell Green Gyrotory Improvements – signals, crossing facilities, footway widening and public realm improvements.	LIP (2015-18 Delivery Plan)	£TBC	P	LBL (TfL)	TO FOLLOW
Walking and Cycling									
P1.20	Pre	BS	DNX, LTC & CTC	Waterlink Way – outreach, cycle and signage projects	Highways	£25,000	C	LBL	TO FOLLOW
P1.21	1	BS	DNX	Deptford Creek Bridge - New bridge across Deptford Creek.		£800k	P	Developers (with LBL, LB Greenwich, LDA/DfL & PLA)	This project is dependent 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).

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
P1.22	1	BS	CTC	Catford Link - New pedestrian + cycle bridge across railway tracks between Greyhound Stadium Site and Doggett Street and route through the site. Also pedestrian connection between the development and Ladywell Fields	Highways	£1.75m (s.106 & LBL)	P	Developer (with Network Rail & LBL)	This is an integral part of the development of the Greyhound Stadium site, currently underway. DDA design issues.
P1.23	1 to 3		DNX	Thames Path - Extension of Thames Path across Convoys Wharf site		In-kind provision (Developers)	P	Developers (LBL and EA)	This is an integral part of the permitted scheme for Convoys Wharf.
P1.24	Pre	LS	DNX& SCT Site	Waterloo to Grenwich Quite Way (via South Bermondsey Station, Surrey Canal Road, Childers Street, Deptford Station & Ha'Penny Bridge).		£TBC	C	LBL (with TfL and land owners)	On site and due for completion in mid 2016.
P1.25	Pre	BS	All	On-street Cycle Parking – provision of secure parking for residents.	Highways	£TBC		LBL	TO FOLLOW
P1.26	Pre & 1	BS	All	Public Realm Improvements – series of improvements to encourage walking/cycling.	Highways	£300,000	C	LBL with TfL	TO FOLLOW
Rail									
P1.27	Pre	LS	All	Crossrail - Major new railway (including interchange with London Overground at Whitechapel)		£17bn (TfL, DfT, GLA & developers)	C	TfL	On site, but risk of overrun (N.B. not considered essential for the delivery of the Local Plan)
P1.28	Pre	LS	All	Thameslink Programme - Enhancement project		£3bn+ (DfT/NRail)	C	Network Rail	On site, but risk of overrun
P1.29	Pre	BS	DNX	New Bermondsey Station – Additional Station on the London Overground as part of New Bermondsey Housing Zone.	s.106	£10m (GLA, TfL, Developer)	C	TfL	The New Bermondsey Housing Zone (Feb 2015) reduces risk and accelerates the project.

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
P1.30	2 & 3	BS	LTC	Lewisham Station – Improvements to capacity & connectivity.		£TBC	P	Network Rail with TfL & Developers	Discussions underway with prospective developers to help deliver a western entrance.
P1.31	3+	LS	DNX/LTC/CTC	Bakerloo Line Extension - Emerging proposals for extension with new stations at New Cross Gate, Lewisham Town Centre, Lady well, Catford Bridge and Lower Sydenham.		£TBC	E	TfL with network Rail	Emerging proposals, with alternative routes. High risk.
Bus									
P1.32	Pre & 1	LS	All	Bus Priority Measures		£TBC	P	TfL (LBL)	London-wide programme, subject to consultation and detailed design
Highways									
P1.33	Pre	BS	All	Controlled Parking Zone Programme Three-year programme	Highways	£1.2m	P	LBL	Subject to consultation.
P1.34	Pre	BS	All	Borough-wide 20mph Zone – Three-year programme.	Highways	£1.5m	P		Subject to consultation
P1.35	1	BS	DNX	Thames Tideway Tunnel Highway Works – Pedestrian, cycle & highway works.	S106	£1.7m (Thames Water)	C	LBL with Thames Water & TfL	Linked with delivery of the Thames Tideway Tunnel (mitigation measures)
P1.36	Pre	BS	LTC	Lewisham Gateway - Re-modelling of Lewisham Interchange (removal of roundabout + creation of 'Low H' layout)	S106	In-kind provision/ s.106	C	TfL (with Gateway Development Ltd + LBL)	On-site.
P1.37	1/2	LS/BS	CTC	Catford Town Centre - Realignment of A205 (South Circular).	Catford	TBC (LIP, TfL & developer)	P	TfL (with LBL & developer)	Dependent on re-development of sites. CTC AAP has stalled. Agreement yet to be reached on way forward between LBL &

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
									TfL. High risk.
River Transport									
P1.38	1 & 2	LS	DNX	Convoys Safeguarded Wharf - Use of safeguarded wharf for freight purposes + possible introduction of River Bus.	s.106	In-kind provision	C	Developer (with TfL & PLA)	Approved scheme secures long-term use of Wharf area.
P1.39	1 & 2	LS	DNX	Convoys River Bus – provision of pier & financial contributions towards service.	s.106	In-kind provision & s.106	C	Developer (with TfL & PLA)	Approved scheme provides for works.

P2. Utilities

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
P2.1	1 & 2	N		Thames Tideway Tunnel - New storage and transfer tunnel, including combined sewer overflows along the River Thames.		£2-2.2 billion (Thames Water)	C	Thames Water	Thames Water is committed to bringing forward this project. The risks of delay and/or overrun are significant given the size and complexity of the project.

P3. Waste

NONE

P4. Flood Risk Management

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
P4.1	1	BS	CTC, DNX, Other	Lewisham & Catford Flood Alleviation Scheme – comprehensive package of works	Beckenham Place Park	£15.3m – EA, LBL Parks, HLF, CIL	P	EA, LBL Parks, Thames Water	Due to the nature of flood alleviation schemes it is standard practice to include a significant proportion of risk allowance within the cost estimates, so cost estimates will continue to fluctuate as risks are resolved. About £2.1 to £2.8m will be required from non EA sources. A 50% match fund of this has been secured through Local Levy, meaning estimates of up to approximately £1.1 to 1.4m still needing to be secured.

S1. Education

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S1.1	Pre	BS	X	St. George's CE Primary School – expansion from 1FE to 2FE		£5,200,000	C	LBL	Due to be completed by July 2016. Subject to planning permission.
S1.2	Pre	BS	X	Turnham Primary School – expansion from 2FE to 3FE.		£2,961,000	C	LBL	Due to be completed by July 2016. Subject to planning permission.

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S1.3	1 or 2	BS	DNX	Convoys Wharf School - New 2-3FE Primary School	.	£6.1m Developers (s.106)	P	Developers with LBL.	This is an integral part of the permitted scheme. 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.
S1.4	1	BS	X	Our Lady & St Philip Neri Primary – expansion from 1.5FE to 2FE.		£3,988,500 (+ £313,000 revenue)	P	LBL	Subject to consultation and planning permission.
S1.5	1	BS	DNX	Sir Francis Drake Primary – redevelop and expand from 1FE to 2FE		£TBC	P	LBL	Subject to consultation and planning permission.
S1.6	1	BS	X	St. Winifred Infant & Junior Schools – expansion from 1.5FE to 2FE		£3,363,000 (+£584,600 revenue)	P	LBL	Subject to consultation and planning permission.
S1.7	1	BS	X	Turnham Foundation Primary School – expansion from 2FE to 3FE		£2,961,000	P		Subject to consultation and planning permission.
S1.8	Pre	BS	X	Sydenham Secondary School – New school for 1,450. (Project S1K in 2010 IDP)		£25.8m BSF (Design & Build)	C	LBL C+YP (Learning 21)	On-site, due for completion in 2016.
S1.9	1	BS	X	Addey and Stanhope Secondary School – Expansion on to vacant Mornington Centre site to provide additional 2FE.		Approx. £6.5m Source TBC	P	LBL C+YP	Subject to consultation and planning permission.
S1.10	1	BS		Forest Hill Secondary School – Expansion on to adjacent vacated Brent Knoll site to provide 2FE.		Approx. £6.5m. Source TBC		LBL C+YP	Subject to consultation and planning permission.

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S1.11	1	BS		Haberdashers' Aske's Hatcham College – Expansion to provide 1FE.		£TBC			Subject to consultation and planning permission.
S1.12	1 & 2	LS	DNX	Goldsmiths, University of London Estates Masterplan - New build and refurbishment for academic, administrative and student accommodation (Project S1R in 2010 IDP)		£TBC	E	GUL (with LBL & HEFCE)	Subject to consultation and planning permission.

S2. Health & Adult Social Care

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S2.1	Pre	BS	Lewisham Central	Campshill Road Extra Care Scheme. Additional 51 x 1 & 2-bed homes.	Housing	£TBC (MoL)	C	Notting Hill Housing	TO FOLLOW
S2.2	Pre	BS	Downham	Hazelhurst Court Extra Care Scheme. Additional 60 x 1 & 2-bed homes.	Housing	£TBC (MoL)	C	Phoenix Community HA	TO FOLLOW
S2.3	1		DNX	Convoys Wharf. 650sqm health facility		In-kind provisions (s.106)	P	Developer (LBL)	TO FOLLOW
S2.4	1	BS		Development of the Lee more, Mulberry and Naborhood Centres into multi-use community hubs		£TBC	P	LBL	TO FOLLOW

S3. Community

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S3.1	1	BS	DNX	Multi-faith centre of approx. 5,000sqm	?	TBC	C	Renewal (with GLA & TfL)	Planning permission granted (March 2015). New Bermondsey Housing Zone declared (February 2015). LBL working with prospective developers, GLA, TfL and other stakeholders to bring forward development as quickly as possible. Alternative ways of meeting the need for spaces for large religious congregations would need to be identified if the proposals fail.

S4. Leisure

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S4.1	1	LS	DNX	Surrey Canal Triangle Sports Village - Around 12,000sqm of sports and leisure uses.		£TBC	P		Planning permission granted (March 2015). New Bermondsey Housing Zone declared (February 2015). LBL working with prospective developers, GLA, TfL and other stakeholders to bring forward development as quickly as possible. Alternative ways of bringing forward additional sports facilities in the DNX area would need to be identified if the proposals fail.
S4.2	Pre	BS	DNX	Deptford Park – Artificial football pitch.		£TBC	P	LBL (with FA)	TO FOLLOW

S5. Emergency Services

NONE

S6. Burial Space

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S6.1	Pre & 1	BS	X	Grove Park Cemetery 1 – up to 900 additional burial spaces.		TBC	P	LBL	Risk related to not carrying out this project is that burial space will run out sooner. No planning permission is required as land is within existing cemetery boundary. Preliminary surveys and studies have already been funded but further funding would be required (not yet identified) for detailed planning and physical works. No known risks associated with carrying out the work.
S6.2	Pre & 1	BS	X	Grove Park Cemetery 2 – up to 800 additional burial spaces.		TBC	P	LBL	Risk related to not carrying out this project is that burial space will run out sooner. No planning permission is required as land is within existing cemetery boundary. Preparatory work on this plot has already been carried out but further funding would be required (not yet identified) for detailed planning and physical works. This area is raised and may require a tree and shrubbery planting plan to prevent boundary soil walls collapsing.
S6.3	Pre & 1	BS	X	Hither Green Cemetery 1 – up to 550 additional burial spaces.		TBC	P	LBL	Risk related to not carrying out this project is that burial space will run out sooner. No planning permission is required as land is within existing cemetery boundary. Preparatory work on this plot has already been carried out but further funding would be required (not yet identified) for detailed planning and physical works.

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
S6.4	Pre & 1	BS	X	Hither Green Cemetery 2 – up to 420 additional burial spaces.		TBC	P	LBL	This project is already underway with 3 out of 10 pathways having been converted to burial space. Failure to continue would increase the risk of running out of burial space within Hither Green Cemetery sooner. No planning permission is required as land is within existing cemetery boundary. Some funding is required for preparing the ground on the remaining pathways.

G1. Open Spaces

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
G1.1	Pre	BS	LTC	Lewisham Gateway Open Space - New 2,250sqm public open space at confluence of Quaggy and Ravensbourne Rivers.		TBC (embedded in scheme)	C	Developer (with LBL & TfL)	Phase 1 of the Lewisham Gateway Site is currently on site. The open space is to be delivered within this phase.
G1.2	Pre	BS/LS	DNX	Amersham Vale Open Space – Creation of a new public open space (approx. 5,000sqm) on the former Deptford Green Upper School site (corner of Edward Street and Amersham Vale).	Building Schools for the Future	£600,000 (LBL)	C	LBL (with developer)	TO FOLLOW
G1.3	1	BS	Other	Beckenham Place Park – Comprehensive refurbishment of Park & a number of its heritage assets. Includes elements of the Lewisham & Catford Flood Alleviation		£18.6m to £19.3m (HLF & Big Lottery, EA & LBL)	P	LBL Parks, EA	TO FOLLOW

IDP Ref.	Stage	Category	Location	Planned provision	LBL Delivery Programme	Costs & Funding source	Status	Responsible Agency or Agencies	Risks & Contingency Planning
				Scheme (see Project P4.1).					
G1.4	1	BS	Other	Ladywell Green – re-landscaping & new play facilities as part of the Lewisham & Catford Flood Alleviation Scheme (see Project P4.1).		TBC (EA & LBL)	P	LBL Parks (with EA)	TO FOLLOW
G1.5	1 & 2	BS	DNX & Convoys Wharf Strategic Site	Convoys Wharf – New central open civic space (approx. 0.45ha).		TBC (embedded in scheme)	P	Developer	This is an integral part of the permitted Convoys Wharf scheme.
G1.6	1 & 2	BS	DNX	DNX Development Sites and Open Spaces - Creation of new and improved spaces to improve open space provision + connectivity of the area.		TBC (s.106 & CIL)	P	LBL, Landowners/ Developers	LBL is progressing this project in discussion with site owners & has commissioned studies to progress proposals. LBL will have to consider other ways of significantly enhancing the quality and usability of public realm around these sites if for any reason this project does not proceed. Funding is heavily dependent on s.106 contributions, so the project is dependent on continued economic recovery.