



# Lewisham Town Centre Area Action Plan

Proposed submission version

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# 1 – *The plan and context*

- 1.1 Lewisham town centre and the Area Action Plan**
- 1.2 Key characteristics of Lewisham town centre**
- 1.3 Summary of issues and challenges for the town centre**
- 1.4 How does the AAP relate to other policy?**
- 1.5 Consultation with local people and stakeholders**
- 1.6 Sustainability Appraisal and Equalities Analysis Assessment**

Section 1 of the AAP firstly introduces Lewisham town centre, its strengths, weaknesses and the opportunities for it to develop and improve in the next five to ten years.

Secondly, this section provides an explanation of what an Area Action Plan (AAP) is and its context within the wider field of planning policy, and begins to explore how the AAP will assist in the successful future development of Lewisham town centre.

# 1 – The plan and context

## 1.1 Lewisham town centre and the Area Action Plan?

- 1.1 Lewisham town centre is at the heart of the Borough of Lewisham. The town is the most important shopping and leisure destination in the area as well as a major transport hub. The town is a home, workplace and visitor location for a diverse and varied community.
- 1.2 Lewisham town centre has existing excellent public transport and road connections to central London, Docklands and the suburbs. Additionally, there is a busy retail centre including a vibrant street market and a new state of the art leisure centre due to open in 2013.
- 1.3 Alongside these positive aspects of the town centre there are a number of redevelopment opportunities that provide the exciting prospect to change Lewisham town centre for the better. There is an opportunity to transform the way the centre works and radically improve the way of life for everyone associated with Lewisham town centre through the regeneration of residential, commercial and retail development sites, the radical improvement of the transport interchange and the careful management of this process to meet the overall town centre needs.



- 1.4 The Area Action Plan (AAP) is at the heart of regenerating the town centre. It provides a vision and a number of objectives for the town centre, supported by a suite of policies, guidance and a delivery plan. The AAP will demonstrate what is required to redevelop the area into a vibrant and successful centre, including improvements to shopping, living, working, and spending leisure time in the town centre. Further, the AAP will ensure individual developments support the town centre wide objectives, are well designed and environmentally smart.
- 1.5 The AAP has three sections to guide development:
- The first establishes the town centre boundary and introduces the spatial strategy for the town centre (Section 3)
  - The second identifies a number of Town Centre Areas where development is expected to be focused and recognises key development sites. Local policies and guidance for each Town Centre Area and site is provided (Section 4)
  - The third sets out a suite of policies that are relevant to all development proposals across the entire town centre (Section 5).





CONINGTON ROAD

LEWISHAM GATEWAY

LEE HIGH ROAD

LOAMPIT VALE

CENTRAL AREA

LADYWELL

Fig. 1.1  
Lewisham Town Centre Area Action Plan

# 1 – The plan and context

## 1.2 Key characteristics of Lewisham town centre

1.6 Lewisham town centre is situated in the London Borough of Lewisham and is especially well connected to central London by the excellent rail, bus and DLR services. It is also sited on key radial and orbital roads providing easy access to both central London and the Kent countryside and coast. It is designated by the Mayor of London as a major town centre and is the largest centre in the borough.

### Economy

1.7 The town centre has developed as an important dynamic and strategic retail and service hub under its designation as a Major Centre within the London Plan. Lewisham town centre offers a wide variety of retail appeal including the historic street market, comparison goods retail in the Lewisham Shopping Centre and independent specialist retail along the Lee High Road.

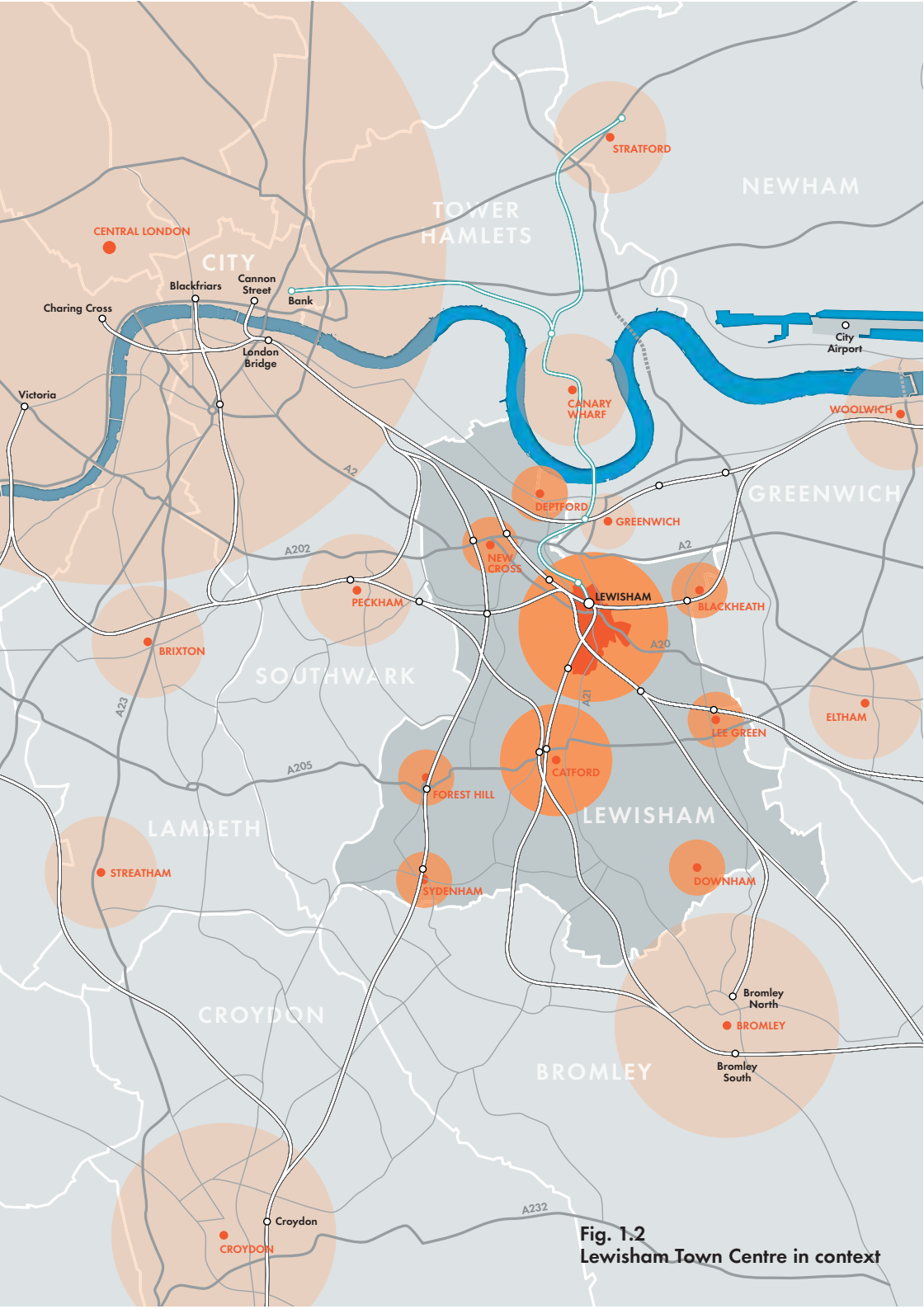


1.8 In recent years, retail growth has not kept pace with other expanding town centres such as Bromley and out of town locations such as Bluewater. This has led to a situation where a number of local residents will choose to travel away from Lewisham town centre for their leisure and shopping needs. The town centre also has little evening economy offer, with only a small number of bars and restaurants and a lack of leisure facilities such as a cinema or theatre.

1.9 Employment in the town centre is largely split between distribution, hotels and restaurants (largely retail) providing 30% of total jobs, banking, finance and insurance providing 27% and public sector (administration, education and health) supplying 26% (Census 2001).

1.10 There is a relatively weak office sector in the town centre, exacerbated through a poor quality of office stock creating a low-rent, but unattractive environment. Improvements to the quality and quantum of offer are required to create a more vibrant commercial sector in the town.





**Fig. 1.2**  
**Lewisham Town Centre in context**

# 1 – The plan and context

## People

- 1.11 Until recently there was little housing within the town centre boundary. In the past few years a number of residential complexes have brought the surrounding housing closer to the town centre, while providing accessible high density housing close to facilities and public transport connections. This work is continuing through further development schemes.
- 1.12 As a borough, Lewisham suffers from wide levels of deprivation, which is particularly apparent in certain pockets. The far north and south of the borough, as well as Lewisham and Catford town centres are especially vulnerable.
- 1.13 The Indices of Multiple Deprivation 2011 show that the area covering Lewisham town centre is among the 20% most deprived areas within England. While educational and health factors demonstrate a mid-table ranking, the indices relating to crime, environment and children and old people remain in the bottom quintile.
- 1.14 The borough is the 15th most ethnically diverse local authority in England, where 130 different languages are spoken. This diversity is apparent in the town centre with the proportion of the overall population from a black and/or minority ethnic origin at 47%.

## Transport

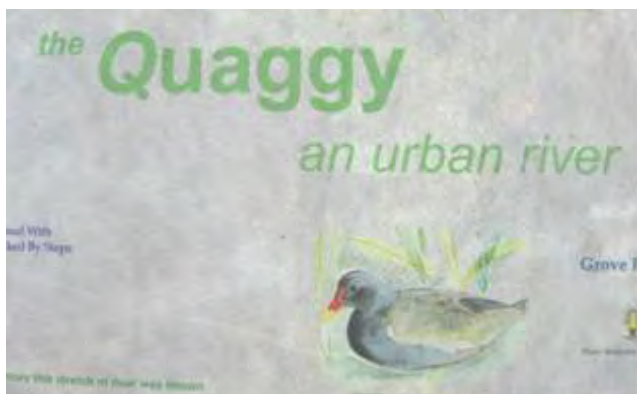
- 1.15 The excellent road links through the town centre bring with them a high volume of traffic. This leads to congestion in busy periods and subsequent noise and air pollution issues. The A20 (a key radial route) bisects the town centre separating the rail and DLR stations from the main retail and business heart of the centre to the south.
- 1.16 Lewisham town centre also acts as a transport hub and exchange for a wide network of bus routes. The buses run through the centre of the town bringing a high number of incidental shoppers, which assists local businesses. This creates a busy centre, which brings with it a vibrant atmosphere, although some perceived concern for personal road safety.
- 1.17 The high traffic levels and bus routes have a considerable effect on the safety of pedestrians and cyclists when they come into contact with the roads. Improvements to the network and ease of movement for pedestrians accessing and moving through the town centre are required.
- 1.18 Parking for the public and shoppers is provided through a number of car-parks on the edges of the town centre and the multi-storey car park above the Lewisham Shopping Centre. There is no evidence to suggest that more parking is required, however better use, signage and management of existing facilities and creative solutions to future need are required.

# 1 – The plan and context

## Environment

1.19 The borough has many award winning parks and green spaces, while within the town centre open space is provided through a mix of green and hard landscaping. Additionally, there is a Site of Importance to Nature Conservation (Le B2.15 Railside Land : F - Lewisham) and a number of green corridors that permeate the outskirts of the centre.

1.20 The River Ravensbourne and the River Quaggy flow north and west respectively through the town centre surrounds converging adjacent to the Lewisham transport interchange and continuing north towards the River Thames. The paths of both rivers are affected at points by culverts and channelling, while other sections accompany open space (including the Waterlink Way), providing an attractive town centre riverside environment. In September 2010 the Council in conjunction with the Environment Agency completed a River Ravensbourne Corridor Improvement Plan. The Plan supports opportunities to enhance the quality of the river environment, improve public access and provides specific and general design guidance for new development along the river corridor.



1.21 Large parts of the town centre are at some risk of flooding from fluvial sources (the River Ravensbourne and the River Quaggy) although importantly the town centre is protected by the Thames Barrier. Due to the urban setting, other sources of flooding, such as through surface water, should also be considered. The recent naturalisation of parts of the River Ravensbourne has assisted in flood management.

1.22 A number of key historical assets exist in Lewisham town centre, including listed and locally listed buildings. There are several notable churches as well as historic local civic buildings and monuments such as the Clock Tower. The former Ladywell Baths (Playtower) is a listed building at serious risk of collapse and requires action to improve it. There are also two local landmarks within the town centre boundary as well as the historic street market, which provides a vibrant and historic heart to the centre.



Elverson Road DLR Station

Lewisham Rail/DLR/Bus Station

Cornmill Gardens

Clock tower

Lewisham Police Station

RETAIL CENTRE

St Saviours Church

Lewisham Library

Ladywell Rail Station

St Mary Church

Fig. 1.3  
Lewisham Town Centre currently

# 1 – The plan and context

## 1.3 Summary of issues and challenges for the town centre

### 1.23 Economy:

- Low levels of retail growth
- Employment and training opportunities
- Little evening economy offer

### 1.24 Social:

- Housing demand through population growth
- Decent and accessible homes
- Improved access to healthcare, education and community facilities
- Low levels of educational attainment
- Addressing deprivation, social exclusion and health inequalities
- General perception of high crime rates in Lewisham town centre
- Provision of open space and recreational facilities
- Noise
- Road safety
- The protection and enhancement of local heritage assets

### 1.25 Environment:

- Protection and enhancement of biodiversity and habitats
- Flood risk from rivers and other sources
- CO<sub>2</sub> emissions and climate change adaptation
- Traffic congestion and car dependence
- High levels of air pollution
- Aging building stock
- Recycling and waste production
- Inclusive design – access for all
- Protection and enhancement of heritage assets
- Design quality of new development



# 1 – The plan and context

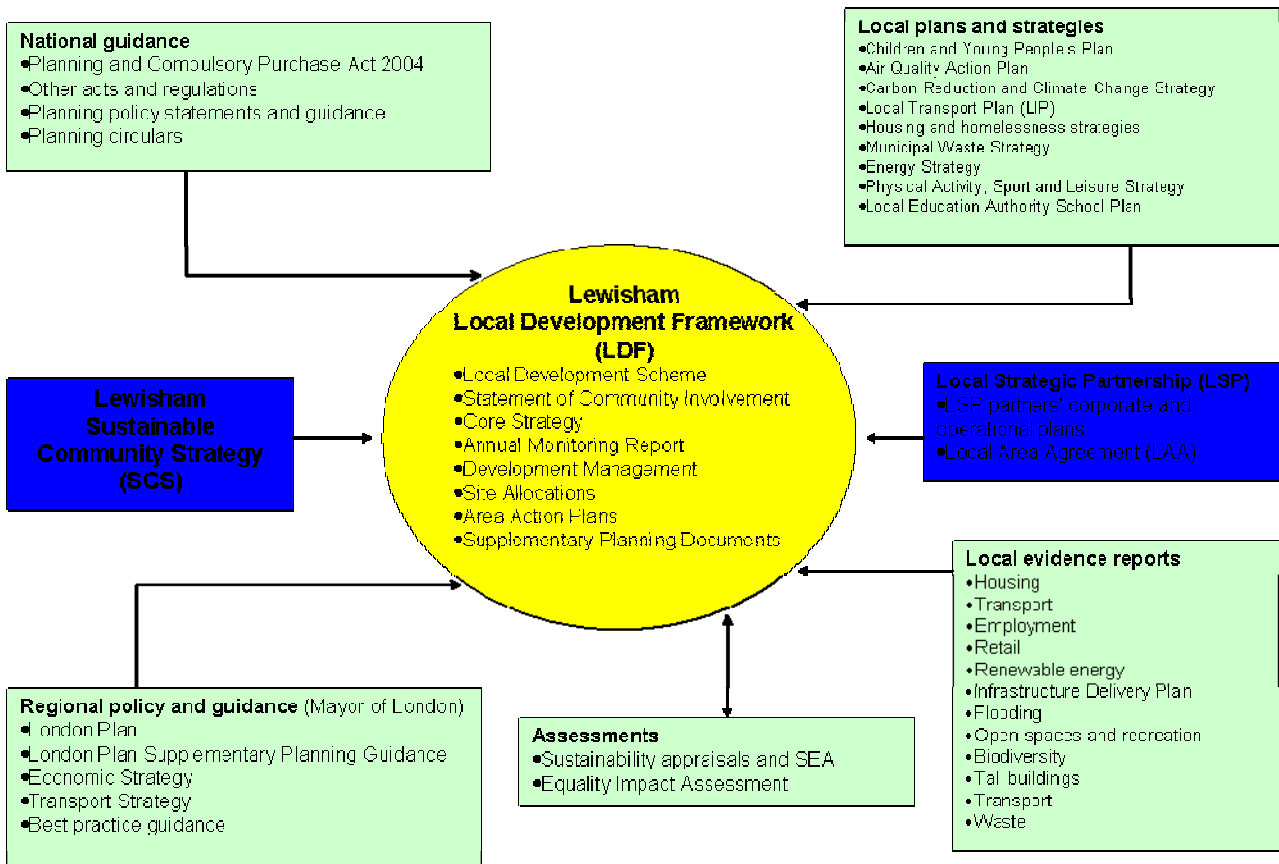
## 1.4 How does the AAP relate to other policy?

1.26 The AAP, together with other Local Development Framework (LDF) documents (including the Core Strategy, adopted June 2011) and the London Plan, form the ‘development plan’ for the London Borough of Lewisham. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 makes clear that determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

**Statement:**  
**The Lewisham town centre AAP is in general conformity with the London Plan 2011, implements the Lewisham Core Strategy and has been prepared having regard to relevant national planning policies and guidance.**

1.27 The AAP should be read in conjunction with the other documents that form the development plan. The complete policy context related to this AAP is shown in Figure 1.4.

**Fig 1.4: Planning context**





# 1 – The plan and context

1.28 Every policy in the AAP is supported by the LDF evidence base and has multiple links to other local plans, the London Plan and national policies and guidance. The following paragraphs provide a simple description of the relevant supporting documents, while Appendix 1 contains a detailed list of linkages between the documents and should be read alongside each of the policies in the AAP.

## Evidence base

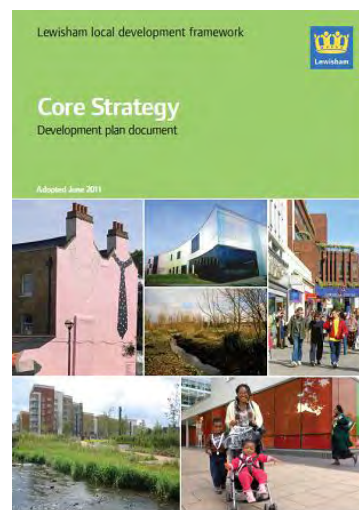
1.29 A great deal of information has been gathered to provide the basis for preparing the AAP. Some of this is from existing sources such as the national Census and the indices of multiple deprivation but much is original research commissioned by the Council. Most of this is accessible through the internet or can be viewed at the Council offices. The information, often referred to as the 'evidence base', has been used to help identify the issues facing Lewisham town centre and to develop and test different solutions, or options.

## Local plans

1.30 The AAP forms part of Lewisham's Local Development Framework (LDF), which is a collection of planning documents that will guide future development of the borough and includes:

- Core Strategy
- Site Allocations
- Development Management
- Lewisham town centre AAP
- Catford town centre AAP

1.31 The Core Strategy was adopted in June 2011 and establishes the borough-wide spatial policy context. The Site Allocations and Development Management documents are being produced and are therefore not currently policy, but will replace the remainder of the Unitary Development Plan 2004 once adopted. Additional to these documents are a number of supplementary planning documents which give guidance on detailed elements of planning. Full details can be found on the Council's website.



1.32 Lewisham's adopted Core Strategy sets out a spatial strategy for the whole of the borough for the next 15 years and also sets the scene for the AAP. Core Strategy Spatial Policy 2 identifies Lewisham town centre as a Regeneration and Growth Area and the Lewisham Gateway Site as one of five Strategic Sites that are central to the achievement of the Strategy.

1.33 The Core Strategy aims to ensure that by 2026 the town centre achieves metropolitan status, accommodating up to 40,000 sqm of additional retail space, improved leisure space and 2,500 additional homes. This provides the focus of the vision for the AAP, which aims to

# 1 – The plan and context

deliver and implement the strategy outlined in the Core Strategy. The AAP supersedes the saved UDP policies and site allocations as they apply to the Lewisham town centre and all other adopted guidance, including the Lewisham Gateway Planning Brief (2002).

## The London Plan (2011)

- 1.34 The Mayor of London's Spatial Development Strategy (the London Plan), with which all local plans need to be in general conformity, sets out London-wide policies, supported by Supplementary Planning Guidance. In general the London Plan is supportive of the AAP throughout. Appendix 1 contains a list of the policies in this AAP and subsequent details of each London Plan policy that supports the position taken within the AAP.
- 1.35 Of particular importance to the AAP is the London Plan aim to provide the city with a polycentric structure which encourages a spread of successful town centres and designates Lewisham town centre as a major centre. Policy 2.15 states that they should be the focus for goods and services and for growth in the commercial sector and the intensification of use, including the residential offer. Town centres are also championed as appropriate locations for leisure and cultural activities, the evening economy and community hubs which create a sense of place for local neighbourhoods.
- 1.36 Policy 3.4 promotes the optimisation of housing potential through intensification, town centre renewal and mixed use redevelopment of surplus commercial land. All three of these elements are

achievable in Lewisham town centre and this fits appropriately with the London Plan designation of the town as an 'Opportunity Area' and the wider designation as part of the Thames Gateway growth area, which both promote its development potential. The Borough of Lewisham is required to provide 1,105 new homes per year of which the Lewisham-Catford-New Cross Opportunity Area is expected to deliver a significant proportion.

## National policy

- 1.37 The main national policy context for the AAP is provided by Planning Policy Statement 4 (PPS4) which regards Sustainable Economic Development, including the growth of town centres. It states that new economic growth should focus on existing centres and similar to the London Plan encourages the use of available brownfield land to provide high density development where public transport, cycling and walking access is high.
- 1.38 Further national policy context is provided by PPS3 (housing), while PPS5 provides context for the protection of a number of heritage concerns in the town centre. Additional guidance includes that regarding climate change, transport, open space, biodiversity, recreation, energy, pollution and flood risk.
- 1.39 It should be noted that this AAP is informed by the Government's draft National Planning Policy Framework which will, when finalised, replace previous national planning policy guidance.

# 1 – The plan and context

## 1.5 Consultation with local people and stakeholders

### Previous consultations

1.40 In 2005 the Council undertook consultation on issues and options for the whole LDF suite of development plan documents. As part of this consultation it was asked if Lewisham town centre should be developed to achieve the status of metropolitan centre (as defined by the Greater London Authority). The public response was largely positive so this option was taken forward to form the basis of the AAP for the town centre.

1.41 The next stage was to present the preferred options (including draft policies) for the town centre, including the aim to achieve metropolitan status. This report was consulted on publicly in 2007. Representations related to the scope of the AAP and whether the options and draft policies presented, including those for specific sites, would be effective in dealing with the identified issues.

1.42 Each representation was considered and a number of amendments made to the AAP before proceeding. For a full summary of each round of consultation, see the AAP consultation statement.

### Further options to the draft AAP

1.43 In 2011 a further round of options were prepared and consulted on before finalising the AAP. The purpose of the AAP Further Options Report was to ensure that all stakeholders and members of the public had the opportunity to comment in detail on not only what options should or could be taken forward but also

those alternative options which the Council did not see as being taken forward (those options which are not seen as being suitable) and the various evidence reports used to justify the Council's position. Each option was open to comment and all representations were considered and reviewed when preparing the final AAP.



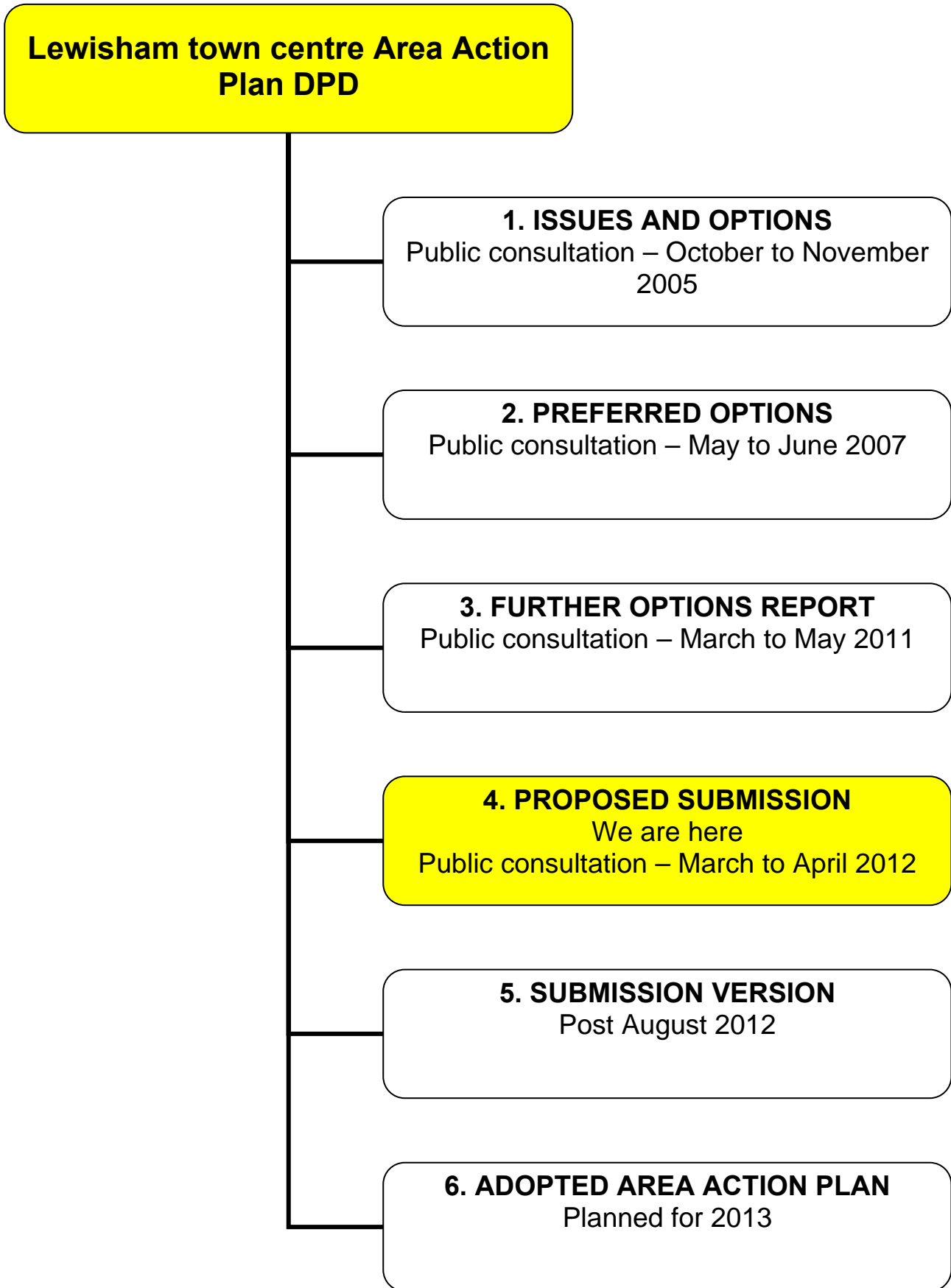
1.44 Several changes have been made as a result of public involvement, including the approach to:

- Tall buildings
- Heritage assets
- Electric vehicle charging points
- Office space
- Social infrastructure provision
- Flood risk assessment
- The Blue Ribbon Network
- Planning obligations requirements

1.45 Figure 1.5 illustrates the steps and the timing involved in the preparation of the AAP and the current phase of its development.

# 1 – The plan and context

Figure 1.5



# 1 – The plan and context

## 1.6 Sustainability Appraisal and Equalities Analysis Assessment

- 1.46 The purpose of a Sustainability Appraisal (SA) is to make sure that all the things which are referred to as 'sustainability issues' such as using public transport instead of the private car, the impact of flooding or climate change, or the pressures placed on open space from an increasing population, are taken into account when preparing the AAP and measures included to mitigate any impacts. The idea is that once adopted, the AAP will be the most sustainable that can be put forward as it will have taken into account all the sustainability issues as part of the process of preparation.
- 1.47 The Lewisham town centre AAP has been subject to SA at each stage of its production as shown in Figure 1.5 and the SA has influenced the development of the AAP throughout. Of great significance has been the environmental impact of representations received from English Heritage and the Environment Agency which have led to new policies being included in this version of the AAP regarding Tall Buildings and Heritage Assets and adjustments to the approach to restoring rivers.
- 1.48 Table 5-26 (page 100) of the SA proposed submission version which accompanies this report demonstrates how the individual policies of the AAP mitigate the sustainability issues identified.
- 1.49 An Equalities Analysis Assessment (EqAA) has also been produced following the final options round (the Further Options Report, 2011) to support the AAP. An EqAA is the process of systematically analysing a proposed or existing policy or strategy to identify what effect, or likely effect will follow from the implementation of the policy for different groups in the community. In brief, the EqAA ensures that policies developed and implemented through the AAP will contribute to improving the lives of local communities.
- 1.50 The EqAA identified a number of positive impacts of the AAP policies on equalities groups and a small number of potential issues. Mitigation for the concerns has been included by adjusting the housing and car parking policies and all policies relating to flood risk.
- 1.51 The monitoring framework and ongoing Annual Monitoring Report process have been expanded to include the indicators required by both the SA and the EqAA.

## 2 – *Vision and objectives*

- 2.1 The vision**
- 2.2 The objectives**
- 2.3 From issues to objectives**

This section introduces the vision statement of the AAP and provides further detail by expanding this into strategic objectives for the town centre. The policies put forward in later sections all contribute to the delivery of the nine objectives and one vision identified at this stage.

Part 2.3 reviews how the objectives have been established and demonstrates that each one can be shown to be tackling the issues affecting the town centre as identified in Section 1. Additionally, evidence is provided that the AAP objectives relate favourably to the strategic objectives of the Core Strategy.

## 2 – Vision and objectives

### 2.1 The vision

- 2.1 Lewisham Strategic Partnership, of which Lewisham Council is a part, has adopted the following vision for the borough, as set out in the Sustainable Community Strategy (SCS) 2008-2020:

“Together we will make Lewisham the best place in London to live, work and learn.”

- 2.2 The Core Strategy provides more detail of the borough's spatial strategy and heavily influences the plan for Lewisham town centre. The AAP then takes forward the wider spatial influence and sets out the following detailed vision for the town centre.

“Lewisham town centre will have been transformed into a shopping and leisure destination of exceptional quality, offering a strong focus for community identity and cohesion. The centre will benefit from the Lewisham Gateway site delivering easier and better pedestrian routes between the bus and train stations and the high street, a new road layout and new commercial, retail and residential development. New high quality residential developments will help to increase the number and diversity of people using the centre and support its Metropolitan Town Centre status. The street market will continue to provide an extensive range of goods and its overall contribution to the quality of the urban environment will be improved. The Quaggy and Ravensbourne Rivers will be celebrated by the provision of a network of public green spaces and parks including Cornmill Gardens. A new landscaped public plaza where these two rivers meet will consolidate the identity of Lewisham as a river valley town and provide an enhanced sense of place and focus. Buildings, streets and spaces will be designed and managed to take account of climate change and incorporate on-site clean and renewable energy technologies, including a decentralised energy network.”

## 2 – Vision and objectives

### 2.2 The objectives

#### **Objective 1 – Retail and town centre**

**status:** To support and improve the vitality and viability of Lewisham town centre and achieve metropolitan centre status by 2026 through the delivery of 40,000 sqm of additional retail floor space, improved leisure floorspace and evening economy space and enhancing distinctive features such as the street market.

**Objective 2 – Housing:** To deliver up to 2,300 additional new homes by 2016 and a further 800 additional new homes by 2021 to create a sustainable and mixed community of private and affordable housing in line with the Core Strategy, with highest densities focused in locations with the highest level of public transport accessibility.

**Objective 3 – Design quality:** To apply consistently high standards of design including sustainable design and construction to individual sites to ensure that developments are accessible and safe, make the best use of natural resources, protect heritage assets, enable people to easily make environmentally aware choices and are carefully phased and co-ordinated to create a cohesive place and a sustainable community.

#### **Objective 4 – Employment and**

**training:** To maximise job opportunities by ensuring the retention and re-provision of employment generating uses, the enhancement of training opportunities and the redevelopment of key sites throughout the town centre for a range of non-residential uses, including offices.

#### **Objective 5 – Open space and**

**recreation:** To encourage healthy lifestyles through the maintenance, protection and improvement of the supply of publicly accessible open space (including public realm and the town centre streetscape), and incorporation of additional recreational and open space as part of new developments.

**Objective 6 – Transport:** To encourage patterns of development which support walking, cycling and the use of public transport, reduces the need for private car travel, maintains and where possible improves the high levels of public transport accessibility of the town centre and knits the centre in with the surrounding area.

**Objective 7 – Environment:** To protect, enhance and restore the Rivers Quaggy and Ravensbourne and ensure that the town centre can mitigate and adapt to the risks arising from air pollution and climate change by focusing on protecting the area against extreme weather conditions, mitigating heat island effects and delivering energy efficient and low carbon development.

**Objective 8 – Community:** To create a safe and accessible place that enables and promotes the adoption of healthy lifestyles and delivers appropriate levels of education, community and leisure facilities that keep pace with proposed growth.

#### **Objective 9 – Implementing and**

**monitoring the AAP:** To ensure that partners in the public, private and third sectors continue to work together to ensure that the forecast growth in the town centre is carefully monitored, managed and delivered throughout the plan period.

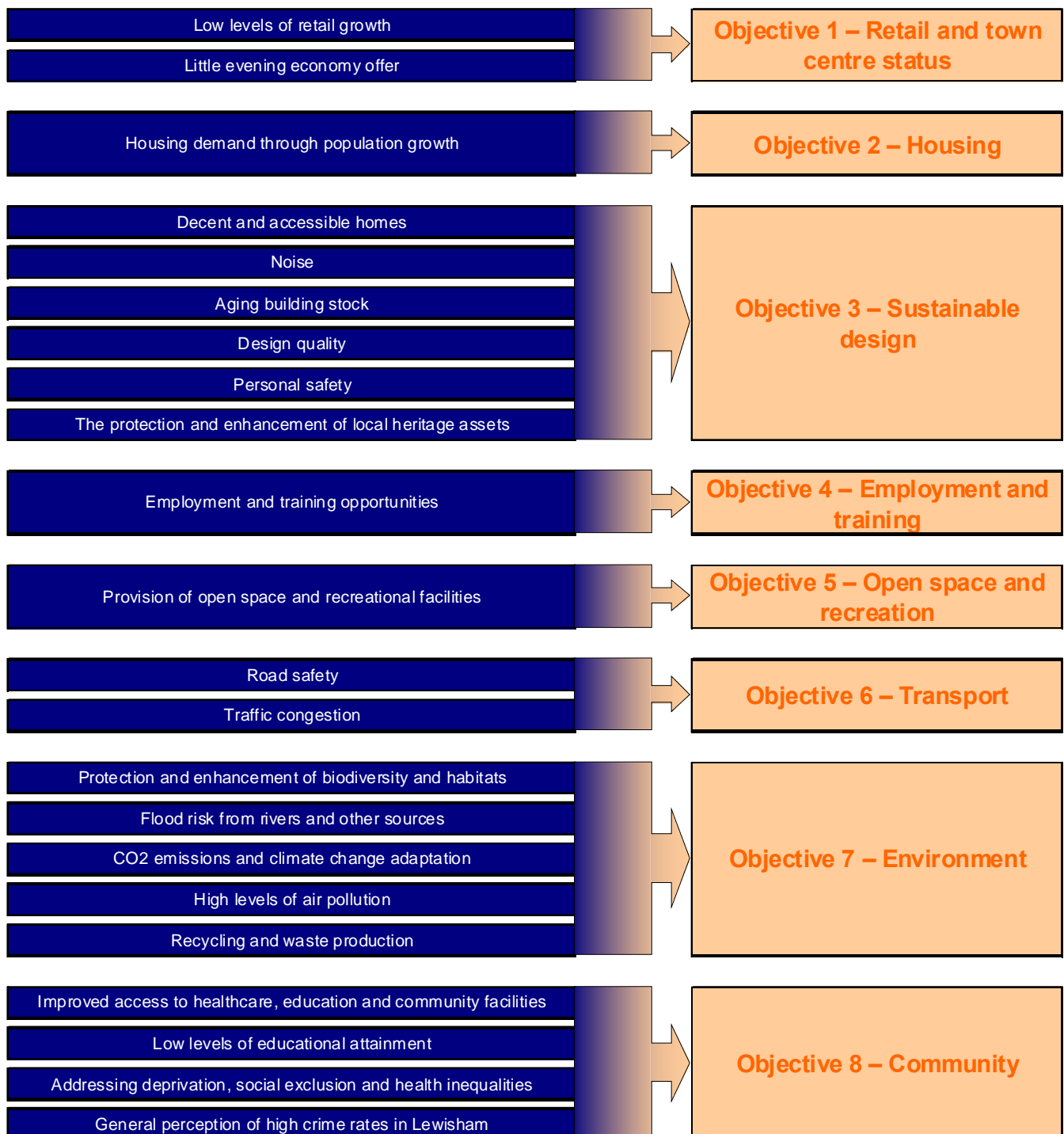


## 2.3 From issues to objectives

2.3 Figure 2.1 links the issues and challenges for the town centre brought forward in Section 1.3 with the objectives identified in Section 2.2 to fix the issues. Sections 3, 4 and 5 contain a selection of policies that

will contribute to meeting each of the AAP objectives and hence tackle each of the identified issues through the channels demonstrated below.

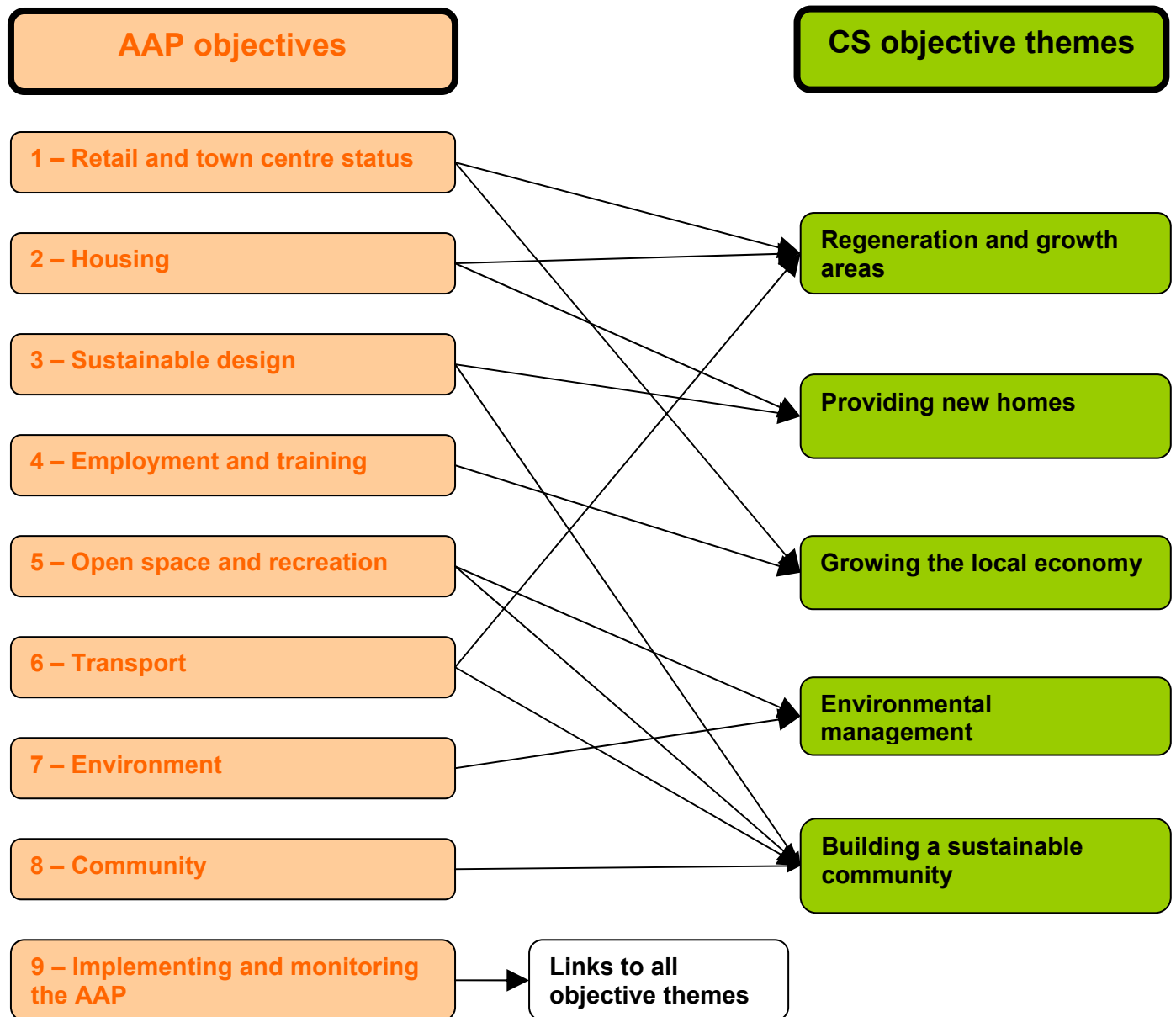
Fig 2.1: Issues and challenges in Lewisham town centre influencing objectives.



2.4 Further, in Figure 2.2 the AAP objectives are connected to the strategic objective themes that are used to guide the Core Strategy, demonstrating a consistency of approach throughout the LDF process.

Additionally, it acts as a reminder that the wider Core Strategy policies will have a direct influence upon the development of the town centre.

Fig 2.2: AAP objectives and Core Strategy objective themes



# 3 – The spatial strategy

## 3.1 The town centre boundary

## 3.2 Introducing town centre areas and sites

## 3.3 Creating a cohesive and complete town centre experience

The first part of Section 3 details the direct scope of the report by detailing the town centre boundary.

The second part of the section describes the six important sub-areas or 'Town Centre Areas' and the ten key development sites within the town centre. There are also several plans that show their locations, sizes and boundaries.

Lastly, part 3.3 seeks to ensure that the development of individual sites or Town Centre Areas is progressed with appropriate consideration of the vision and objectives of the AAP, the wider development context and the potential development of other sites and Town Centre Areas.



# 3 – The spatial strategy

## 3.1 The town centre boundary

### Overview

- 3.1 The town centre boundary has been reviewed and adjusted to provide the most appropriate scope to the town centre.

### Policy LAAP1: Town centre boundary

The town centre boundary has been defined as shown in Figure 3.1.

### Delivery context

- 3.2 The town centre boundary reflects the role of Lewisham as the borough's principal town centre and the aspiration to achieve metropolitan town centre status. The town centre boundary includes areas that may be considered as 'town centre', 'edge of centre' or 'out of centre' retail areas. Appropriate town centre uses and the level of future development within each area are provided in Section 4.
- 3.3 For the full list of policy and evidence base linkages with this policy see Appendix 1.





**Fig. 3.1**  
**Lewisham Town Centre boundary**

# 3 – The spatial strategy

## 3.2 Introducing town centre areas and sites

- 3.4 A review of Lewisham town centre, looking at factors such as architecture, townscape features and retail influence, demonstrated that there are distinct sub-areas within the town centre. These sub-areas have diverse characters and each present different opportunities to enhance the social, environmental and economic health of the town centre. These sub-areas have been labelled ‘Town Centre Areas’.
- 3.5 The Town Centre Areas provide a means to realise the vision and objectives of the AAP and are as follows:
- Lewisham Gateway
  - Loampit Vale
  - Conington Road
  - Lee High Road
  - Ladywell
  - Central
- 3.6 Figure 3.2 shows the six Town Centre Areas in the context of the town centre boundary.
- 3.7 The majority of the Town Centre Areas have been defined to assist in the intensification of those central town centre locations which have excellent public transport linkages (in line with national and London Plan policy). Specifically, these areas include the identified development opportunities which will deliver new retail floorspace, homes and jobs as well as contributing to sustainable patterns of transport and creating a high quality environment for the benefit of all who use the centre and rely on the essential services provided within it. The exception to this is Ladywell Town Centre Area which is dominated by a number of historic buildings and a conservation area which the AAP policies seek to protect and enhance.
- 3.8 Each Town Centre Area has different and distinct requirements and opportunities to support a diverse town centre. Therefore Section 4 includes a separate sub-section for each Town Centre Area, which details the character of the area and contains an area specific policy to guide future development and rationale for the inclusion of the policy.
- 3.9 Further capacity for development exists across many sites in Lewisham town centre. To accommodate this potential growth, each Town Centre Area is assigned an indicative capacity for the remaining development. Within the Town Centre Areas, individual sites will still require an assessment of the site capacity in line with the London Plan development density matrix.
- 3.10 The six Town Centre Areas cover less than 50% of the total town centre boundary. Areas outside the Town Centre Areas are also important in supporting the town centre functions, however they are largely established, have generally lower public transport accessibility and less development is anticipated. In these areas, development will need to conform with the area-wide policies in Section 5.



**Fig. 3.2**  
**Town Centre Areas**

## 3 – The spatial strategy

3.11 Within each of the Town Centre Areas, there are a number of major sites which have the potential for development and are considered key in achieving the vision and the objectives of the AAP. The majority of the sites are considered suitable for redevelopment to a mix of uses, including residential, retail, business, leisure and community uses. Appropriate uses for specific sites are detailed in the Town Centre Area policies in Section 4.

3.12 The sites identified as key to the development of Lewisham town centre are listed below and identified in Figure 3.3.



### **Gateway Town Centre Area:**

- S1. Lewisham Gateway
- S2. Kings Hall Mews

### **Loampit Vale Town Centre Area:**

- S3a/b. Thurston Road – east of Jerrard Street
- S4. Thurston Road – west of Jerrard Street
- S5. Thurston Road – Railway Strip

### **Conington Road Town Centre Area:**

- S6. Tesco block, car park and petrol station

### **Lee High Road Town Centre Area:**

- S7. Lee High Road West

### **Ladywell Town Centre Area:**

- S8. Ladywell Leisure Centre

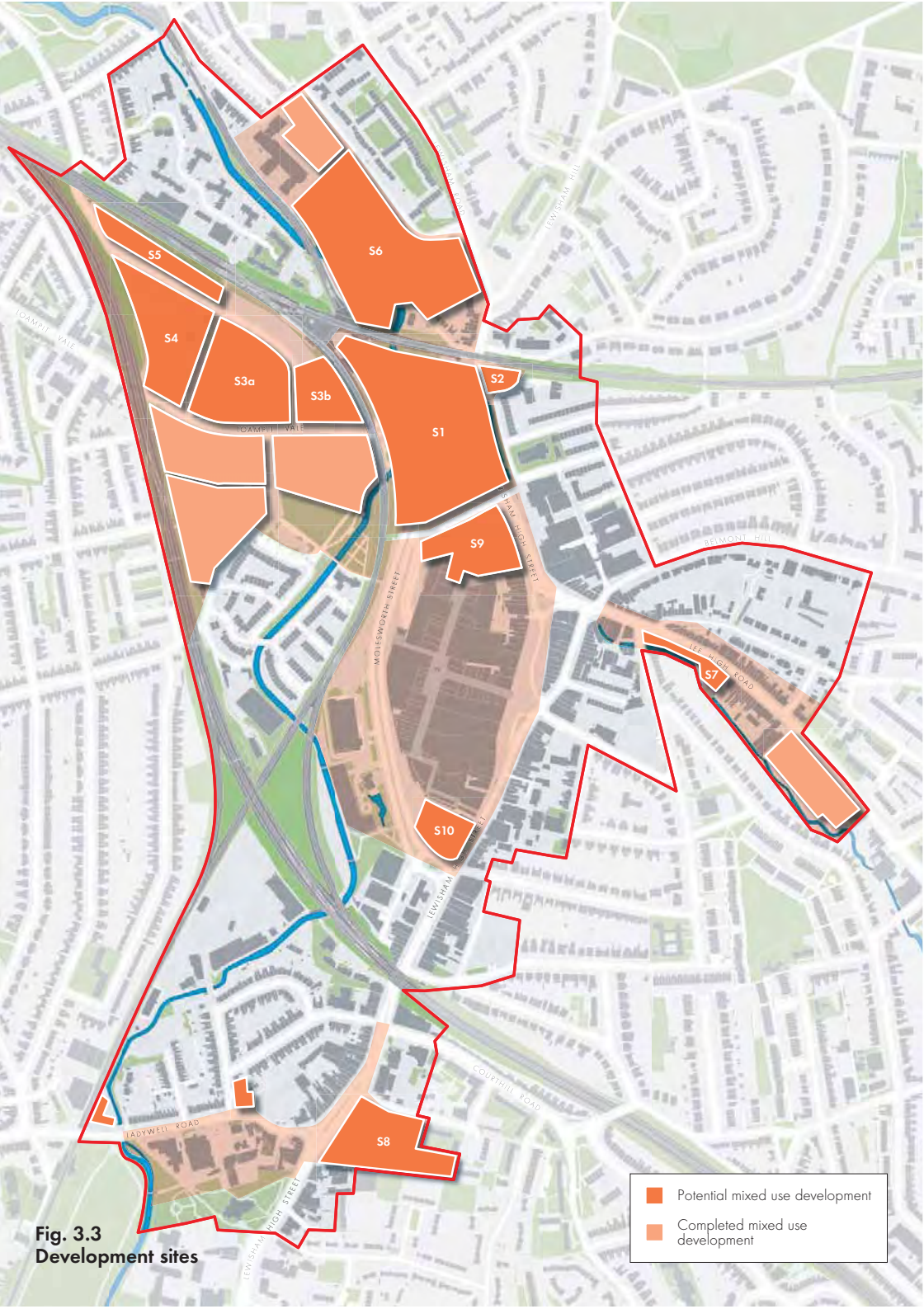
### **Central Town Centre Area:**

- S9. Land north of Lewisham Shopping Centre
- S10. Land south of the Lewisham Shopping Centre

3.11 Additionally there are a number of sites in the town centre where planning permission has been granted and development is under construction or completed. These sites are also identified in Figure 3.3.

# RENAISSANCE





**Fig. 3.3**  
**Development sites**



# 3 – The spatial strategy

## 3.3 Creating a cohesive and complete town centre experience

### Policy LAAP2: Town centre spatial strategy

1. All new development will need to contribute positively to the delivery of the vision (See Section 2.1) and the objectives (see Section 2.2) and must conform with and implement this spatial strategy. To achieve this applicants will be required to:

- (a) demonstrate how the proposal will support the delivery of the town centre vision and the objectives of both the town centre and the individual Town Centre Areas,
- (b) demonstrate how the proposal for a site has been informed by the current, emerging and future context of the site and surrounding area,
- (c) ensure that the proposal is in no way detrimental to the successful current or future implementation of other nearby sites or their ability to meet the AAP vision or objectives.

2. In addition to masterplanning within a site, proposals must address how an individual site relates to the wider area, and where appropriate, applications must be supported by a masterplan across multiple sites to demonstrate the acceptability of an individual scheme.

### Rationale

3.12 The development of the individual sites identified in Figure 3.3 is of great importance to the successful delivery of the objectives for each of the Town Centre Areas and also for the vision and objectives of the whole AAP. However, it is

the successful delivery of **all** sites and the cumulative impact of every development that will fulfil the AAP vision and objectives.

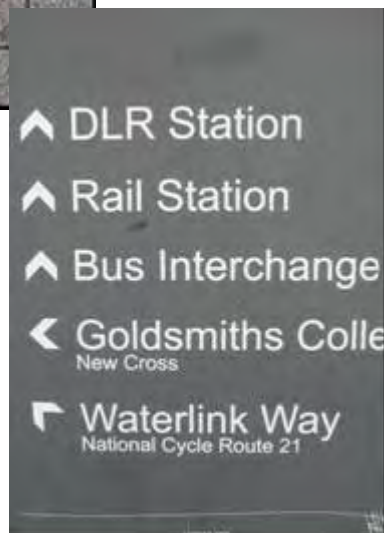


3.13 As seen in Figure 3.3, the town centre location contains a large number of sites in close proximity to each other. The highly accessible nature of the town centre means that policy demands higher density development than the surrounding residential areas. Therefore development of one site may have a significant impact on proposed or potential development of adjacent sites. To ensure the delivery of a coordinated and cohesive town centre it is crucial that communication takes place between landowners, applicants and the Council. It may be appropriate for applicants to prepare a joint masterplan for specific sites, multiple sites or whole Town Centre Areas.

3.14 For the full list of policy and evidence base linkages with this policy see Appendix 1.

## 3 – The spatial strategy

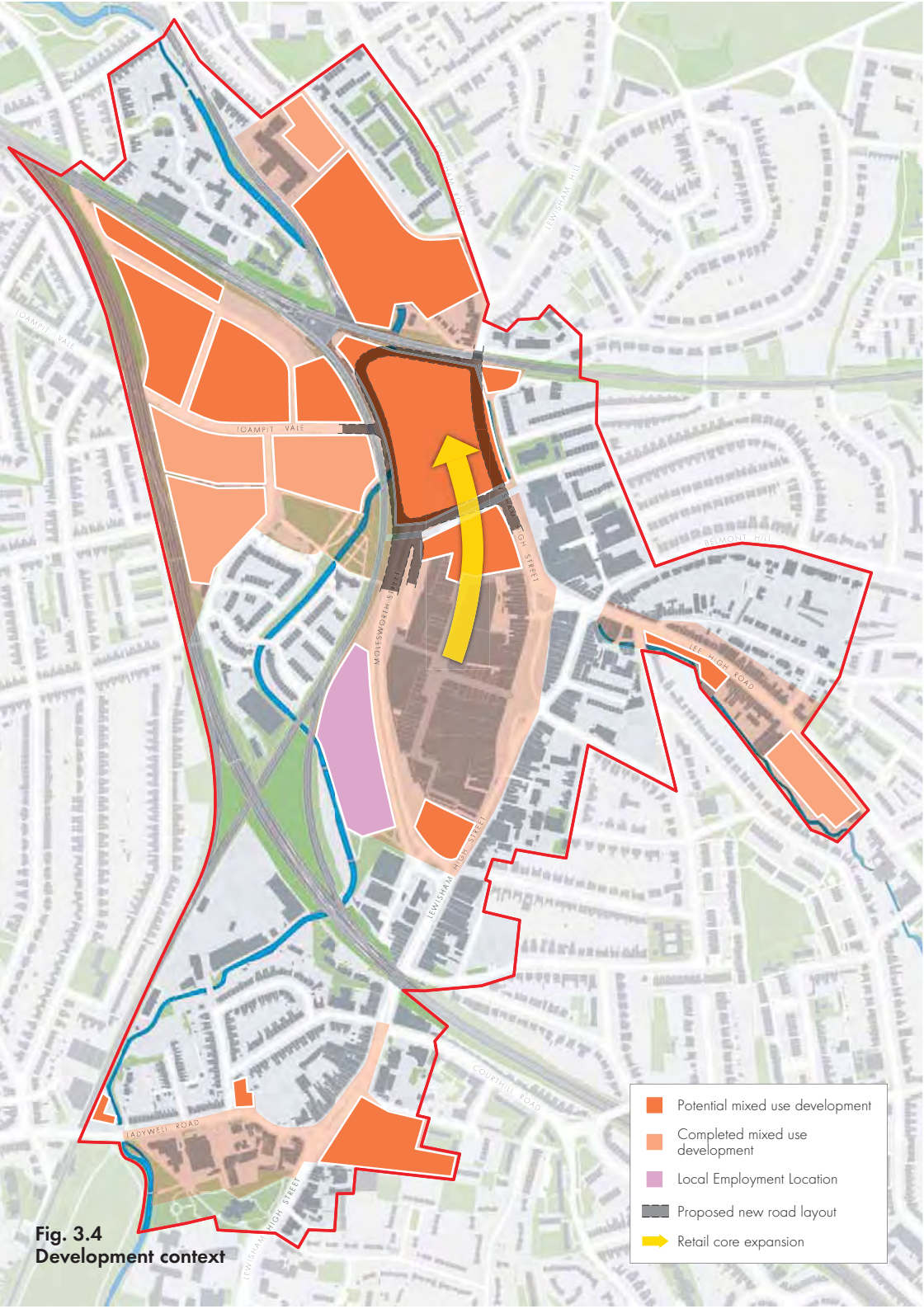
3.15 Figures 3.4 to 3.6 detail a number of key attributes across the town centre. While considering individual sites, applicants should give regard to the contextual information displayed. These plans do not provide an exhaustive list of all multiple site concerns, however they are designed to guide applicants towards the type of considerations that should be reflected in a proposal and detailed in a design and access statement.



3.16 Figure 3.4 identifies the development context, including details of planned and delivered development sites. It shows the intended extension to the retail core which is central to the vision of establishing Lewisham as a metropolitan town centre.

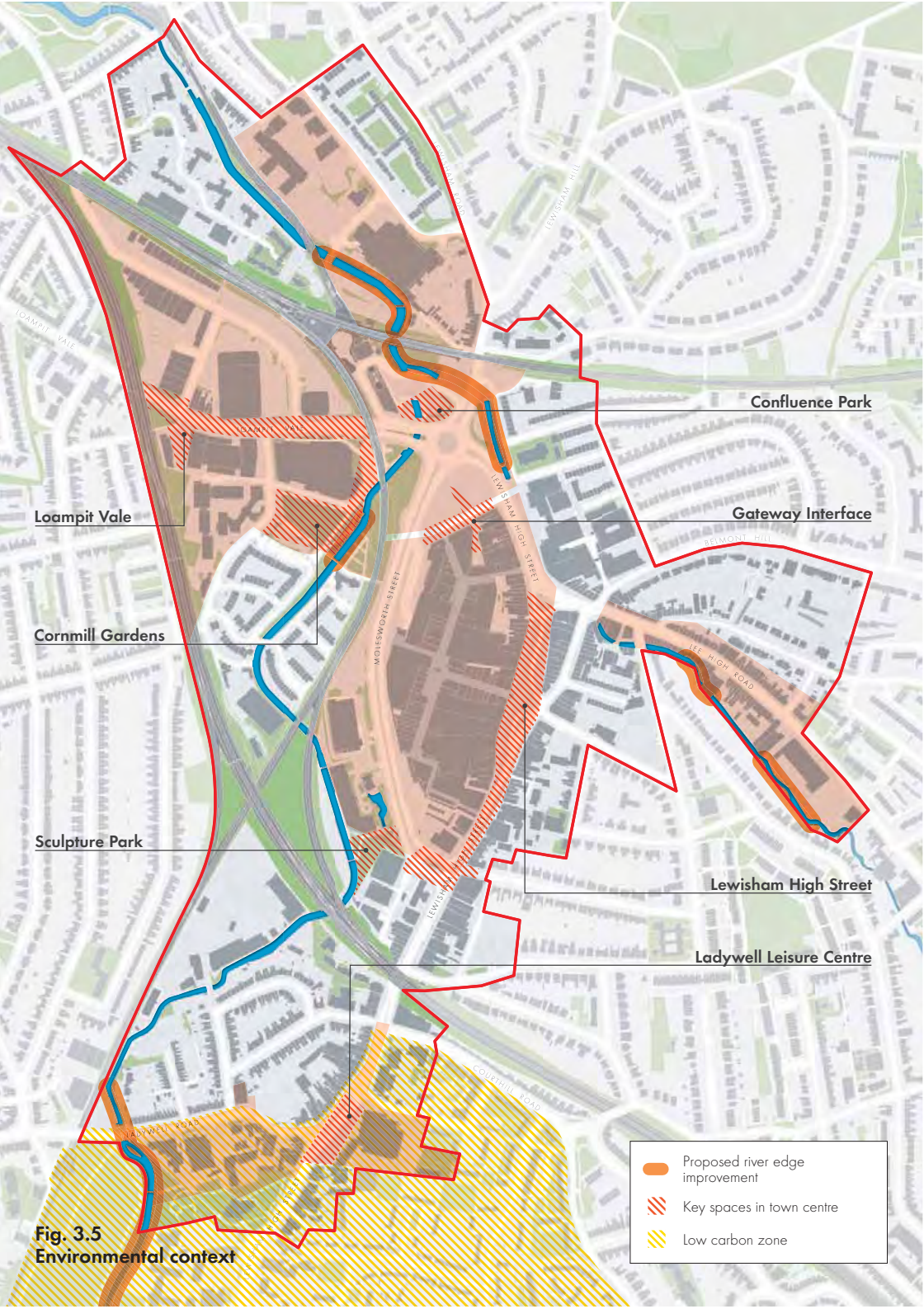
3.17 Figure 3.5 shows the environmental context. Green and hard public spaces, rivers and other environmental concerns are central to the vision for Lewisham town centre. The planned development provides a unique opportunity to improve the public realm and public experience of the town centre.

3.18 Figure 3.6 shows the key routes and linkages that are vital to ensuring the delivery of a legible, permeable and accessible town centre. The wide scale redevelopment of large town centre areas gives us an excellent opportunity to improve access to the town centre, especially for pedestrians and cyclists.



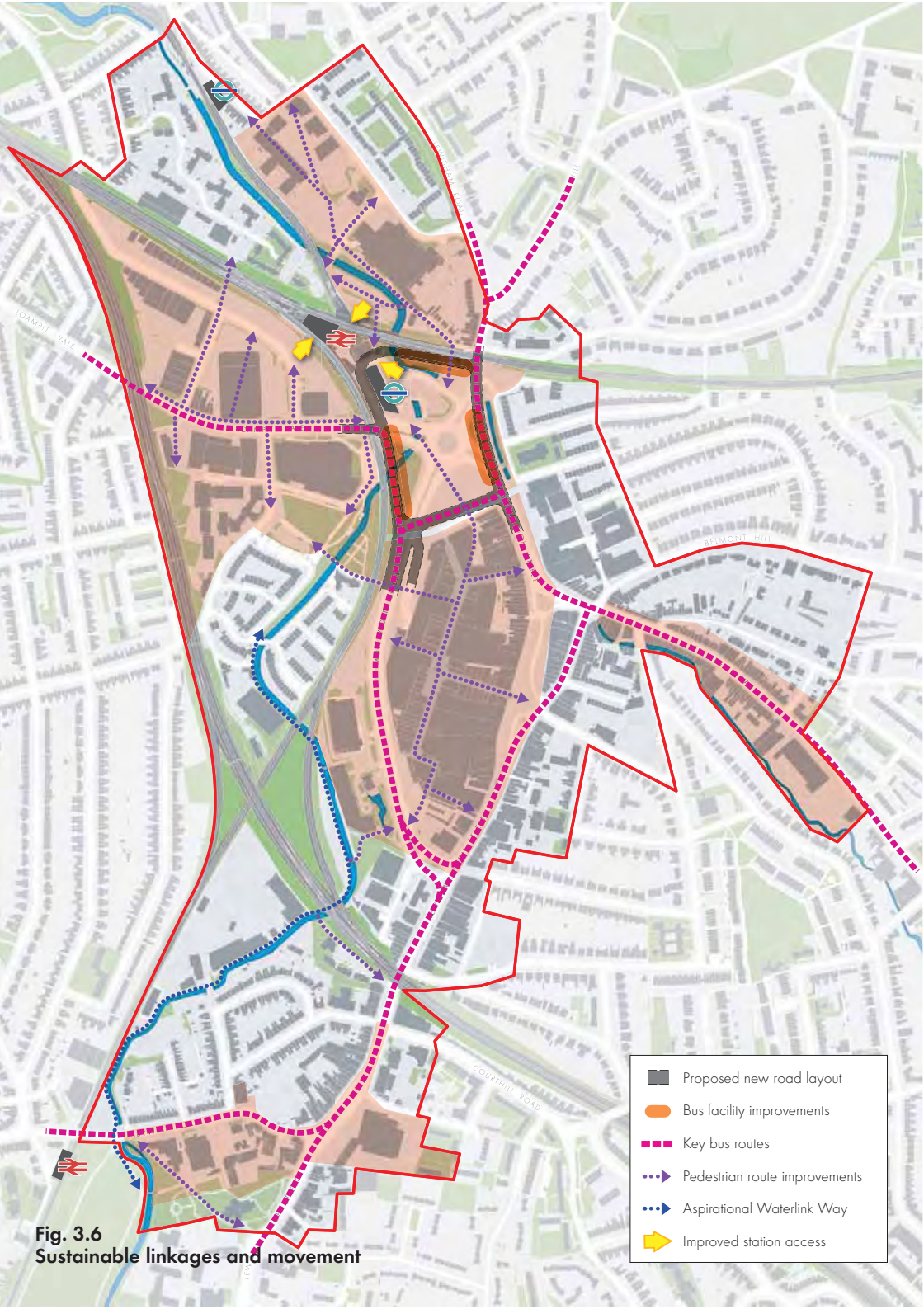
**Fig. 3.4**  
**Development context**

- Potential mixed use development
- Completed mixed use development
- Local Employment Location
- Proposed new road layout
- Retail core expansion









**Fig. 3.5**  
**Environmental context**

- Proposed river edge improvement
- Key spaces in town centre
- Low carbon zone



**Fig. 3.6**  
Sustainable linkages and movement

-  Proposed new road layout
-  Bus facility improvements
-  Key bus routes
-  Pedestrian route improvements
-  Aspirational Waterlink Way
-  Improved station access

# 4 – Town centre areas and sites

- 4.1 Lewisham Gateway Town Centre Area**
- 4.2 Loampit Vale Town Centre Area**
- 4.3 Conington Road Town Centre Area**
- 4.4 Lee High Road Town Centre Area**
- 4.5 Ladywell Town Centre Area**
- 4.6 Central Town Centre Area**

As described in Section 3, there are six Town Centre Areas and ten key development sites in Lewisham town centre. Section 4 states the key objectives, policy, delivery context and contributions for each of the Town Centre Areas and sub-policies where appropriate for individual sites to provide further site specific detail.

The Town Centre Areas and their corresponding AAP policies in this section contribute towards the delivery of all of the AAP objectives. In particular Section 4 focuses on delivery and is therefore vital in ensuring the successful realisation of Objective 9 – Implementing and monitoring the AAP. Other objectives are supported alongside Objective 9 as delivery is encouraged within policies that demand economically, socially and environmentally sustainable growth.



# Town centre areas and sites

## 4.1 Lewisham Gateway Town Centre Area

### Overview

- 4.1 The Lewisham Gateway Town Centre Area is dominated by the roundabout, roads and open and cleared spaces of the Lewisham Gateway site plus an adjoining site known as Kings Hall Mews (Site 2, Figure 4.1). This town centre location is generally contained by railway lines to the northwest, Rennell Street to the south and Lewisham High Street and the Quaggy River to the east.
- 4.2 Lewisham Gateway is identified as one of five strategic site allocations in the Council's Core Strategy (Spatial Policy 2 and Strategic Site Allocation 6) due to its scale and importance in delivering jobs, homes and other benefits. The site is the largest single development proposed for the Lewisham town centre and will deliver £250 million of public and private investment.
- 4.3 A specific AAP policy for this site is not necessary due to its inclusion in the Core Strategy, but the key area objectives provide a link to the Core Strategy. Policy is specifically provided for Kings Hall Mews as this site is not covered by the Core Strategy. This site adjoins Lewisham Gateway to the northeast, bounded by Lewisham Road and Kings Hall Mews, and is currently occupied by a car yard.

- 4.4 The Lewisham Gateway Town Centre Area will deliver the following:

- 800 homes
- 17,000 sq m retail (A1, A2, A3, A4, A5)
- 8,000 sq m office/business (B1)
- 5,000 sq m hotel
- 5,000 sq m of leisure

### Key area objectives

- Promote high quality mixed use development befitting a metropolitan town centre
- Provide a safe, pleasant and convenient pedestrian and cycle environment connecting the Lewisham transport interchange to the High Street and Lewisham Shopping Centre
- Improve the transport interchange between buses, trains and DLR
- Celebrate the confluence of the rivers Quaggy and Ravensbourne



Lewisham Gateway roundabout



# Town centre areas and sites

## Policy LAAP3:

### S2 Kings Hall Mews, Lewisham Gateway

1. Kings Hall Mews is designated as a mixed use development site. Suitable uses will include retail (A1, A2, A3), business (B1), hotel (C1) and residential (C3).
2. Proposals must be of the highest design quality, providing a site-specific design response that relates carefully to the adjoining locally listed four storey Victorian terrace on Lewisham High Street, the St Stephen's conservation area and proposals for the Lewisham Gateway strategic site.

In addition, applications will need to adhere to the following principles and address the site and environmental constraints of the location, including:

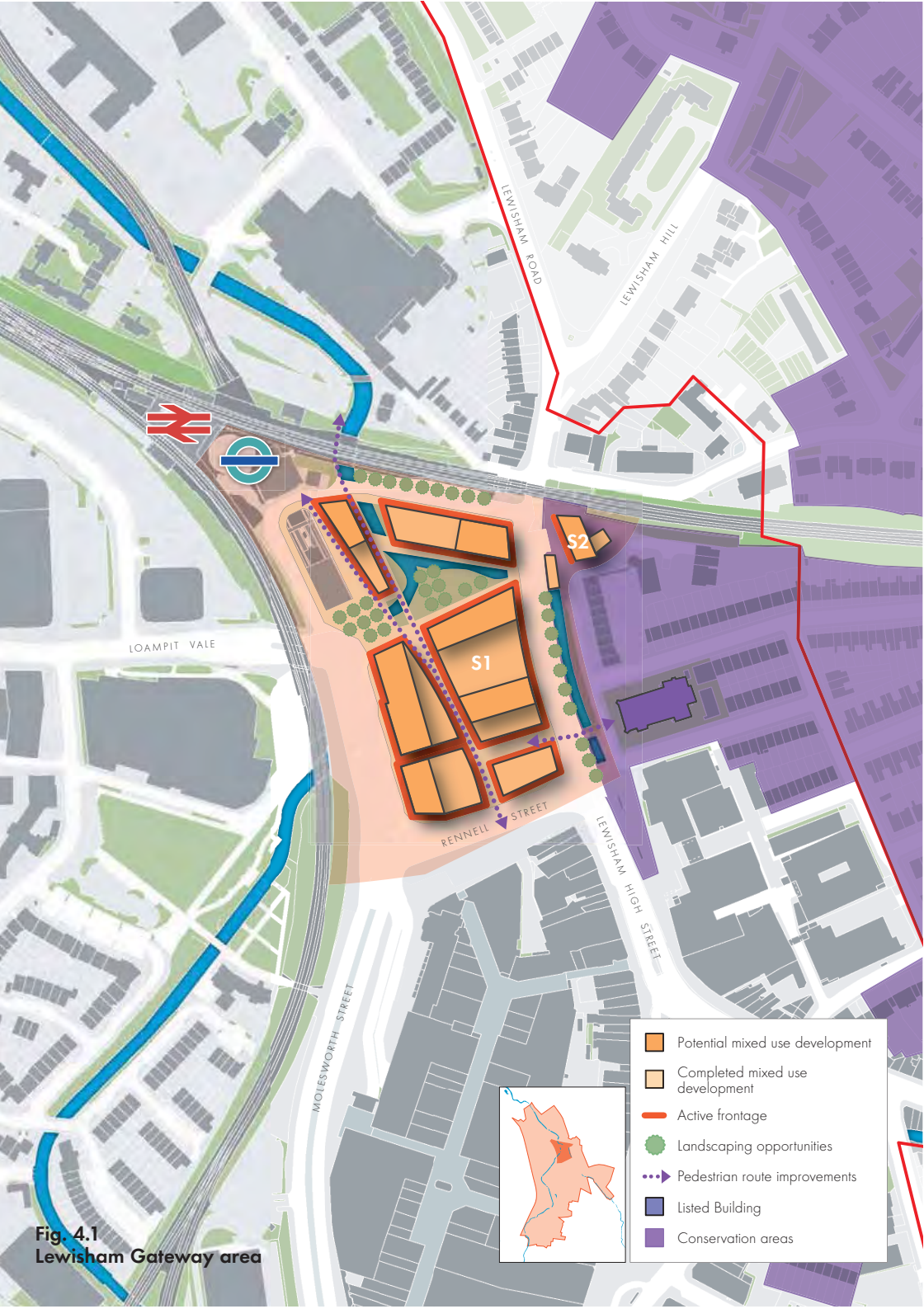
- (a) proximity to the railway line,
  - (b) Lewisham High Street frontage,
  - (c) traffic access and egress from the site.
3. Proposals must be justified by a clearly articulated rationale for the proposed use/s, height, building alignment, scale and massing.
  4. Active ground floor street frontages will need to be provided to Kings Hall Mews and Lewisham High Street.



*Kings Hall Mews site with railway embankment*

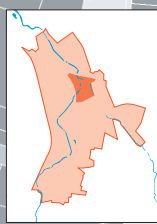


*Heritage assets on Lewisham High Street adjacent to Kings Hall Mews*



**Fig. 4.1**  
**Lewisham Gateway area**

- Potential mixed use development
- Completed mixed use development
- Active frontage
- Landscaping opportunities
- Pedestrian route improvements
- Listed Building
- Conservation areas



# Town centre areas and sites

## Delivery context

- 4.5 Development in this Town Centre Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 5 of this AAP. In particular, the following area-wide policies are of importance:
- Growing the local economy
  - Mixed use
  - Employment uses
  - Evening economy uses
  - Town centre vitality and viability
  - Retail areas
  - Public realm
  - Tall buildings
  - Sustainable transport
  - Public and shopper parking spaces
  - Carbon dioxide emission reduction
  - Adapting to climate change
- 4.6 For the full list of policy and evidence base linkages with this policy see Appendix 1.

## Contributions

- 4.7 In addition to affordable housing and the infrastructure priorities identified in LAAP22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Town Centre Area are:
- Public realm improvements including Lewisham High Street and Kings Hall Mews pavement widening and tree planting
  - Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
  - Provision of cycle parking near to shops and leisure facilities
  - Communal heating
  - Promotion of long-term decentralised energy options (either by direct provision or by safeguarding opportunities through the installation of appropriate pipework to facilitate future connections)



*Lewisham Gateway site*

# 4 – Town centre areas and sites

## 4.2 Loampit Vale Town Centre Area

### Overview

4.8 The Loampit Vale Town Centre Area forms the principal approach to the town centre from the west and has evolved into an edge of centre Town Centre Area where bulky goods retailers have tended to cluster. The Council will seek to retain the comparison retail provision in this edge of centre location to support the objective of becoming a metropolitan town centre. The Town Centre Area has more recently developed into a location of new town centre communities and high quality community facilities including a new public park, new leisure centre and new school. The Town Centre Area benefits from excellent public transport accessibility given its proximity to Lewisham transport interchange and there is a major opportunity to provide new jobs, homes and essential community facilities. Key route and public realm improvements can enhance the potential for car-free development in a high quality environment.

4.9 South of Loampit Vale, 788 homes, ground floor commercial space and a new leisure centre are currently being delivered. Additionally, approval has been granted for the comprehensive redevelopment of the Thurston Road Industrial Estate (Site 4, Figure 4.2), comprising 6,771 sqm retail, 9 live/work units and 406 homes (Site 4).

4.10 Further capacity for development exists across several sites. Of those sites in the Loampit Vale Town Centre Area still to be delivered there is the following indicative capacity (Sites 3a, 3b, 4 and 5):

- 1,000 homes
- 11,200 sqm net retail

### Key area objectives

- Provide new homes, shops, jobs and community facilities
- Complement the Lewisham Gateway development
- Mark the arrival to the town centre from the west
- Create a high quality active boulevard along Loampit Vale
- Improve north – south connections
- Improve the pedestrian and cycling environment, particularly along Loampit Vale
- Enhance links with Lewisham transport interchange



*Development south of Loampit Vale*

## 4 – Town centre areas and sites

### Policy LAAP4:

#### Loampit Vale Town Centre Area

1. The Loampit Vale Town Centre Area is designated for mixed use development. All proposals will be required to complement the Lewisham Gateway Town Centre Area, as follows:

- (a) uses located on the ground floor and possibly first floor will need to be retail (A1, A2, A3), business (B1) and community (D1, D2), which will complement rather than compete with existing town centre uses located in the Central Town Centre Area. Conversion of comparison retail provision to convenience retail provision will not be considered acceptable,
- (b) additional storeys will provide residential uses across a range of dwelling types and sizes in this highly accessible location,



*Development south of Loampit Vale*

2. All proposals will be required to deliver the following priorities:

- (a) the ground floor must provide an active frontage and strong built edge proportionate to the town centre location, especially facing Loampit Vale,
- (b) buildings must be of an appropriate scale, mindful of the immediate context and the importance of Loampit Vale as a major route without trying to compete with Lewisham Gateway,
- (c) a high quality public realm is to be provided by ensuring a consistent and coordinated treatment of materials and street furniture and substantially improving key pedestrian and cycle routes along Loampit Vale, Thurston Road, Jerrard Street and north – south routes that link to the surrounding residential areas,
- (d) generous tree lined pavements of at least 6 to 8 metres in width to create boulevards,
- (e) buildings must incorporate communal heating and cooling systems and facilitate the Town Centre Area becoming a decentralised energy hub.

3. The site is situated within Flood Zone 3a High Probability. Applicants will need to comply with Core Strategy Policy 10 and work closely with the Environment Agency to ensure proposals will deliver a positive reduction in flood risk. A Flood Risk Assessment for the site will need to be submitted that clearly and concisely summarises how the reduction in flood risk will be delivered.

## 4 – Town centre areas and sites

### **Additional site specific requirements: S3a and S3b Loampit Vale north east of Jerrard Street**

4. The Council require a comprehensive masterplan endorsed by all landowners for these sites and their surrounds.
5. Taller elements of new development should address Loampit Vale.
6. Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant required depth of pavement.
7. Accessibility to Lewisham transport interchange should be enhanced wherever possible.
8. Ground floor retail units should improve the comparison offer within the town centre.



*Part of S3a Loampit Vale north east*

### **S4 Loampit Vale north west of Jerrard Street**

9. Development should take account of the southerly aspect available and the new amenity space to the south of Loampit Vale.

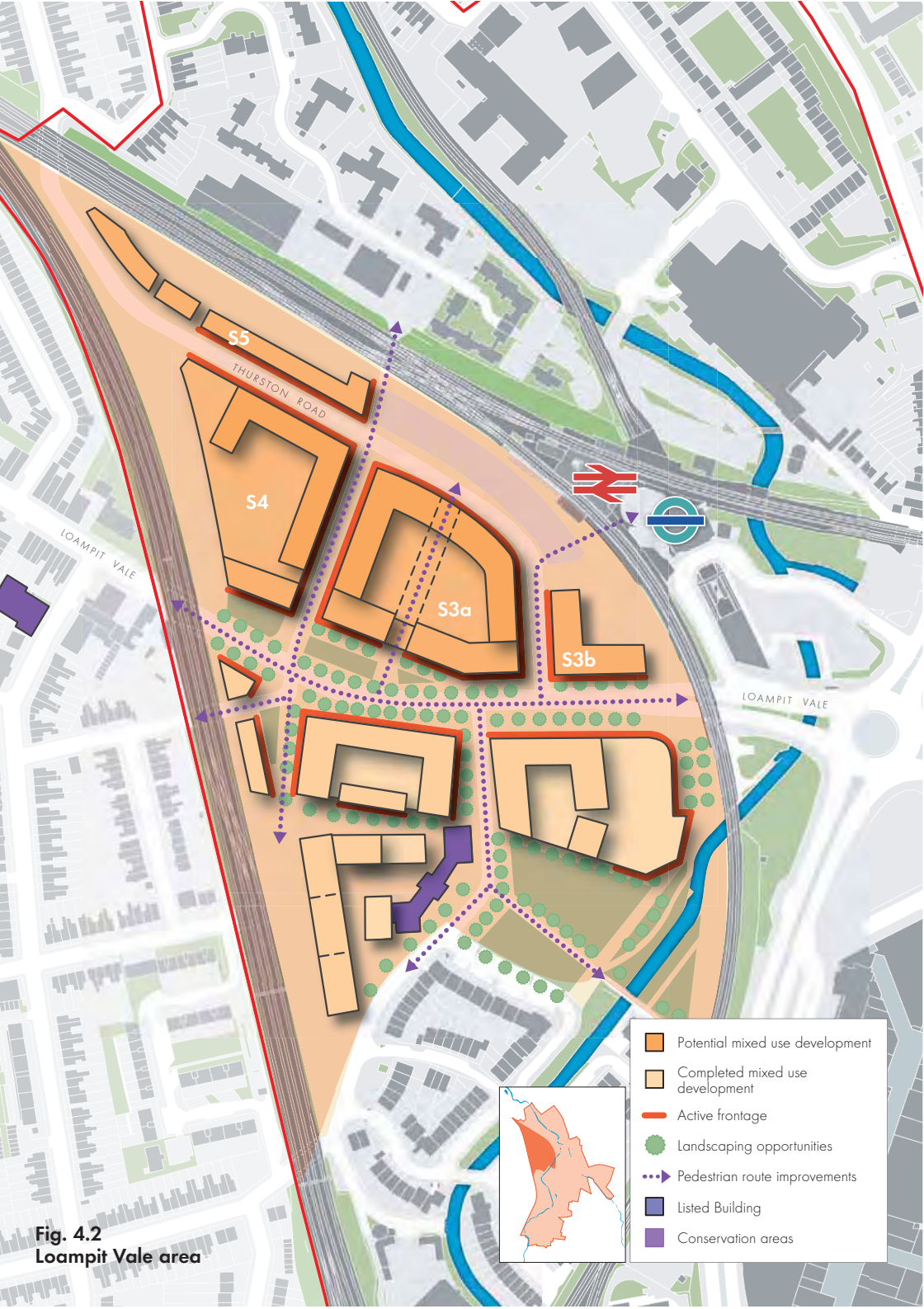
10. Proposals need to take into account the impact of surrounding developments on the daylight, sunlight and overshadowing of any new development on this site and use this to inform the design and use of building and spaces.



*Part of S5 Railway Strip*

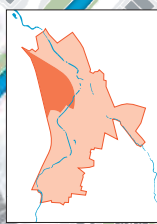
### **S5 Railway Strip**

11. This site is considered most appropriate for a commercially led mix of uses, although sensitive design could make some residential use acceptable.
12. For all uses, proposals must provide a high quality of accommodation and amenity by suitably addressing and mitigating against:
  - (a) the geographic constraints presented by the narrow plot depth,
  - (b) the location adjacent to the Victorian railway viaduct,
  - (c) the impact of surrounding developments on the daylight, sunlight and overshadowing of new development on this site.
13. This is a secondary route and not a primary entrance into the town centre and the scale and massing of buildings should reflect this.



**Fig. 4.2**  
Loampit Vale area

- Potential mixed use development
- Completed mixed use development
- Active frontage
- Landscaping opportunities
- Pedestrian route improvements
- Listed Building
- Conservation areas



## 4 – Town centre areas and sites



*Development south of Loampit Vale*

### **Delivery context**

4.11 Development in this Town Centre Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 5 of this AAP. In particular, the following area-wide policies are of importance:

- Growing the local economy
- Mixed use
- Employment uses
- Student housing
- Town centre vitality and viability
- Retail areas
- Public realm
- Tall buildings
- Public and shopper parking spaces
- Sustainable transport
- Carbon dioxide emission reduction

4.12 For the full list of policy and evidence base linkages with this policy see Appendix 1.

### **Contributions**

4.13 In addition to affordable housing and the infrastructure priorities identified in LAAP22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Town Centre Area are:

- Public realm improvements including Loampit Vale and Jerrard Street pavement widening and tree planting
- Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
- Provision of cycle parking near to shops and leisure facilities
- Public access to any non-residential car parking
- Communal heating
- Promotion of long-term decentralised energy options (either by direct provision or by safeguarding opportunities)



*Loampit Vale energy centre*



# 4 – Town centre areas and sites

## 4.3 Conington Road Town Centre Area

### Overview

- 4.14 The Conington Road Town Centre Area is immediately to the north of Lewisham transport interchange and the planned Lewisham Gateway development. This edge of centre Town Centre Area is dominated by a somewhat outdated but popular Tesco store and an associated fragmented series of surface car parks. This is a highly sustainable location with very good levels of public transport accessibility. The River Ravensbourne runs through the Town Centre Area in a concrete channel, while the Silk Mills Path provides key pedestrian and cycle access to the town centre.
- 4.15 There are two sites that have recently been completed in this Town Centre Area: 72 – 78 Conington Road – an eight to ten storey building containing 270 homes and a limited amount of commercial floorspace; and the Venson site on Conington Road – 130 homes in buildings rising to a maximum of eight storeys.
- 4.16 The remaining development capacity in this Town Centre Area falls into the space where Tesco and its car parking are currently located (Site 6, Figure 4.3). Tesco has expressed an interest in reviewing its store operations and this may include expansion, changes to the layout of the car park and a mix of non-retail uses including residential.

- 4.17 The Conington Road Town Centre Area has the following indicative capacity:

- 400 homes
- 3,000 sqm net retail

### Key area objectives

- Improve links across the Town Centre Area to the Gateway site, Lewisham transport interchange and the River Ravensbourne
- Enhance the ecological quality of the river environment and ensure the river corridor is also improved to form a valuable public amenity
- Provide retail services for the borough's residents suitable for an edge of town centre location that supplements those contained in the Central Town Centre Area
- Provide a balanced, high density neighbourhood



Completed development: Conington Road

# 4 – Town centre areas and sites

## Policy LAAP5:

### Conington Road Town Centre Area

1. The Conington Road Town Centre Area is designated for mixed use development. All proposals will be required to contribute to the realisation of the following principles:

- (a) improve and create more accessible, welcoming and safe pedestrian and cycling entrances, frontages and routes to the Lewisham transport interchange, Lewisham town centre, Lewisham Gateway site, Lewisham Road, Conington Road, Silk Mills Path and the River Ravensbourne,
- (b) improve the ecological quality of the river environment and ensure the river corridor is enhanced to form a riverside walk, incorporating the existing bridges and with an attractive and robust embankment. The embankment should be visually and physically accessible from Conington Road and improve access to the Lewisham transport interchange and Lewisham Gateway site. Suitable provision should be provided on site to allow for the inspection and maintenance of the Ravensbourne River and associated flood risk management structures,



*The River Ravensbourne flows through the site*

- (c) retain and enhance the scale and grain of the existing historic fabric at the southern end of this Town Centre Area, its mix of uses and townscape character,



*Silk Mills Path bisects the Town Centre Area*



*Historic fabric along Silk Mills Path*

- (d) the site is situated within Flood Zone 3a High Probability. Applicants will need to comply with Core Strategy Policy 10 and work closely with the Environment Agency to ensure proposals will deliver a positive reduction in flood risk. A Flood Risk Assessment for the site will need to be submitted that clearly and concisely summarises how the reduction in flood risk will be delivered.

## 4 – Town centre areas and sites

### Additional site specific requirements: S6 Tesco block, car park and petrol station

2. Development involving underground parking, retail expansion (up to 3,000 m additional floorspace) that complements the current town centre offer and residential development on this site will need to respond to the following principles:

- (a) due to the complex nature of this site applicants should provide a masterplan across the site,
- (b) taller elements of the block should be avoided next to the existing historic fabric and the river. However, development may take advantage of the natural slope of the site to influence building heights,

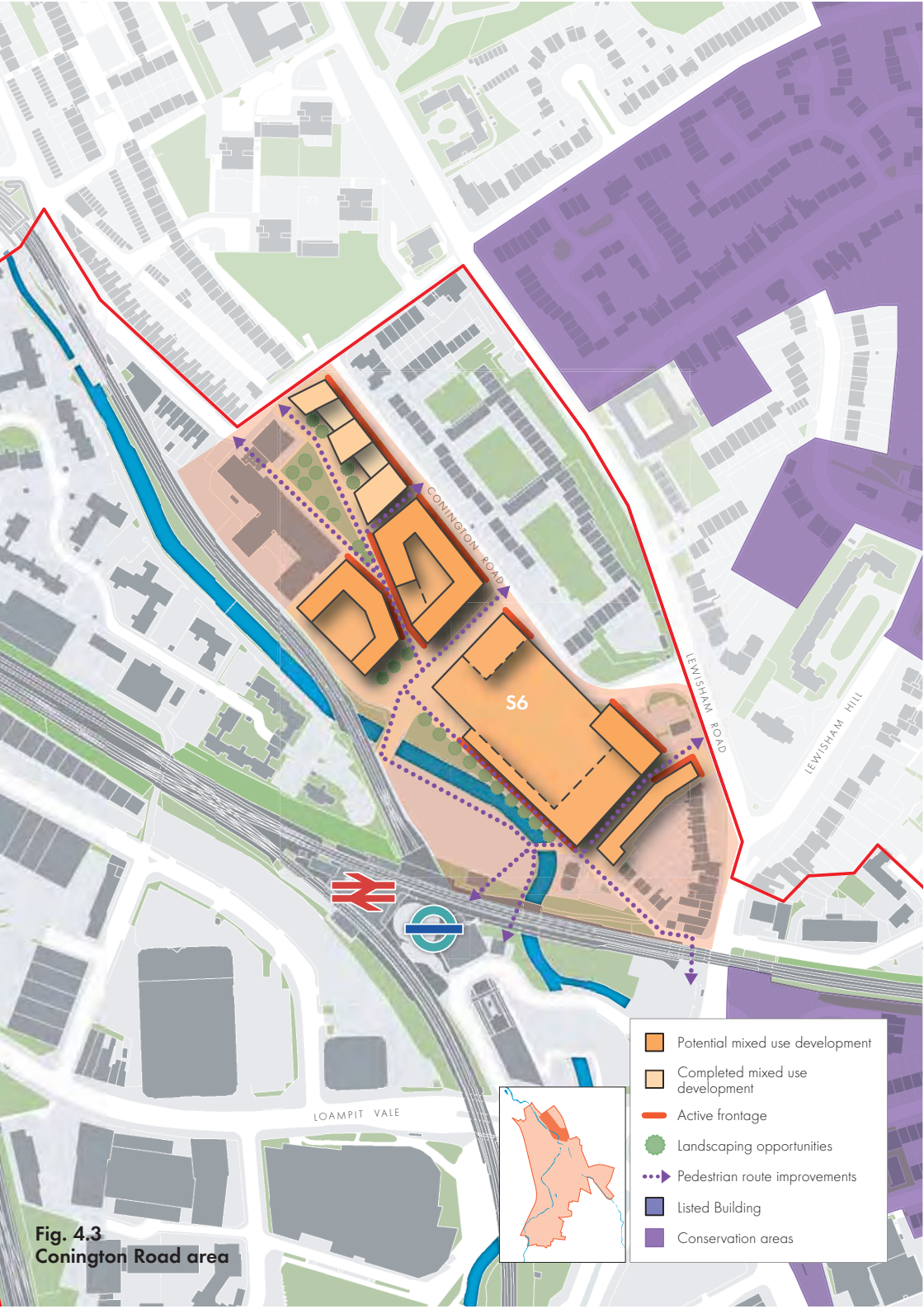


*Riverside environment alongside Tesco*



*Potential redevelopment of car parking*

- (c) the quality of frontages to Lewisham Road and the southern end of Silk Mills Path should be improved,
- (d) new buildings should provide high quality urban space with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and river corridor,
- (e) underground or ground floor parking should be masked by development which provides activity to public routes around the site,
- (f) any redevelopment involving the retention of the existing store should seek to enhance the building's appearance and environmental performance.



# 4 – Town centre areas and sites

## Delivery context

- 4.18 Development in this Town Centre Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 5 of this AAP. In particular, the following area-wide policies are of importance:
- Growing the local economy
  - Mixed use
  - Employment uses
  - Public realm
  - Tall buildings
  - Public and shopper parking spaces
  - Sustainable transport
- 4.19 For the full list of policy and evidence base linkages with this policy see Appendix 1.
- 4.20 Further considerations for this Town Centre Area that should be considered alongside the stated policy and Figure 4.3 are described below:

## Masterplanning:

- 4.21 The Tesco site is complex and to ensure that development of one land parcel is not detrimental to the future development of other land parcels a masterplanned approach by applicants to the entire Town Centre Area is required.

## Access:

- 4.22 Improved pedestrian and cycling access is required at the locations marked by the purple arrows in Figure 4.3. Of key importance is the Silk Mills Path which should form a landscaped avenue through new developments, joining the riverside walk and beyond to Lewisham Gateway.

Dissecting this path should be access from Lewisham and Conington Roads to the river and Lewisham transport interchange.

## Urban space:

- 4.23 Developments should deliver high quality public space forming the heart of the new neighbourhood. Landscaping opportunities are highlighted in Figure 4.3.

## Architectural quality:

- 4.24 The south east corner of the Town Centre Area is an existing area of architectural and townscape merit containing buildings with local value. These assets should be protected and enhanced.

## Contributions

- 4.25 In addition to affordable housing and the infrastructure priorities identified in LAAP22 (social infrastructure), the priorities for site-specific developers' contributions associated with new development proposals in this Town Centre Area are:
- Public realm improvements
  - Improvements to the ecological quality of the river
  - Provision of the publicly accessible pedestrian and cycle routes
  - Improved access to Lewisham transport interchange
  - Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
  - Public access to non-residential car parking
  - Promotion of long-term decentralised energy options (either by direct provision or by safeguarding opportunities)