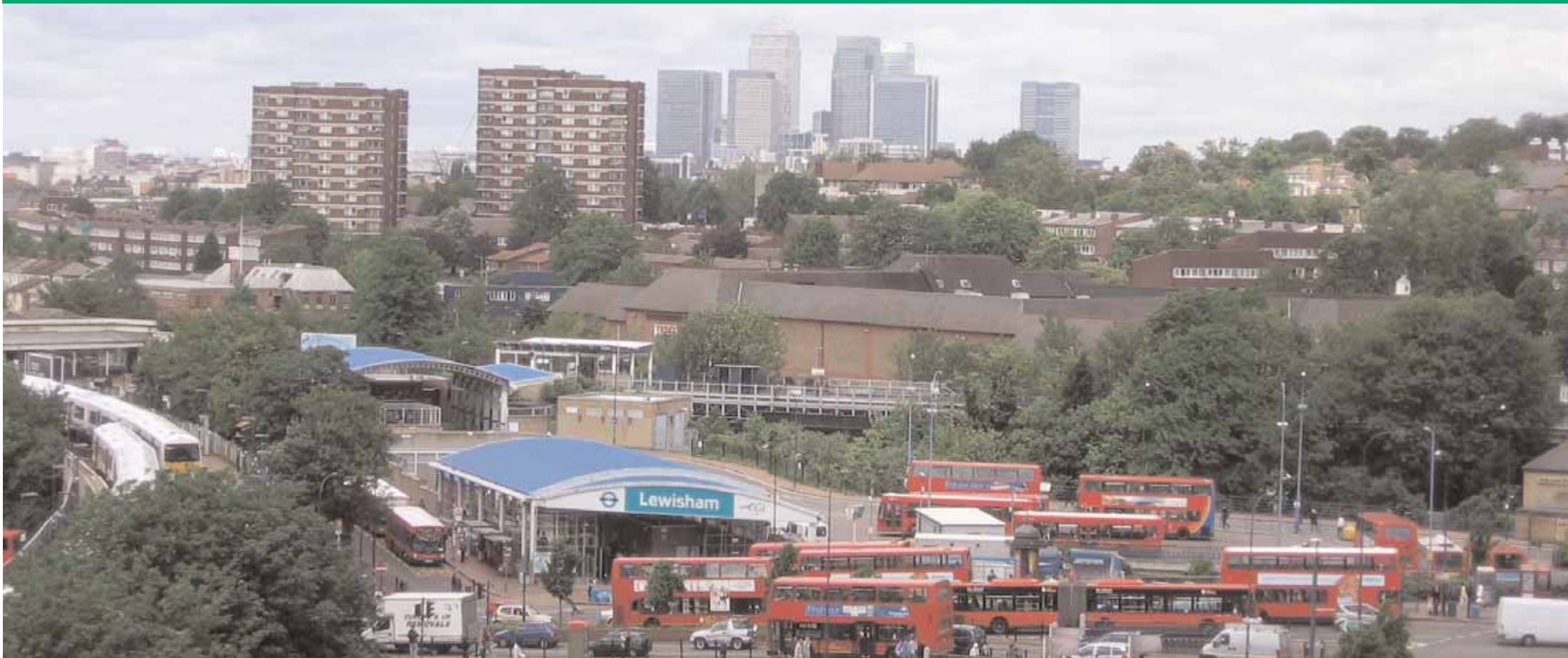


# Lewisham Local Development Framework






## Lewisham Town Centre Area Action Plan

Preferred options report

April 2007



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Chapter one

# Introduction & context



# I. Introduction & context



Aerial view of Lewisham town centre.

## I.1 Introduction

The Lewisham Town Centre Area Action Plan (AAP) is being prepared for London Borough of Lewisham and will set out a comprehensive range of policies and proposals to guide future development in Lewisham town centre. It aims to stimulate development interest and encourage regeneration projects whilst protecting those areas sensitive to change.

This document sets out the preferred options for Lewisham town centre; this follows the issues and options stage which was consulted upon in late 2005.

## I.2 Document Structure

This document is structured in five chapters. Chapter 1 provides an overview of the AAP process and structure

Chapter 2 outlines vision, objectives and key themes of the document.

Chapter 3 sets out the preferred options and draft policies for Lewisham town centre. A précis of alternative options is provided as well as planning policy context.

Chapter 4 covers the Opportunity Areas in Lewisham town centre, setting out site specific policies as well as site analysis and proposals and guidelines for potential development.

Chapter 5 provides an implementation framework to aid Council in the monitoring and implementation of the AAP.

### 1.3 Area Action Plan Process

#### What is a Local Development Framework?

The Government has recently set an agenda to reform the planning system. New legislation (the Planning and Compulsory Purchase Act 2004) came into effect in September 2004 which stipulates that each local planning authority must produce a new set of Local Development Documents which make up the Local Development Framework (LDF). This will replace the existing Unitary Development Plan (UDP). The current UDP expires in September 2007, therefore the Council will seek to save a number of policies for a further period of three years until the full adoption of the Local Development Framework.

The LDF is a series of documents (local development documents) which set out comprehensively the policies which have been developed to meet the future social, economic and environmental needs of the community.

There are three tiers of documents within the LDF. Non policy and procedural documents will govern the involvement, appraisal and management of the process of LDF preparation. A series of Development Plan Documents (DPDs) will together form the statutory plans. Area Action Plans are one of those DPDs. Supplementary Planning Documents are non statutory documents which will not contain planning policies, rather support and provide further detail, guidance and advice on how the planning process set out in DPDs is implemented. Figure 1 illustrates the range of documents which make up the LDF, including the Lewisham AAP.

The Local Development Scheme is essentially the work programme for the production of the various documents that make up the LDF. It sets out the name of each document, its purpose and the timetable for its production including the dates of various key milestones.

The Spatial (Core) Strategy is one of four Development Plan Documents (DPD) the Council is preparing. It is the most strategic of

the DPDs and sets out the spatial vision and policies for the borough as a whole and its localities. However, it does not identify specific sites. All the other DPDs must be consistent with the strategy and policies set out in the Spatial (Core) Strategy.

The Development Policies and Site Allocations DPD is the document that will set out the main policies that will be used to consider planning applications for development or change of use. This document will contain the more detailed criteria based policies relating to issues such as housing, shops, the design of buildings and car parking. The site allocations part of the document will determine the future land-use of specific sites.

The two Area Action Plan DPDs (Lewisham and Catford Town Centres) will provide the planning framework for the two town centres as they are likely to be subject to significant change in the next few years. The purpose of an area action plan is:

- To deliver planned growth
- Stimulate regeneration
- Protect Conservation Areas and
- Focus the delivery of area based regeneration initiatives.

Each of the DPDs has a different but complementary role and together they will provide the comprehensive planning policy framework for Lewisham.

The new legislation aims to make the planning system more responsive to changing circumstances. It will provide more opportunity for community involvement throughout the process and should ensure the process is speedier and more flexible.

With sustainable development at the heart of the new system, the Council will subject each development plan document and supplementary planning document to a rigorous sustainability appraisal. This aims to ensure that sustainability considerations are

incorporated within all plans.

More information on the LDF process is available in the Guide to the New Planning System brochure which can be obtained from the Council's Planning Service and can be viewed and downloaded from the Council's website.

#### Lewisham Town Centre Area Action Plan

The Lewisham Town Centre Area Action Plan (AAP) will follow National Planning Policy guidance and be in general conformity with the London Plan. With respect to the other DPDs, the AAP will be consistent with the Spatial (Core) Strategy, and have regard to Development Policies and Site Allocations.

The Lewisham AAP will, in combination with the other LDF documents, replace the UDP and adopted Supplementary Planning Guidance documents (SPGs) including the Lewisham Gateway Planning Brief. The AAP will replace those policies within the existing UDP that specifically relate to Lewisham Town Centre.

#### Why is the Council preparing an Area Action Plan for Lewisham Town Centre?

The first two AAPs to be prepared cover Lewisham and Catford town centres. It is appropriate that AAPs are prepared for both these town centres as they are areas where rapid change is anticipated. Both areas have been defined within the UDP and the London Plan as "Major Centres". The AAPs will set out a comprehensive range of policies and proposals for development in these town centres. It will include major redevelopment opportunities, conservation and detailed development control policies, as well as changes relating to traffic and transport infrastructure.

The AAPs will aim to stimulate development interest and encourage regeneration projects whilst protecting those areas sensitive to change. They will have a strong implementation focus and will provide the framework for implementing regeneration initiatives.

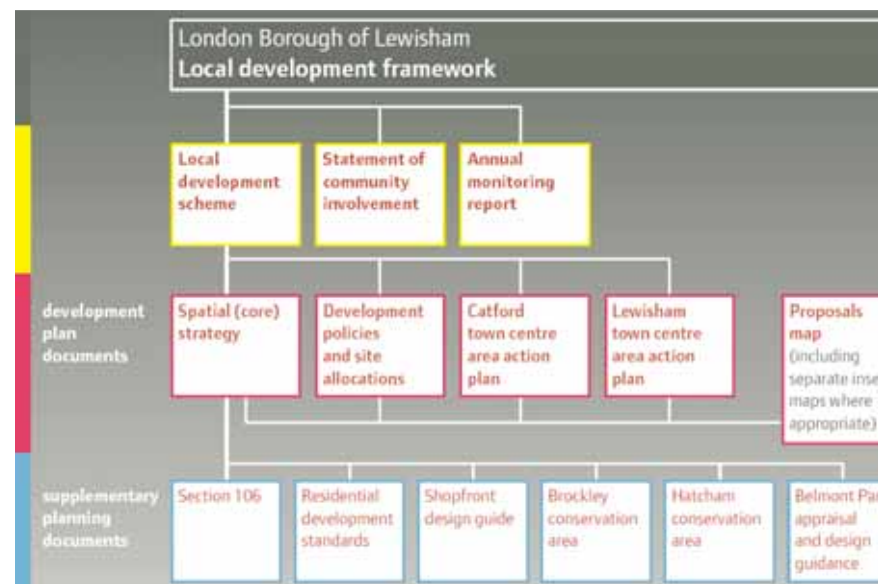
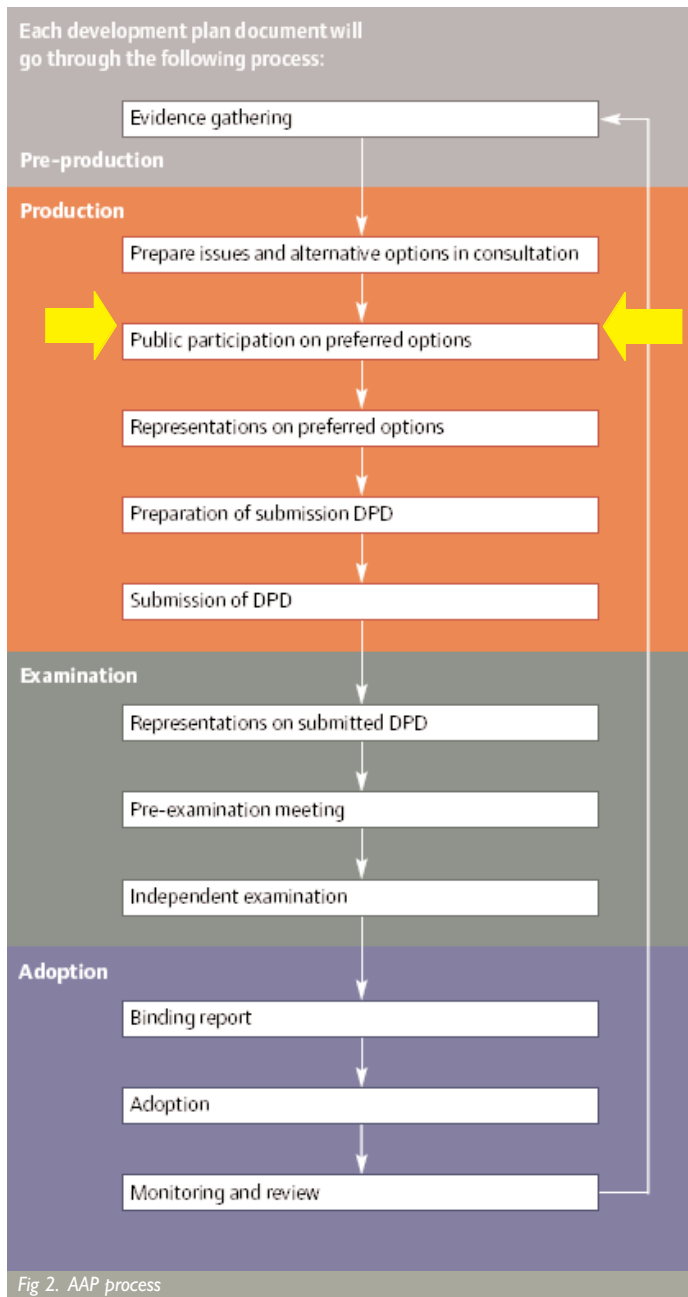


Fig 1. Lewisham Local Development Framework.





### What is the process for producing the Area Action Plan?

Government guidance sets out a clear process for producing a development plan document. The AAP must be prepared in accordance with the Local Development Scheme and in compliance with the Statement of Community Involvement. The Local Development Scheme (February 2005) is a project plan which sets out details on how and when the Council will prepare and implement the new planning framework in Lewisham. The Statement of Community Involvement will outline the standards which the Council intends to achieve when involving the community in the plan making process.

The plan and its policies must have been subjected to a Sustainability Appraisal. In addition the AAP should be consistent with national planning policy and in general conformity with the London Plan. Proper regard should also be given to relevant plans, policies and strategies including the authority's Community Strategy.

The AAP should be coherent and consistent with the other development plan documents in the LDF (see figure 1 on the previous page). The AAP should represent the most appropriate options in all circumstances, having considered the relevant alternatives, and be founded on a robust and credible evidence base. As such, the AAP will go through the following process (see figure 2). The evidence gathering and issues and options stages of the AAP have been completed and are set out in the Lewisham AAP Scoping Report (May 2005) and Issues and Options Report (October 2005).

### How will we ensure that the AAP is sustainable?

Government guidance ensures that sustainability is integrated within the AAP process. This is achieved through the parallel process of Sustainability Appraisal. The purpose of Sustainability Appraisal (SA) is to examine the impact of policy and proposals and their assessment in terms of ensuring they result in or enable sustainable development.

The Council carried out a Sustainability Appraisal of the Lewisham Town Centre AAP at each stage of policy development. The findings of the Sustainability Appraisal informed policy development at each stage and indicated that the policies, when considered collectively, are environmentally sound and support sustainable development. The Sustainability Appraisal has considered social, economic and environmental impacts as well as cumulative impacts.

The Sustainability Appraisal identified some potential conflict between the AAP objectives and the sustainability objectives, however these are largely addressed by the draft plan policies of this Preferred Options report.

Each preferred option and draft policy within the emerging area action plan has been assessed in the Sustainability Appraisal. Where policies or proposals do not initially meet sustainable objectives and are likely to have an adverse affect, they are withdrawn, replaced, modified or mitigation measures introduced. Significant effects of the plan policies have been predicted in relation to:

- Noise pollution; and
- Waste minimisation.

The main Sustainability Appraisal report explains why these significant effects have been predicted and proposed the following mitigation measures.

#### Noise:

The impacts of increased noise can be limited (by controlling when noise and vibration occur; for how long and at what levels) but not

entirely eliminated. Unnecessary noise and vibration can be prevented by strict enforcement including the following proposals:

- Current noise levels should be surveyed to establish the current situation. Noise levels should be monitored adjacent to sensitive sites (e.g. dwellings and offices) during development works.
- Developers should be asked at the planning stage to draw up a plan for mitigating noise impacts on sensitive sites including, for example: routing construction traffic away from sensitive sites; agreeing neighbourly site working schedules; noise monitoring during works; careful choice of plant to minimise noise on site; choice of lower noise construction techniques (e.g. for piling); plans for liaising with local stakeholders and responding to complaints.
- The timing of different works, including works outside the plan area should be considered when assessing potential noise and disruption and planning mitigation.

**Waste minimisation:**

There would be short to medium-term impacts from construction activities that would have to be minimised through the implementation of Construction Site Management Plans.

Other negative effects of the plan policies have been predicted in relation to:

- Water use;
- Air Quality; and
- Employment

These negative effects will be reliant on mitigation measures such as water efficiency in development, promotion of sustainable transport and creation of additional open space, provided through other policies in the AAP and other Development Plan Documents, to ensure that the negative impacts are adequately minimised or mitigated.

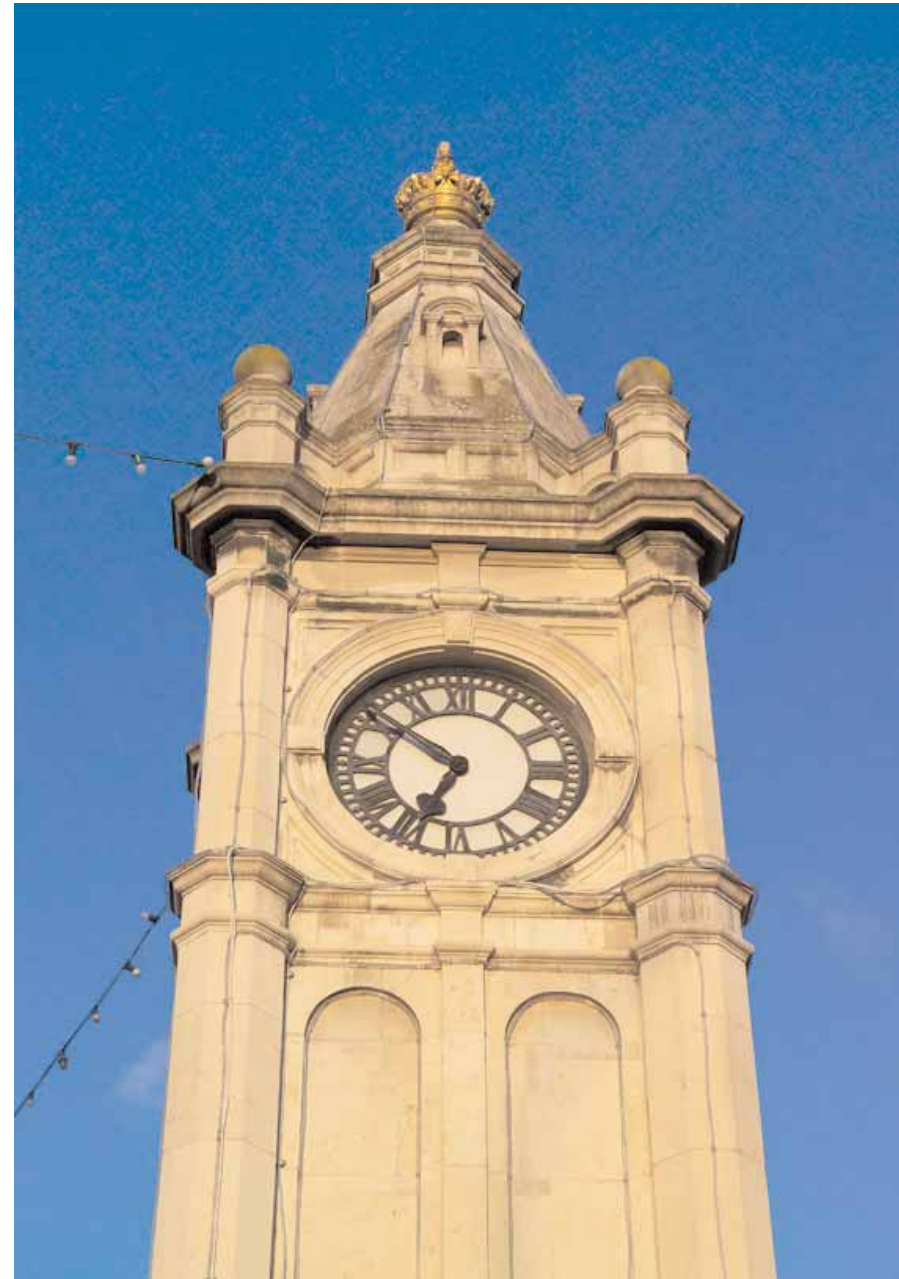
The Sustainability Appraisal provides a monitoring plan for Lewisham Town Centre to assess the effectiveness of the mitigation of negative effects and to ensure the significant positive effects are being delivered.

**Where are we now?**

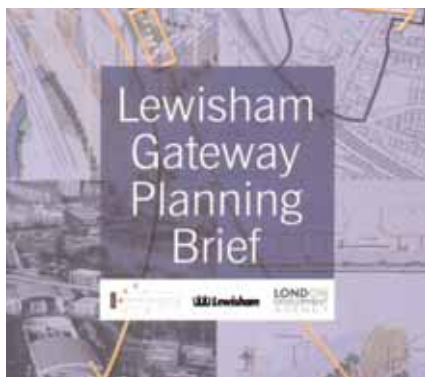
Following consultation on the Lewisham Town Centre Area Action Plan Issues and Options, in which community and stakeholders were able to make their views known, the AAP process has now moved into the preferred options phase which is highlighted in Fig 2 opposite.

This document sets out the preferred options for Lewisham Town Centre together with clear reasons for their selection and a summary of the alternatives that were also considered. This ensures that the implications of the preferred options outlined here are fully understood.

Following the publication of this report the local community and stakeholders will once again have the opportunity to make representations before the development plan document is submitted.



Lewisham clocktower



Lewisham Gateway Planning Brief.

### 1.4 Lewisham Gateway and Lewisham Town Centre Development Strategy

Lewisham town centre has significant potential; it is well connected to central London by rail and DLR and has developed as an important retail and service centre. The long established street market provides a strong draw for local people whilst the Lewisham Centre provides many High Street names including Marks and Spencers, Argos and Boots. A number of initiatives are already underway in Lewisham to foster development and investment seeking to deliver improvements in quality of life and the urban environment in the town centre.

#### Lewisham Gateway

The Urban Renaissance in Lewisham SRB Programme is focused on bringing forward the comprehensive redevelopment of the roundabout site between Lewisham Station and Lewisham High Street. Lewisham Gateway is set to bring new shops, leisure facilities, residents and employment opportunities to Lewisham.

The principal objectives of Lewisham Gateway are:

- i) Create an effective public transport interchange and new urban environment
- ii) Create opportunity for local people
- iii) Promote businesses success in Lewisham

The Council, along with the London Development Agency, Transport for London and London Bus Services, has appointed development partners Lewisham Gateway Development, a joint venture between Amec Developments Limited and Taylor Woodrow Developments Limited to bring forward the Gateway development. An application for planning permission for the redevelopment of the Lewisham Gateway site was submitted in April 2006.

A significant amount of public consultation was undertaken in association with the Lewisham Gateway scheme and it is not considered appropriate to open up that process, through the preparation for the AAP. However, the AAP needs to take account of the impact of the Gateway development and the wider town centre and should also provide a supportive planning policy framework to the Gateway site itself.

#### Lewisham town Centre Development Strategy

The Lewisham Town Centre Development Strategy, published in 2004, was prepared by a consultant team led by Urban Practitioners on behalf of the London Borough of Lewisham, the London Development Agency and the Greater London Authority. The Strategy sets a new vision for investment and change over the next ten to fifteen years. This document is not a formal planning document and does not have statutory weight. However, extensive consultation was undertaken during the course of the project which has been reviewed in the Sustainability Scoping Report.

The Development Strategy was prepared in the context of the Urban Renaissance in Lewisham SRB programme promoting the redevelopment of the Gateway site. The document forms a key background/ baseline report for the AAP.



River Ravensbourne



Charlottenburg Gardens.





Chapter two

# Vision, objectives and strategy

# 2. AAP vision and objectives

## 2.1 Area Action Plan vision

Lewisham Council and the Lewisham Strategic Partnership have adopted a vision for the Borough as set out in the Community Strategy. This vision statement is:

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

The Spatial (Core) Strategy sets out the spatial vision and policies for the borough as a whole and its localities. The intention is that the Spatial (Core) Strategy will adopt the same vision as the Community Strategy and will provide a spatial and land use implementation framework to achieve this through the following spatial vision for Lewisham in 2020:

- I. That Lewisham's social, economic and physical environment makes a positive contribution towards reducing green house gas emissions; mitigating and adapting to the effects of climate change.
- II. That Lewisham's built and natural environment is characterised by quality design and energy efficiency; and that the places and spaces created are accessible, safe, attractive, promote healthy lifestyles, and are the best in London.
- III. That Lewisham's residents live in a borough where community services, particularly health and education, are available locally and provided to the highest standard, so that they become the community's first choice; and are provided by a variety of partners working together.
- IV. That the needs of the whole community are met, to ensure equalities and social inclusion, particularly those suffering from

disadvantage or discrimination.

- V. That all Lewisham residents have access to decent, quality and affordable homes, provided at a range of tenures and sizes, including family homes; that contribute to a sustainable community.
- VI. That Lewisham's parks and open spaces are user friendly with facilities for everyone including children and older people.
- VII. That walking, cycling, and public transport in Lewisham will be so easy, efficient and enjoyable they become the community's preferred means of moving within the borough and beyond.
- VIII. That Lewisham's town and local centres will be dynamic, diverse and prosperous centres of activity, meeting the needs of all in the community.
- IX. That Lewisham's local economy will be growing and diversifying by attracting inward investment, including tourism, meeting the range of needs in the community; with small and medium enterprises and the creative sector flourishing as its key drivers, providing local employment and investment opportunities.

A vision for Lewisham town centre was developed during the preparation of the Town Centre Development Strategy, as follows:

**'Lewisham town centre will be a metropolitan destination of exceptional quality; a bustling urban centre and first class shopping and leisure destination. The town centre will benefit from**

**sustainable and diverse new residential communities, attractive waterfront environments and a network of vibrant public parks, streets and open spaces.'**

Whilst the Lewisham Town Centre Development Strategy lacks status as part of the LDF process, the vision and themes have been carried forward to inform the preparation of the AAP. These vision and themes are consistent with the spatial vision of the Core Strategy.



## 2.2 Area Action Plan Objectives

The following objectives have been derived utilising the results of the review of policy, programmes and objectives and have evolved to ensure consistency with the Core Strategy objectives. The objectives have been organised by theme to ensure that the AAP covers the full scope of issues and topics defined by statutory documents in the planning framework and contextual strategic documents.

**Objective 1 - Housing:** To make a significant contribution to the provision of high quality housing in the heart of Lewisham town centre, of a range of unit size, mix and tenure type; and, in line with the Core (Spatial) Strategy, to meet housing need, deliver an appropriate level of affordable housing, and implement sustainable patterns of housing development with highest densities focused at highly accessible public transport interchanges.

**Objective 2 - Retail and town centre status:** To support and improve the vitality and viability of Lewisham town centre, with a view to achieving Metropolitan status.

**Objective 3 - Urban Design:** To promote sustainable construction and a design-led approach to new development in Lewisham Town Centre, whilst protecting and enhancing existing historic assets.

**Objective 4 - Employment:** To support an appropriate supply of employment generating uses and sites within the town centre and to promote mixed use development.

**Objective 5 - Open space/recreation:** To maintain, protect and improve the supply of open space within the town centre, and to incorporate recreational and open space within

new developments.

**Objective 6 - Transport:** To encourage more sustainable patterns of transport development, reduce the need for private car travel and provide high levels of accessibility in Lewisham Town Centre.

**Objective 7 - Environment:** To protect and enhance nature conservation and biodiversity of the Town Centre and support the principle of environmentally sustainable development at the local scale.

**Objective 8 - Leisure and community:** To support Lewisham town centre in creating healthy communities through the adequate provision of educational, community and leisure facilities and services that are accessible to everyone.

**Objective 9 - Implementing and monitoring the AAP:** To develop an AAP which responds to local and strategic context.



Lewisham Market



## 2.3 Key Themes

The challenge is how this vision and objectives are implemented through a spatial and land use planning framework. This framework will be developed using the following themes which were put forward in the Issues and Options Report which emerged from and reflect the priorities of the Lewisham Development Strategy. These themes remain relevant and help articulate and channel the objectives of the AAP. These themes are as follows and are summarised in more detail over the following pages.

- i **Creating a first class environment**
- ii **Developing a prosperous economy**
- iii **Ensuring effective linkages and movement**
- iv **Fostering sustainable, well-served communities**



## i Creating a first class environment

A clear priority for the Lewisham Town Centre Area Action Plan is to deliver the highest quality environment throughout the town centre, in order to improve quality of life for local residents, customers and employees and encourage new inward investment. The AAP will set out a series of strong urban design principles, which have been developed to ensure that new development makes a positive contribution to the public realm and helps to repair areas of the town centre which suffer from severance and the impact of outdated development. Many key public spaces, as identified in fig 3, are framed by key development sites and the redevelopment of these sites presents the opportunity to improve the quality of these areas. Improvements to Lewisham's river environments is a priority as they present significant opportunities to enhance public amenity, ecological quality and to make an attractive contribution to new residential environments.

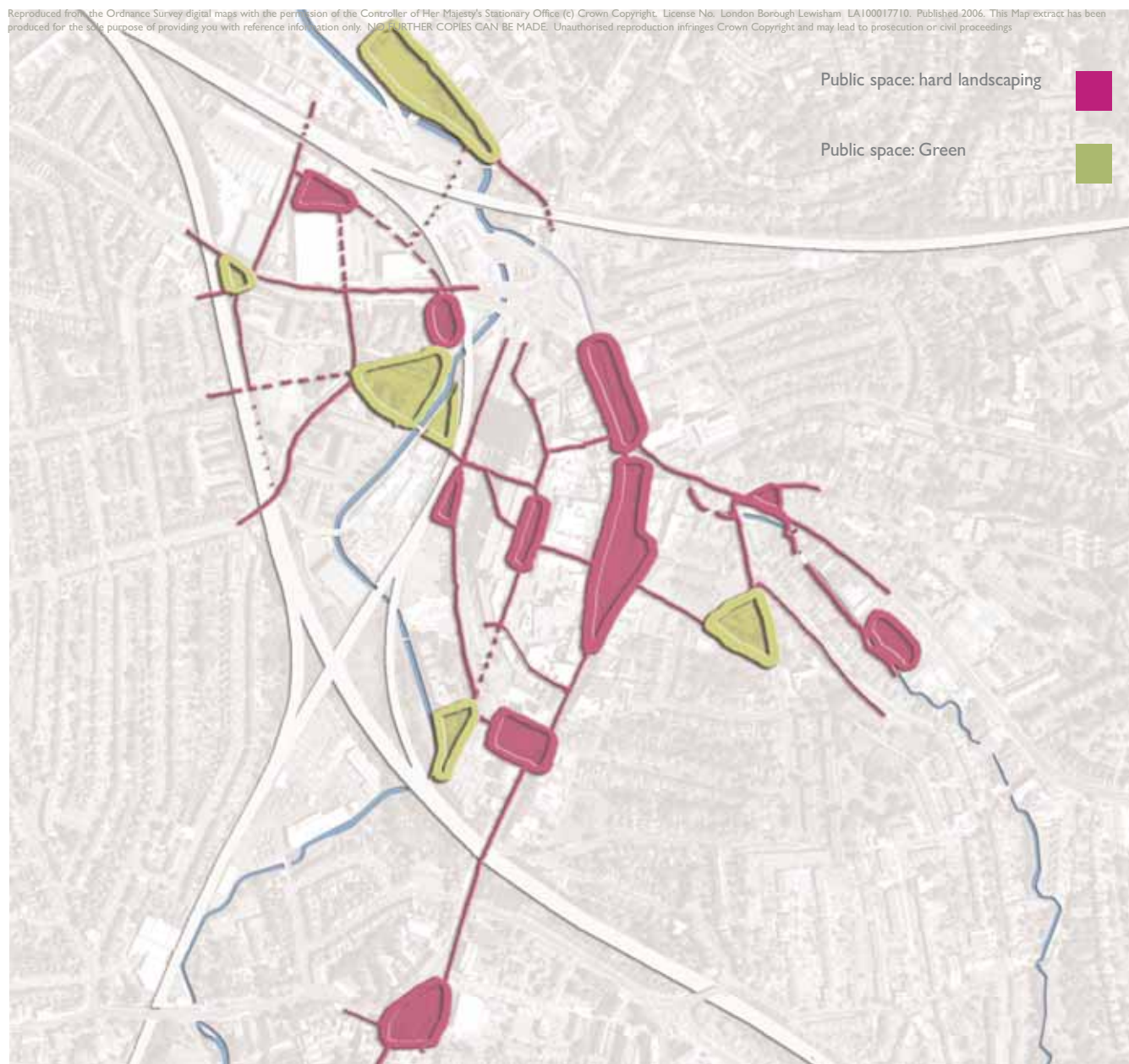


Fig 3: A coherent network of public spaces. Existing public spaces fall on the key routes through the town centre, the most significant of those being on the axis of Lewisham High Street. Associated with key development sites, these present significant opportunities for enhancement.

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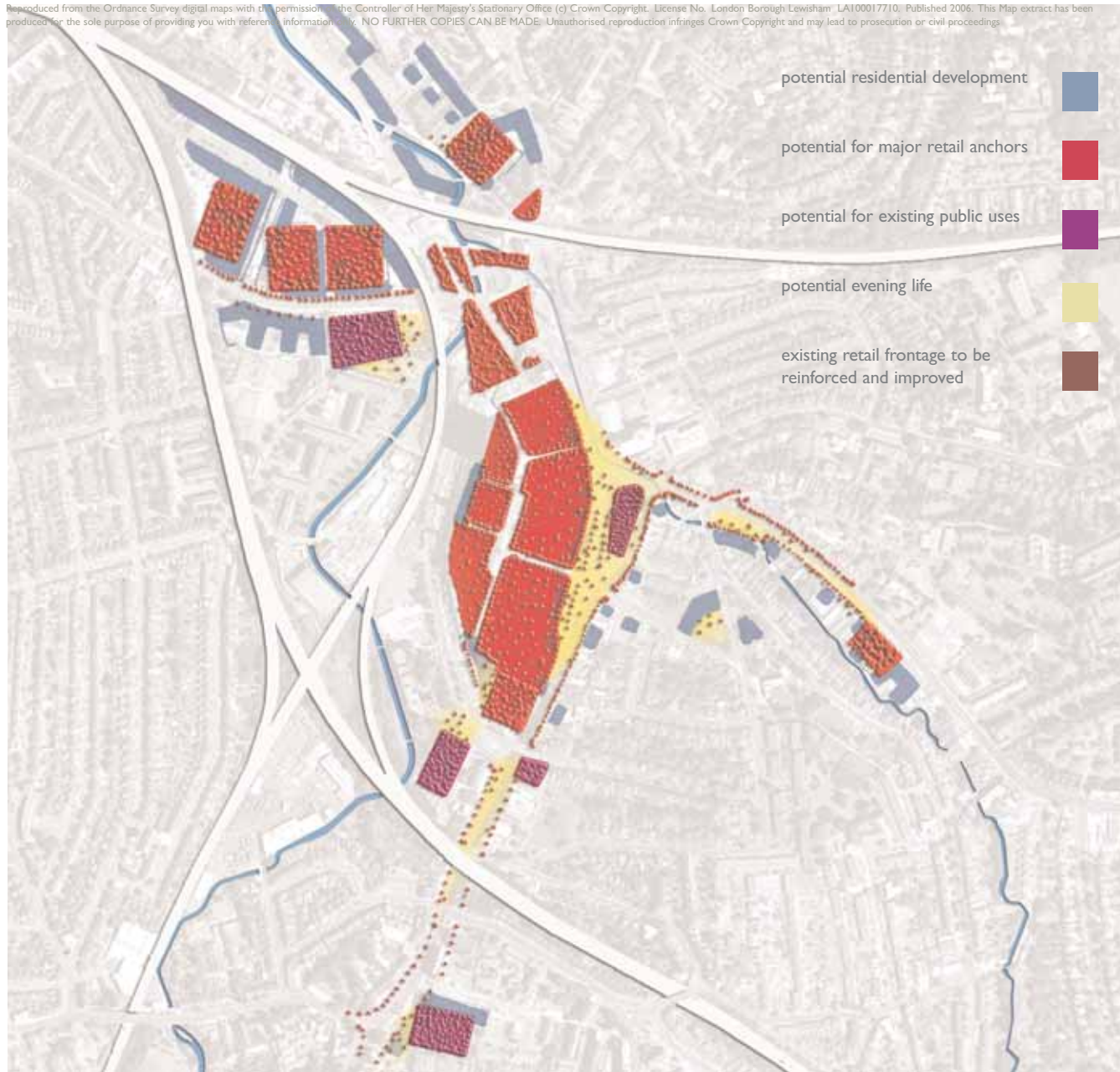


Fig 4: Vibrant town centre with a mixture of development potential

## ii Developing a prosperous economy

Proposals within the Lewisham Town Centre Area Action Plan have been developed to ensure that the town centre economy prospers and flourishes. The AAP will seek to prioritise investment in existing town centre businesses, including the market and independent retailers. In addition, the guidance on key sites reveals the opportunity for providing significant numbers of new homes in the heart of the town centre.

Proposals to improve the quality of the environment in Lewisham will make the centre a more attractive place to invest and proposals to accommodate increased retail floorspace will assist the centre in realising the aspiration to achieve 'Metropolitan Centre' status. Finally, there is an opportunity to develop a diverse, vibrant, high quality and well-managed evening economy in Lewisham town centre through the development of specific character areas in the centre.

Key to achieving these aims will be planning for an appropriate mix of uses at sufficiently high densities to create a critical mass of positive activity which is carefully planned to avoid conflict between uses.



### iii Ensuring effective linkages and movement

Lewisham town centre is already extremely well connected by public transport. However, the centre suffers from considerable severance arising from major infrastructure such as roads and railway lines and a predominance of building backs in some parts of the centre. The Lewisham Town Centre Area Action Plan will seek to provide a framework which will promote sustainable modes of transport and improve pedestrian linkage between the town centre and the residential communities to the east and west.

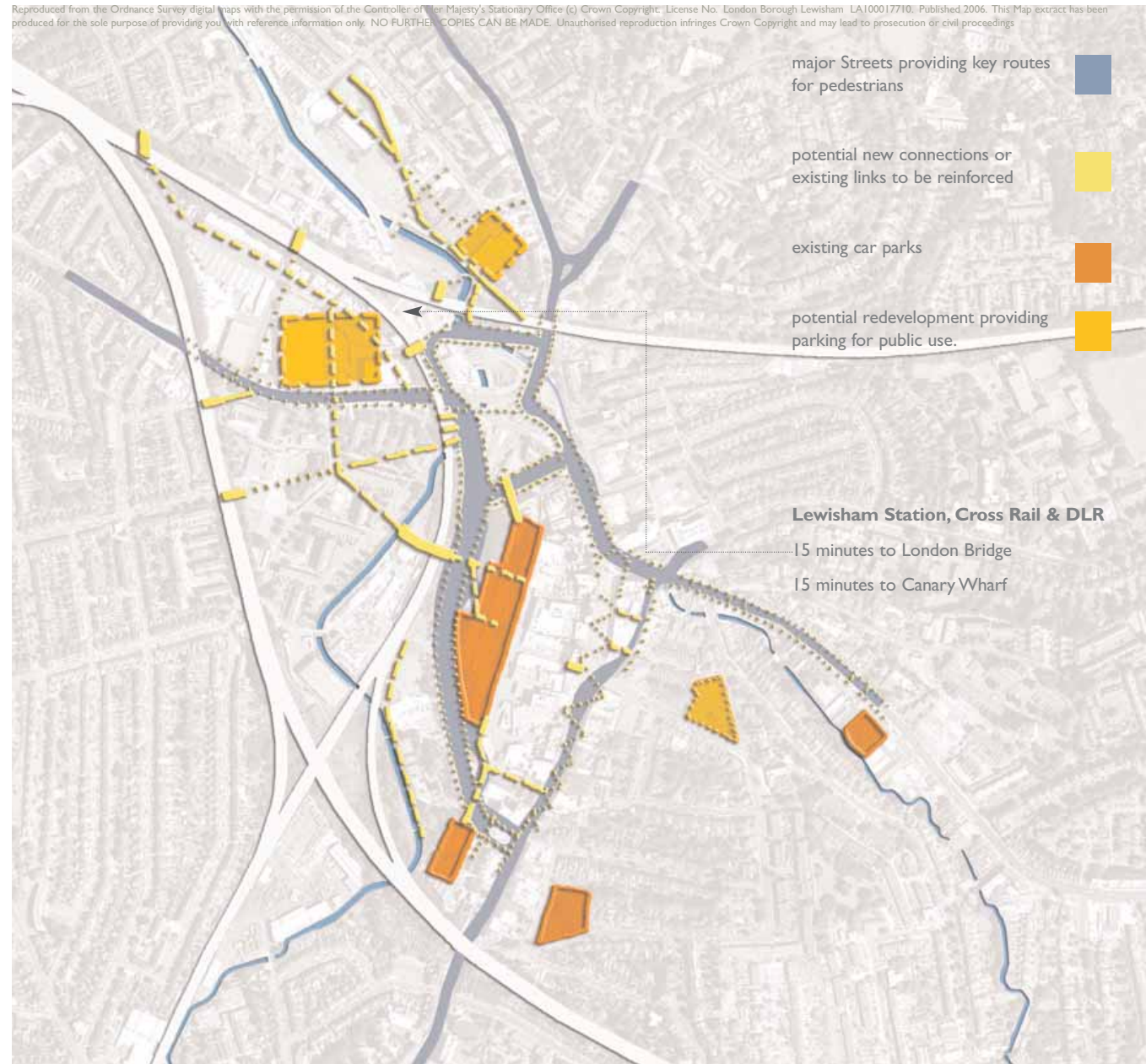


Fig 5. A movement network connecting the centre to its hinterland and key sites to each other in a way that makes best use of Lewisham's good public transport accessibility.



#### iv Fostering sustainable well-served communities

Lewisham town centre already benefits from significant numbers of residents living in, and in close proximity to the town centre. The Lewisham Town Centre Area Action Plan will set out a clear framework for enhancing amenity and improving quality of life for existing residential communities, creating attractive environments, improving safety and perceptions of safety, and providing new community facilities. Redevelopment of identified sites will create significant numbers of new homes in the town centre creating new balanced and sustainable communities to increase the vibrancy of the town centre. It is expected that the new development in the town centre will be designed to deliver the highest levels of social, environmental and economic sustainability and sustainable buildings technologies will be encouraged. The AAP will seek to improve Lewisham's sense of place and identity, through the provision of a network of high quality streets and public spaces, and high quality new development, which will help to foster civic pride and improve community cohesion.

Lewisham town centre



## 2.4 Incorporating sustainability

It is vital that the process of identifying preferred options is undertaken in an integrated manner taking account of the sustainability appraisal (SA) process. The Sustainability Scoping Report which sets out a series of social and environmental issues.

These have been generated using a systematic approach based on government guidance on undertaking Sustainability Appraisals (SA). The components of this methodology are briefly set out below:

### Relevant Plans, Programmes and Objectives (Task A1):

A thorough review of all plans, programmes and related sustainability objectives that are relevant to the Lewisham AAP.

### Baseline information (Task A2):

Review of baseline information set out in plans, strategies and reports.

### Emerging issues from consultation:

Review of issues emerging from consultation undertaken as part of the Lewisham Town Centre Development Strategy. Consultation was undertaken with key stakeholders through the following means: steering group meetings; Town Centre Walking Audit Event; two Town Centre Information Days; and stakeholder meetings with Councillors, landowners, street traders, the SRB board, the voluntary sector, and other key local representatives.

### Synthesis of key sustainability issues of the SA (Task A3):

Using the output of the three techniques described above, key sustainability issues were identified. This exercise formed the basis of the proposed Sustainability Appraisal Framework which has been used as a means for interrogating the integrity of the options identified in this report.

### UDP and SPG cross-referencing:

It is useful to review the existing UDP and Lewisham Gateway SPG, to ensure that the AAP covers the same range of policy themes and topics, notwithstanding the fact that they will be resolved by the resultant AAP for Lewisham. This exercise was also undertaken within the Scoping Report. AAP issues have been developed using the outputs of the five constituent elements of the scoping report above. This has ensured a thorough approach, situating sustainability considerations at the heart of the AAP process.

Sustainability objectives have been established through the Sustainability Scoping Report and the preferred options have taken account of the informal appraisal of the various issues and options (Section 6 of the Issues and Options Report). A full appraisal for the Preferred Options is reported on separately and should be read in conjunction with this Preferred Options report.

## 2.5 Preferred Options for the Area Action Plan

Chapter 3 and 4 of the Area Action Plan present the preferred options for Lewisham Town Centre, including thematic policies for the entire town centre, identification of areas that provide opportunity for future development and allocation of potential development sites. The plan overleaf provides an overview of the proposals outlined in this Preferred Options document. More detailed plans for the opportunity areas and development sites can be found in Chapter 4.



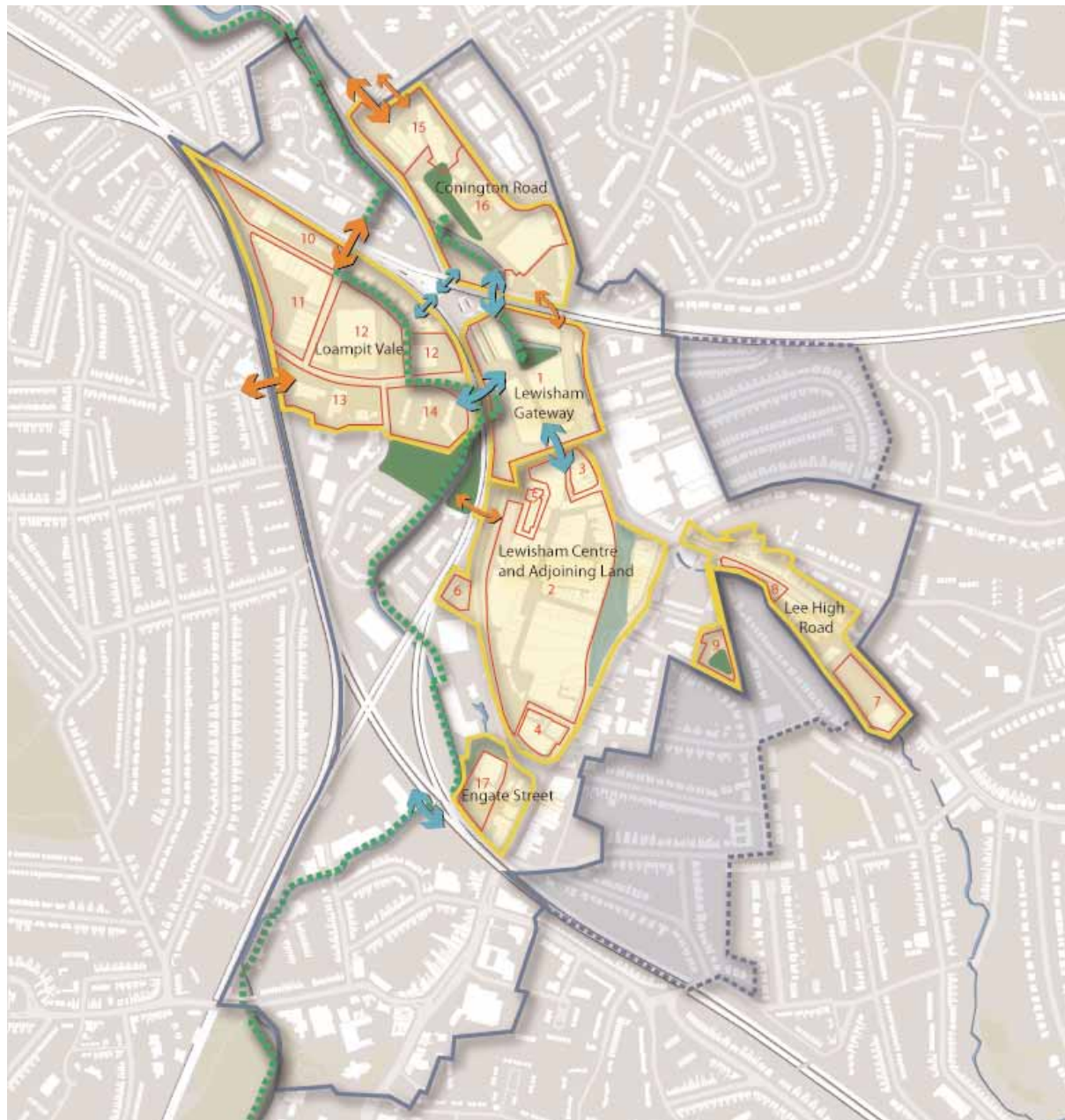
Route along Waterlink Way.



Cycle parking in Lewisham High Street.



Lewisham Model Market.



- Proposed Town Centre boundary
- Existing Town Centre boundary
- Improved public space
- New public space
- Improved links
- New links
- Waterlink Way
- Opportunity Areas
- Development sites

- 1 Lewisham Gateway
- 2 Lewisham Centre
- 3 Land north of Lewisham Centre
- 4 Land south of Lewisham Centre
- 5 Citibank Tower
- 6 Molesworth Street surface car park
- 7 Lee High Road western end
- 8 Lee High Road eastern end
- 9 Clarendon Green
- 10 Railway strip
- 11 Land west of Jerrard Street
- 12 Land east of Jerrard Street
- 13 East side of Elmira Street
- 14 West side of Elmira Street
- 15 Northern link
- 16 Tesco block and car park
- 17 Engate Street

Figure 6: Lewisham Area Action Plan Proposals





## Chapter 3

# Draft policies





# 3.1 Housing

## Overview

Residential demand is strong in Lewisham, both in terms of the rental and sales market. There is pressure for additional housing, which in turn is likely to create new demand for amenities related to residential development. The Area Action Plan aims to maximise the provision of high quality housing within Lewisham town centre. Such housing will be of a range of sizes and tenures in order to meet housing need and to promote sustainable patterns of development.

Traditionally residential properties have been located towards the periphery of the study area, largely consisting of late Victorian terrace houses, however there are a number of modern, high density developments towards the centre of Lewisham, for example River Mill Park. Additionally, a number of residential properties can be found above shops, for example on Lee High Road.



*The redeveloped Sundermead Estate*

## ISSUE LTC1:

The Borough has a target of 9,750 additional dwellings to be built by 2016. How can housing need best be met in the town centre?

## OPTIONS

### LTCIA

Have policies seeking to increase the density of residential uses (see issue LTC3)

### LTCIB

Have policies encouraging the redevelopment or conversion of existing sites with residential uses as part of a mix (e.g. employment/ retail ground floor with residential above).

### LTCIC

Promote new development in the town centre including residential uses as part of a mix of uses. This could be achieved by the allocation of specific additional sites in the town centre to include some residential development of varying size and tenure.

## CONSULTATION ON ISSUES AND OPTIONS

Consultees expressed support for all options.

## PREFERRED OPTION

The preferred option is an approach that combines elements of all three options to have policies which encourage high density residential uses [LTCIA], encourage the redevelopment or conversion of existing sites with residential uses as part of a mix [LTCIB] and also encourages new mixed use (to include residential units of varying size and tenure) development in the town centre, perhaps by the allocation of specific additional sites. [LTCIC].

## DRAFT POLICIES

### LTC HSG1 - MEETING HOUSING NEED

New development should, where possible, include residential uses at an appropriate density (see LTC HSG 6) to ensure land is being put to best use and assist in meeting the borough's housing target of 9,750 additional dwellings by 2016.

It is estimated that mixed use development of key sites as identified in the Opportunity Area policies and on the Proposals Map will allow provision for approximately 4,100 additional homes. Table 1 outlines the estimated number of additional homes for each Opportunity Area.

### LTC HSG2 – MIXED USE DEVELOPMENT

The Council will expect new development in the town centre to provide a mix of uses, including independent residential accommodation with separate access. Exceptions may be considered where it can be demonstrated that the site is not suitable to accommodate a mix of uses.

Guidance for appropriate mix of uses for key development sites is provided in the Opportunity Area policies.

### LTC HSG3 – CONVERSION OF EXISTING BUILDINGS

The Council will encourage the conversion of existing buildings such as vacant offices or premises above shops for residential purposes provided that:

- (a) a satisfactory living environment can be provided;
- (b) there is no conflict with existing land uses; and
- (c) the proposal complies with policy LTC EMP2.

Table 3.1 - Estimated additional dwellings

Opportunity Area	Estimated additional dwellings
Lewisham Gateway	800
Lewisham centre and adjacent land	600
Lee High Road	110
Loampit Vale	1,450
Conington Road	1,100
Engate Street	40
<b>TOTAL</b>	<b>4,100</b>



## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

The consultation response to all three options was positive with no single option favoured. This has been reflected in the preferred option.

### Consistency with National and Regional Planning Guidance

#### PPS1: Delivering Sustainable Development

PPS1 states that planning authorities should ensure the provision of sufficient, good quality new homes including an appropriate, mix of housing and adequate levels of affordable housing in suitable locations, whether through new development or the conversion of existing buildings. The aim should be to ensure that everyone has the opportunity of a decent home, in locations that reduce the need to travel (para 23). The preferred option reflects this.

#### PPS3: Housing

PPS 3 states that housing should be provided in suitable locations which offer a range of community facilities and good access to jobs, key services and infrastructure (Para 36). Para 38 states that Local Development Documents should set out criteria to be used for identifying broad locations and specific sites for location of new housing including consideration of options for accommodating new housing growth. One example of an option provided in paragraph 38 is re-use of vacant or derelict sites or industrial and commercial sites for providing housing as part of a mixed-use town centre development.

#### PPS6: Planning for Town Centres

The government advises that housing should be an important element in most mixed-use, multi-storey developments (para 1.9) which is reflected by the preferred option.

#### The London Plan

New housing is a priority for Lewisham town centre considering the level of housing growth projected in the London Plan. Given the level of public transport accessibility and the wide range of retail and community services and facilities provided in Lewisham, the town centre is considered to be the Borough's most sustainable location for new development. The preferred option complies with Policy 3A.2: Borough Housing Targets and policy 3A.5.

### Consistency with Other Council Policy Documents

#### Community Strategy

The preferred option for LTC1 meets the following objectives:

Objective 1: Making Lewisham a safer place and reduce the fear of crime.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and the environment.

Objective 2: Sustain and improve the health and wellbeing of local people.

#### Other planning reasons

Commercial vitality and viability of the centre is of prime importance. Incorporation of other uses can play a positive role in contributing to this vitality and viability but some uses, particularly evening economy uses, do not always sit comfortably against residential development. However, within the town

centre and the Sustainable Living Area, the Council will take a flexible approach to the application of relevant planning standards.

There are significant development opportunities in the centre which this AAP seeks to promote for redevelopment to improve the viability and environmental quality of the town centre. Housing has a major role to play in this regard.

### What alternatives were considered and why they were rejected

N/a – elements of all three options were incorporated within the preferred option.



Gilmore Road



Silk Mills Path

## ISSUE LTC2:

The Council will seek to deliver and exceed an additional 9,750 homes to be built by 2016, of which 3,160 will be affordable housing. Should there be a specific town centre affordable housing policy?

## OPTIONS

### LTC2A

No specific affordable housing policy is required for Lewisham town centre, and a Borough wide affordable housing policy should be adhered to.

### LTC2B

A policy which takes a more flexible approach to the provision of affordable housing in Lewisham town centre in terms of size, tenure, location and quantity of provision. This may result in the delivery of fewer affordable homes than option LTC2A.

### LTC2C

A policy approach which seeks to deliver a higher proportion of affordable housing in Lewisham town centre. This may result in the delivery of more affordable homes than option LTC2A.

## CONSULTATION ON ISSUES AND OPTIONS

LTC2A was the favoured option.

## PREFERRED OPTION

The preferred option for this issue is closest to LTC2A, to provide no specific affordable housing policy for Lewisham town centre, with adherence to the Borough wide affordable housing policy by default. In addition to affordable housing, the preferred option encourages provision of a policy on dwelling mix.

## DRAFT POLICIES

### LTC HSG4 – AFFORDABLE HOUSING

Where a development site is capable of accommodating 10 or more dwellings or is 0.3 hectares or more, the Council will seek to secure 35% of new residential build as affordable housing. The required affordable housing tenure mix will be 70% social rented and 30% intermediate provision delivered across private sites.

Developers would be required to demonstrate a mechanism for retaining affordable housing in perpetuity.

### LTC HSG5 – DWELLING MIX

The Council will expect new housing development on proposals for 10 units or more to provide a full mix of dwelling type and sizes, including family units. A family unit is considered to consist of 3 or more bedrooms and include a directly accessible, private amenity space of appropriate size. The degree of the housing mix for any given site will depend on local circumstances and site characteristics. The Council will encourage innovative and imaginative solutions to dwelling mix and provision of outdoor amenity space.

## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

Consultees favoured option LTC2A over options B and C. The GLA responded that the Mayor would most likely support options A or C. The GLA confirmed that an undifferentiated approach may be appropriate which is consistent with the preferred option.

### Consistency with National and Regional Planning Guidance

PPS1: Delivering Sustainable Development

The preferred option complies with the objective to consider the needs of all of the community, including particular requirements relating to income as set out in para 16.

PPS3: Housing

The preferred option meets the government objective to achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community (Para 9). PPS 3 Para 29 states that Local Development Documents should set an overall target for the amount of affordable housing to be provided. Para 29 also states that the Local Authority should set separate targets for social-rented and intermediate affordable housing

The London Plan

The Borough-wide affordable housing policy, which is the preferred option, will reflect policy 3A.8: Negotiating affordable housing in individual private residential and mixed use schemes: Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. The need to encourage rather than restrain residential development and the individual circumstances of the sites should be considered.



### **Consistency with Other Council Policy Documents**

#### **The Community Strategy**

The preferred option is in line with the following objectives set out in the Community Strategy:

Objective 6: Secure the sustainable regeneration of Lewisham, its housing, transport and environment.

Objective 7 Reduce welfare dependency, promote independence and increase the life chances of vulnerable members of the community.

Objective 10: Improve the effectiveness, efficiency and sustainability of local public services; optimise investment in infrastructure; and improve the management of assets.

#### **Other planning reasons**

The prospect of other regenerative benefits may be relevant to the levels of affordable housing provided in Lewisham town centre; however the issue should be dealt with on a case-by-case basis. Rather than define a unique approach to affordable housing in the town centre, the preferred option emphasises the importance of achieving a significant quantum of affordable dwellings give the overall proportion of residential growth which is targeted for the town centre.

In terms of mixed housing, there is a need for mixed and balanced communities in achieving sustainable development.

#### **What alternatives were considered and why they were rejected**

Options LTC2B and LTC2C were not selected as part of the preferred option. Option LTC2B would likely result in the provision of fewer affordable homes in the town centre, which is not considered to be a sustainable approach towards dwelling mix. Although option LTC2C would provide a higher level of quality

affordable homes in the town centre, it is considered that it is important to find a balance between achieving affordable housing objectives and other urban regeneration objectives, which the borough wide objective does.



*Sundermead Estate undergoing redevelopment*

## ISSUE LTC3:

**How best can the AAP process promote higher residential densities in areas of high public transport accessibility?**

## OPTIONS

### LTC3A

Retain existing Sustainable Living Area (SLA) approach (as defined in the existing UDP).

### LTC3B

Promote car-free housing.

### LTC3C

Consider the removal of rights to street parking permits for occupiers of new residential developments.

## CONSULTATION ON ISSUES AND OPTIONS

Respondents support the idea of an integrated approach to transport and housing in areas of high public transport accessibility to promote higher residential densities.

## PREFERRED OPTION

The preferred option is a combination of all three options; to bring forward an approach that seeks higher densities in a sustainable location (similar to the SLA approach of the current UDP) and also to support car-free housing where appropriate and to consider the removal of rights to on-street parking permits for occupiers of new residential developments.

## DRAFT POLICY

### LTC HSG6 – HOUSING DENSITY

The Council will expect housing densities of new development to be appropriate to the local setting in terms of existing building form, massing and character. For guidance, the Council will consider Lewisham Town Centre a ‘Central’ setting when referring to the London Plan Density Matrix (Table 4B.1, London Plan, 2004).

### LTC HSG7 – A RESTRICTIVE APPROACH TO RESIDENTIAL PARKING

Within Lewisham Town Centre, the Council will promote car-free housing. As a starting point in negotiation with developers, the Council will seek not to issue new on-street parking permits for inhabitants of new residential development. Exceptions may be made for people with disabilities and mobility problems.

## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

Majority support was expressed for the promotion of car-free housing (option LTC3B). Policies to promote higher residential densities in areas of high public transport accessibility are supported by the Mayor which is consistent with the preferred option.

### Consistency with National and Regional Planning Guidance

PPS1: Delivering Sustainable Development

The Government require local planning authorities to promote the more efficient use of land through higher density, mixed use development (para 27). This objective is

reflected within the preferred option as is reducing the need to travel though actively managing patterns of urban growth to make the fullest use of the public transport (para 27).

PPS3: Housing

The preferred option is in accordance with PPS3 as it has regard for housing demand, availability of suitable land, the desire for efficient use of land and the high levels of accessibility – particularly to public transport (Para 46). Para 51 states that Local Planning Authorities should develop residential parking policies for their area taking into account expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.

PPG13: Transport

Objective 3 of PPG13 states that housing should be accommodated principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling. Para 16 states that local planning authorities should “examine critically the standards they apply to new development, particularly with regard to car parking to avoid the profligate use of land” and para 51 states that restrictive levels of parking provided in association with development will promote sustainable transport choices. This approach is reflected within the preferred options.

The London Plan

Promoting higher residential densities in areas of high public transport accessibility complies with the recommendation of “intensification of housing provision through development at higher densities particularly where there is good access to public transport” in policy 3A.2 and the integration of transport and development put forward in policy 3C.1. The

preferred option is also in accordance with policy 3C.22 Parking Strategy which states that on-site car parking at new development should be the minimum necessary.

### Consistency with Other Council Policy Documents

Community Strategy

Locating high density housing in areas with good public transport accessibility encourages the use of more sustainable transport modes and a reduction in car use meets objective 2: Sustain and improve the health and well-being of local people.

Local Transport Implementation Plan

Priority areas for the Local Implementation Plan include the reduction of congestion and encouraging both walking and cycling through the use of travel demand measures. The preferred option is in line with these priorities.

### What alternatives were considered and why they were rejected

N/a – elements of all three options were selected as a preferred option.



## ISSUE LTC4:

**How should the AAP make provision for the traveller community?**

### OPTIONS

#### LTC4A

Identify and allocate a traveller site within Lewisham town centre.

#### LTC4B

Identify and allocate a traveller site outside Lewisham town centre.

#### LTC4C

Include a criteria based policy in order to provide a framework to assess the suitability of new proposals.

### CONSULTATION ON ISSUES AND OPTIONS

The majority of consultees felt that the town centre was not an appropriate alternative location for a traveller site.

### PREFERRED OPTION

The preferred option is option LTC4C which states that criteria based policy should be included within the AAP in order to provide a framework to assess the suitability of new proposals.

## DRAFT POLICY

### LTC HSG8 – TRAVELLERS' SITES

There are no identified travellers' sites within the Lewisham Town Centre. However, if proposed within the town centre, gypsy and travellers' sites will be assessed against the following criteria:

- (a) it is accessible to local shops, services and community facilities in particular schools and health services;
- (b) it has safe and convenient access to the road network;
- (c) it has provision for parking, turning, service and emergency vehicles and servicing of vehicles;
- (d) the activities do not have an adverse impact on the safety and amenity of occupants and their children and neighbouring residents particularly in terms of noise and overlooking, and other disturbance from the movement of vehicles to and from the site;
- (e) it has a supply of essential services such as water, sewerage and drainage and waste disposal; and
- (f) it is designed and landscaped to a high standard.

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

The majority of consultees felt that the town centre was not an appropriate alternative location for a traveller site, however the GLA advocates the adoption of criteria for assessing the suitability of new sites and consider that if sites are available which meet these criteria, they should then be designated accordingly. This is reflected within the preferred option.

## Consistency with National and Regional Planning Guidance

#### PPSI: Delivering Sustainable Development

Through the provision of a policy to assess future applications for the provision of traveller sites the preferred option respects the special needs of a particular sector of the community (para 27) which is an objective set out in PPSI.

#### ODPM Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites

The Government defines gypsies and travellers as "persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such." (Circular 01/06: ODPM). The preferred option meets the objectives to identify and make provision for the resultant land and accommodation requirements and to recognise, protect and facilitate the traditional travelling way of life of gypsies and travellers, whilst respecting the interests of the settled community as set out within the Government circular.

#### The London Plan

The preferred option accords with policy 3A.11 which states that planning policies should set out criteria for identifying the suitability of new traveller and gypsy sites.



Travellers' site, adjacent to railway station



Lewisham Gateway proposals

### Consistency with Other Council Policy Documents

#### Community Strategy

The preferred option meets the following objectives:

Objective 7: Reduce welfare dependency, promote independence and increase the life chances of vulnerable members of the community.

Objective 10: Design diversity into local institutions and design out discrimination, ensuring equity in service delivery.

#### Other planning reasons

The existing town centre traveller site, which is not considered suitable by either the Council or the traveller community, is located at Thurston Road which has been identified as a potential town centre development site.

Although it will be necessary for the Core Strategy to set out a Borough-wide policy relating to the use of land for travellers, the Borough's only existing serviced site is situated in Lewisham town centre, located in Thurston Road immediately adjacent to the railway station. The site is part of a £200 million regeneration plan which will improve access to transport interchange, improve the local environment and boost the local economy. The location of an alternative site on which to provide new and improved facilities is an issue faced by Lewisham.

#### What alternatives were considered and why they were rejected

Options LTC4A and LTC4B provide an overly rigid approach to the allocation of a traveller site within the Borough and have not been selected as part of the preferred option

### OTHER POLICIES

#### LTC HSG9 – RESIDENTIAL STANDARDS

Proposals for residential development should provide an acceptable standard of accommodation in accordance with Council's Supplementary Planning Document "Residential Development Standards", June 2006.



# 3.2 Shopping and town centre

## Overview

Lewisham town centre is the Borough's largest retail centre and primary shopping area, however over recent years the centre has suffered as a result of competition from nearby shopping and town centres such as Bromley and Bluewater. Currently the town centre is designated as a 'Major Centre' in the London Plan. The Council consider that the strategic role of Lewisham town centre can be improved and aspire for Lewisham to become a 'Metropolitan Centre.'

Many large retail multiples have located within Lewisham town centre however the retail centre currently lacks the presence of a department store.

The proposed Lewisham Gateway development is likely to bring significant change to Lewisham town centre. The development may lead to a shift in the centre of gravity for the town northwards towards the station and will result in a significant increase in the amount of retail floorspace in the town centre.



Lewisham Centre and the street market, the heart of the town centre



Lewisham Gateway site

## ISSUE LTC 5:

**How can Lewisham town centre best move towards Metropolitan Centre status?**

### OPTIONS

#### LTC5A

Rely on existing site allocations for new retail development in the town and determine applications for additional retail developments on their merits.

#### LTC5B

Allocate new sites for retail development with regard to the retail capacity study in order to plan for and accommodate identified retail capacity to help the town centre move toward the floorspace required to achieve Metropolitan Status (100,000sqm).

### CONSULTATION ON ISSUES AND OPTIONS

A majority of respondents favoured option LTC5B over option A.

### PREFERRED OPTION

Option LTC5B is the preferred option.

## DRAFT POLICIES

### LTC SH1 – LEWISHAM TOWN CENTRE

The Council will seek to increase the amount of retail floorspace, in particular comparison floorspace, to support Lewisham's move from a Major Centre to a Metropolitan Centre. Approximately 43,000m<sup>2</sup> of additional food and non food retail floorspace is anticipated to be provided within the short to long term mixed use development of the following site allocations:

- (a) Lewisham Gateway
- (b) Lewisham Centre and land south of Lewisham Centre
- (c) Lee High Road – western and eastern ends
- (d) Loampit Vale
- (e) Conington Road - Tesco block
- (f) Engate Street

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

A majority of respondents favoured option LTC5B over option A including the GLA who stated that in line with the draft East London Regional Development Framework, new sites should be investigated for their potential to meet any increase in demand, as proposed in Option B. The preferred option reflects these views.

#### Consistency with National and Regional Planning Guidance

PPS6: Planning for Town Centres

The preferred option is in line with the one of the key Government objectives for town centres which is to promote vitality and viability by planning for the growth and development of existing centres.

Opportunities within existing centres should be identified for sites suitable for development or redevelopment and local planning authorities should seek to ensure that the number of, and size of sites identified for development or redevelopment are sufficient to meet the scale and type of need identified (para 2.41).

The London Plan

Option LTC5B fulfils the requirement in policy 3D.2 Town Centre Development that where need for additional development is established, capacity to accommodate such development should be identified within the development plan and such development should be encouraged. Metropolitan status is also supported in the draft East London Regional Development Framework

#### Consistency with Other Council Policy Documents

Community Strategy

The allocation of new sites for retail floorspace has the potential to boost the local economy and may attract further business to the town centre meeting objective 4: Foster enterprise and sustainable business growth including creative industries.

#### Other planning reasons.

Additional retail floorspace will improve the retail offer in town centre and help Lewisham compete more successfully with nearby shopping centres such as Bluewater and Bromley. In order to ensure the town centre's vitality and viability, and in the context of the Government funded Lewisham Gateway initiative and the aspiration of the Council for Lewisham to achieve Metropolitan Centre status, option LTC5B is considered the preferred option. This is supported by the



findings of the Retail Capacity Study (July 2004) which identified significant potential capacity for new retail development in the town centre.

The retail capacity study identifies sites with retail capacity in the short (up to 2006), medium (up to 2011) and long (up to 2016) term. It recommends that sites with capacity capable of coming forward in the short or medium term should be identified and allocated in the development plan. Six sites are identified in Lewisham town centre, all considered likely to come forward in either the short or medium terms.

- i. Lewisham Gateway – This is an SRB supported development proposal which, it is anticipated, will include approximately 10,000 – 15,000sqm of retail development. When implemented, this will extend the primary shopping area north towards the station and will provide the opportunity for high order comparison retail to locate in a new high quality, mixed use environment. It is anticipated that the scheme will be completed in 2011.
- ii. Lewisham Centre – Opportunity to extend the centre north to present an active retail edge to the proposed new road between Lewisham High Street and Molesworth Street. This could form a major new northern entrance to the centre. The Retail Capacity Study specifies that the total new gross retail floorspace delivered through this northern extension would be approximately 6,000sqm.
- iii. Land south of Lewisham Centre – The Model Market site and former Beatties building represent a major opportunity to anchor the southern end of the centre. This will play an important role as the town's centre of gravity shifts northwards towards Lewisham Gateway. Given this existing uses in this location,

redevelopment of this area may not result in a large net increase in retail floorspace.

- iv. Lee High Road – There is a longstanding convenience consent on the former Hartwell Ford garage site amounting to circa 2,000sqm.
- v. Thurston Road – The Thurston Road industrial estate site is considered suitable for large scale bulky good retail development in conjunction with residential development. The site has consent for retail warehousing use but there is considered capacity for an additional 2,000sqm.
- vi. South side of Loampit Vale – There may, in the medium to long term, be scope for a modest amount of new retail use located in the ground floor of development on the south side of Loampit Vale. Some of this retail may be associated with the location of a new leisure centre on the eastern part of this site.

The retail capacity study considered Conington Road to be more suitable for residential development and at the time there was no indication that the Tesco site would be redeveloped. Since the writing of the retail capacity study, Tesco have come forward with proposals to redevelop the Tesco site and associated car parking areas for mixed use development involving an increase in retail floorspace.

**What alternatives were considered and why they were rejected**

Option 5A was the only alternative option but does not represent a sufficiently robust and proactive approach to raise Lewisham town centre's status.



Marischal Road



Lewisham High Street

## ISSUE LTC6: How can Lewisham town centre's vitality and viability be best supported?

### OPTIONS

#### LTC6A

Public realm enhancements

#### LTC6B

Encourage new development on the Lewisham Gateway site to raise profile of town centre as a whole

#### LTC6C

Support a greater mix of uses including cafés, bars and other evening economy uses to support vitality of retail offer

#### LTC6D

Make Lewisham a safer place

#### LTC6E

Support shopfront improvements and funding programmes

#### LTC6F

Allocate new sites for retail development

#### LTC6G

Encourage a greater mix of uses within the town centre including residential development (see LTC1)

#### LTC6H

Redevelop at key locations within the High Street to provide marker buildings with mix of uses.

### CONSULTATION ON ISSUES AND OPTIONS

The most popular options identified during the consultation process were options LTC6C and LTC6D.

### PREFERRED OPTION

It is considered that in order to promote the vitality and viability of Lewisham town centre, a combination of all options would prove most effective. The draft policies also recognise the importance of the market in supporting the vitality and viability of the market.

### DRAFT POLICY

#### LTC SH2 – VITALITY AND VIABILITY

Development should sustain and enhance the vitality and viability of the town centre. To ensure this, the Council will encourage the following:

- (a) Public realm enhancements (see LTC URB6);
- (b) Retail and mixed use allocations on key development sites (LTC URB4);
- (c) A greater mix of uses including cafés, bars and other evening economy uses to support vitality of retail offer (see LTC SH8);
- (d) Incorporation of design principles such as a mix of uses, active frontages and effective street lighting with a view to making the town centre a safer place (see LTC URB4, LTC URB5 and LTC URB6);
- (e) Shopfront improvements and funding programmes (see shopfront Supplementary Planning Document); and
- (f) A greater component of residential development within the town centre within the overall mix of uses (see LTC HSG1 and LTC HSG2).

### LTC SH3 – LEWISHAM MARKET

The Council will continue to promote Lewisham Market as an essential part of the retail centre and encourage ancillary facilities in order to maintain its viability. The Council will investigate, in consultation with market traders, retailers and other town centre stakeholders, ways in which the Market can be improved.

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

Consultees were supportive of all options; however the most popular options identified during the consultation process were LTC6C and LTC6D. The GLA support all proposed options to promote and enhance the vitality and viability of Lewisham town centre, which is consistent with the preferred option.

#### Consistency with National and Regional Planning Guidance

PPS 6: Planning for Town Centres

The preferred option fulfils the Government's key objective to promote the vitality and viability of town centres promoting and enhancing existing centres by focusing development in such centres and encouraging a wide range of services in a good environment accessible to all (para 1.3). The preferred option is also in line with wider Government objectives, put forward in para 1.5.

The London Plan

Supporting the vitality and viability of Lewisham town centre is in line with policy 3D.1 Supporting Town Centres which states that access to goods and services should be enhanced and the wider role of the town centre should be strengthened. Para 3.225 states that the vitality and viability of town centres will be enhanced by a wider range of uses.

### Consistency with Other Council Policy Documents

#### Community Strategy

The preferred option reflects the following objectives set out in the Community Strategy:

Objective 1: Make Lewisham a safer place and reduce the fear of crime.

Objective 4: Foster enterprise and sustainable business growth, including creative industries.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing transport and the environment.

#### Local Implementation Plan

One of the objectives identified within the Local Implementation Plan is to encourage walking by improving the street environment and conditions for pedestrians. The proposed policy to enhance the public realm is in line with this objective.

### What alternatives were considered and why they were rejected

N/a - elements of all options have been incorporated in the preferred option.



View of compactors to rear of market





Lewisham Gateway site

## ISSUE LTC7:

**If implemented Lewisham Gateway has the potential to bring wide ranging benefits to the town centre. How should the AAP address the issues associated with Lewisham Gateway?**

### OPTIONS

#### LTC7A

Allocate the Lewisham Gateway site for high density mixed use development.

#### LTC7B

Rely on existing development site allocations in the UDP to facilitate redevelopment of the roundabout site.

#### LTC7C

Identify and allocate sites in the southern part of the centre for redevelopment in order to seek to address the change in the centre of gravity that is likely to result from the Lewisham Gateway development.

#### LTC7D

Consider whether the southern part of the High Street and shopping centre could develop a new role to complement the prime retail. This role might be a focus for community activity, with the library representing an obvious stimulus for this type of activity. An alternative focus would be evening economy uses.

### CONSULTATION ON ISSUES AND OPTIONS

The majority of consultees stated a preference for option LTC7D.

## PREFERRED OPTION

It is considered that a combination of options LTC7A, C and D should be used to address the issues associated with Lewisham Gateway.

### DRAFT POLICY

#### LTC SH4 – IMPACT OF LEWISHAM GATEWAY ON SOUTHERN PART OF THE TOWN CENTRE

In order to address the change in the centre of gravity that is likely to result from the Lewisham Gateway development the Council will promote the creation of a secondary focus of activity at the southern end of the pedestrianised High Street, incorporating a mix of uses.

## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

Whilst a large majority of consultation respondents expressed a preference for option LTC7D; the consideration of a new role for the southern part of the High Street, Land Securities (owners of Lewisham Centre) expressed favour for option A whilst the GLA reiterated support for the aspirations of the Lewisham Gateway Planning Brief and stated a preference for LTC7A. It was felt that the preferred option should reflect both of these views.

### Consistency with National and Regional Planning Guidance

PPS6: Planning for Town Centres

The preferred option fulfils the Government's primary objective for town centres which is to promote vitality and viability by planning for the growth and development of existing centres. In addition, managing the issues associated with the Lewisham Gateway are in line with wider Government objectives, set out in para 1.5 and include, the creation of additional employment opportunities, an improved physical environment and the delivery of more sustainable patterns of development ensuring that locations are fully exploited through high density, mixed use development and the promotion of sustainable transport choices, including reduced need to travel, the provision of alternatives to car use, and the promotion of high quality design, providing a sense of place and a focus for the community and for civic activity.

The London Plan

Policy 3D.1 states that development plan policies should support a wider role for town centres as locations for leisure and cultural activities, as well as business and housing.

### **Consistency with Other Council Policy Documents**

#### Community Strategy

The preferred option meets the following Community Strategy objectives:

Objective 4: Foster enterprise and sustainable businesses growth including creative industries. The suggested new role for the Southern End of the High Street may include the potential for new business formation and increased employment opportunities.

Objective 3: Raise educational attainment, skill levels and employability through the suggestion that the new role for the southern end of the High Street be anchored by the library.

Objective 5: Develop cultural vitality – building on Lewisham's distinctive culture and diversity.

### **What alternatives were considered and why they were rejected**

Option 7B was not selected as it fails to provide a sufficient steer for neither the strategically important Lewisham Gateway site, nor the southern part of the town centre.

## ISSUE LTC8:

**What approach should the AAP take to the designations of core and non-core shopping frontages?**

### OPTIONS

#### LTC8A

Maintain current distinction between core and non-core frontages as currently on the proposals map.

#### LTC8B

Review existing allocation of core and non-core frontages

#### LTC8C

Introduce a geographical basis for designating retail zones with scope for integrating a more diverse mix of uses including evening economy.

#### LTC8D

Remove shopping frontage allocations and rely on town centre boundary.

### CONSULTATION ON ISSUES AND OPTIONS

Option LTC8C is supported by the majority of consultation respondents who wish for a geographical basis in designating retail zones which have scope to integrate a more diverse mix of uses to include evening economy. The GLA respond that the Mayor is likely to favour options C and D, advocating a holistic approach to the town centre.

### PREFERRED OPTION

The preferred option for the approach to the designation of core and non-core shopping frontages in Lewisham town centre is derived from options LTC8B and C.

## DRAFT POLICIES

### LTC SH5 – CORE SHOPPING AREAS

Within the Core Shopping Areas, as defined on the Proposals Map and indicated in Figure 13, the Council will strongly resist any change of use involving the loss at ground floor level of Class A1 shops. The following factors will be taken into account when considering exceptions:

- (a) Whether the proposal harms the retail character of the shopping frontage, with an over-concentration of non-retail uses (normally 3 consecutive non A1 uses and 70% maintained in A1 use);
- (b) Whether the proposal will generate a significant number of pedestrian visits; and
- (c) Whether the proposal uses vacant units (having regard both to their number within the centre as a whole and the Core Area and the length of time they have been vacant).

All proposals for non retail development within Core Areas, including where relevant changes of use, should:

- (d) Not harm the amenity of adjoining properties, including that created by noise and disturbance, smell, litter and incompatible opening hours (all of which may be controlled by appropriate conditions); and
- (e) Where appropriate, provide attractive display windows and entrances that are compatible with adjoining shop units.

### LTC SH6 – NON-CORE SHOPPING

## AREAS

Within the Non Core Shopping Areas, as defined on the Proposals Map, and indicated in Figure 13, proposals for development or change of use from an A1 shop will generally be acceptable provided:

- (a) It is to another A use class, community use or amusement centre where such a change does not result in an over-concentration of non A1 uses (normally 3 non A1 uses);
- (b) It does not harm the amenity of adjoining properties;
- (c) It does not harm the retail character (with reference to Policy LTC SH7), attractiveness, vitality and viability of the centre including unreasonably reducing the percentage of A1 units; and
- (d) It is considered appropriate in relation to the area's specific retail character.

### LTC SH7 – RETAIL CHARACTER AREAS

The town centre benefits areas of discrete retail character which, individually and collectively contribute positively to the vitality and viability of the centre. There are also areas where major retail led developments are anticipated and the retail character that they create will be an important consideration. Development proposals should take account of, not compromise and seek to compliment existing and anticipated retail character of specific parts of the town centre as follows:

#### 1. Lewisham Gateway

The retail character that should be aspired to in this area is a mixture of retail and leisure uses. Creation of an open space at the confluence of rivers provides opportunity for cafes, bars and similar uses.

#### 2. Lee High Road

The western end of Lee High Road is a mixed use traditional high street with retail (A1 & A3) at ground floor and flatted accommodation above. Retailing on Lee High Road has a strong independent character and frontages are relatively short. There are already high concentrations of take-away and other non-retail uses and care will need to be taken to ensure over concentrations are not established.

#### 3. Loampit Vale North

The retail character that should be aspired to at this 'edge of centre' location is for large retail units, with parking, to support primary shopping.

#### 4. Ladywell

Ladywell is a mixed area with a good range of secondary retailing providing everyday servicing needs of the local area. Most commercial premises have shopfronts of traditional character. Ladywell Road is more residential in character, with several community uses and a limited number of commercial uses.



## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

Option LTC8C is supported by the majority of consultation respondents, including the GLA, which is reflected in the preferred option alongside the less popular option of reviewing the existing allocation of core and non core frontage guidance put forward in option LTC8B.

### Consistency with National and Regional Planning Guidance

PPS6: Planning for town centres

Para 2.17 states that local planning authorities may distinguish between primary and secondary shopping areas where primary frontages contain a high proportion of retail uses and secondary frontages provide greater opportunities for flexibility and a diversity of uses. Local Development Documents should include policies which make clear which uses will be permitted in such locations.

The London Plan

Policy 3D.1 advocates that development plan policies should designate core areas primarily for shopping uses and secondary areas for shopping and other uses and set out policies for the appropriate management of both types of area. The preferred option is broadly in line with this approach as it designates retail zones; through a geographical approach.

### Consistency with Other Council Policy Documents

Community Strategy

The use of a more geographical basis for designating retail zones, in addition to the core and non-core frontage offers scope for a

greater mix of uses within the town centre and meets objective 4: Foster enterprise and sustainable business growth, including creative industries.

### Other planning reasons

Shopping is the primary function of the town centre and long term monitoring of the retail character of the town centre reveals that policies to control the overwhelming retail character of the centre have generally been successful.

### What alternatives were considered and why they were rejected

Options LTC 8A and LTC 8D were also considered as alternative options, but were not selected as they do not provide a sufficient level of guidance to respond to the varied retail character of Lewisham town centre.

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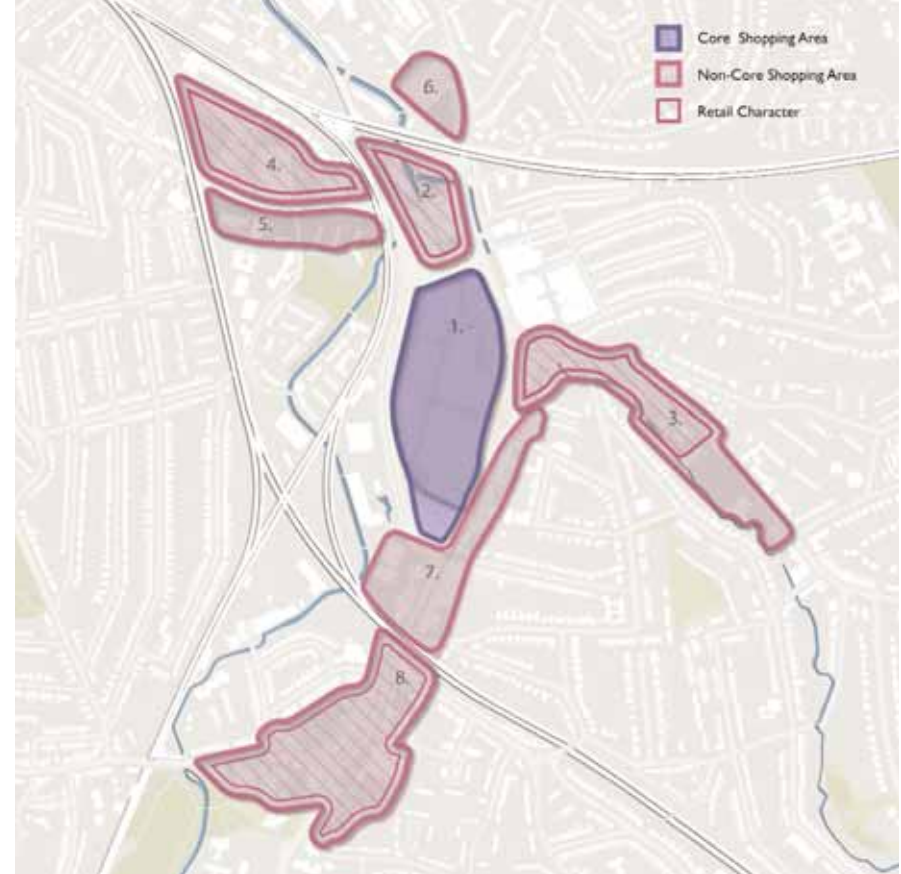


Fig 7: Core and non-core shopping areas and retail character areas

#### KEY

- |                       |                       |                   |
|-----------------------|-----------------------|-------------------|
| 1. Core Shopping Area | 2. Lewisham Gateway   | 3. Lee High Road  |
| 4. Loampit Vale North | 5. Loampit Vale South | 6. Conington Road |
| 7. Southern Gateway   | 8. Ladywell           |                   |



Stonewalls, Ladywell

## ISSUE LTC9:

How should the town centre's potential for a more vibrant evening economy be managed?

### OPTIONS

#### LTC9A

Do not provide a specific town centre policy approach.

#### LTC9B

Maintain existing core and non-core frontage approach.

#### LTC9C

Encourage evening economy uses as part of a mix of uses in specified locations.

#### LTC9D

Concentrate evening economy uses in a particular zone.

### CONSULTATION ON ISSUES AND OPTIONS

Respondents support the promotion of evening economy uses in Lewisham town centre.

Options LTC9C and D were supported by a large number of those consulted. Options A and B proved less popular.

### PREFERRED OPTION

The preferred option for the approach to managing the town centre's potential for a more vibrant evening economy is derived from options LTC9C and D

## DRAFT POLICY

### LTC SH8 – CRITERIA FOR EVENING ECONOMY USES

The Council will encourage proposals for new uses that would positively contribute to the evening economy of the town centre where the following criteria are met:

- (a) The retail character of the area is not harmed (with reference to LTC SH8), and in particular the retail character of the core shopping area;
- (b) The proposal would contribute positively to the character of the particular area, as outlined in the LTC SH8; and
- (c) The cumulative impact of the proposal does not unreasonably harm the living conditions of nearby residents, including that created by noise and disturbance from users and their vehicles, smell, litter and unneighbourly opening hours.

It is considered that the following areas would be suitable locations for evening economy uses, as part of a wider mix of uses:

- (a) Lewisham Gateway
- (b) Lewisham High Street between Limes Grove and Morley Road
- (c) Ladywell
- (d) Lee High Road

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

Majority support was recorded for options LTC9C & D which is reflected within the preferred option.

#### Consistency with National and Regional Planning Guidance

PPS6: Planning for Town Centres

Para 2.23 states that local planning authorities should prepare planning policies to help manage the evening and night time economy uses, as put forward in the preferred option.

The London Plan

The evening economy and evening and night time entertainment activities in town centres locations are supported by policy 3D.4 where they are deemed appropriate and well managed. The preferred option is in line with this approach.

#### Consistency with Other Council Policy Documents

Community Strategy

Well managed evening economy uses with the town centre meets the following community strategy objectives:

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and environment.

Objective 4: Foster enterprise and sustainable business growth, including creative industries.

#### What alternatives were considered and why they were rejected

Options LTC 9A and LTC 9B were not selected as they would not provide the Council with a sufficiently powerful tool to manage the evening economy.

## ISSUE LTC10:

**Should the town centre boundary be altered?**

### OPTIONS

#### LTC10A

Maintain existing town centre boundary

#### LTC10B

Review town centre boundary to achieve a tighter core by removing one or more of the following options:

##### LTC10Bi)

North-west corner of the town centre west of the DLR and north of the railway. The area around Armoury Road is former industrial land that was comprehensively redeveloped for housing in the 1980's. The area benefits from very good levels of public transport accessibility being within walking distance (via a railway arch opposite Jerrard Street) to Lewisham mainline and DLR stations and the numerous associated bus routes and Elverson Road DLR station.

##### LTC10Bii)

Conington Road area east of the DLR and north of the railway. This mixed-use area is occupied by a large Tesco store and associated decked and surface car park, some industrial units on the east side of Conington Road and established residential housing blocks to the west. The area benefits from very good levels of public transport accessibility being within walking distance to Lewisham mainline and DLR stations and the numerous associated bus routes and Elverson Road DLR station.

##### LTC10Biii)

Area around Caterham and Boyne Roads, south of railway and north of Lee High Road. This established residential area is immediately to the east of the new divisional police station and to the north of the secondary shopping facilities along Lee High Road. The area falls within the Blackheath Conservation Area.

##### LTC10Biv)

Limes Grove Area – This established residential area lies on the immediate eastern side of Lewisham High Street north of the railway line.

##### LTC10Bv)

Southern end of the High Street south of the railway, towards Ladywell. The character and feel of the town centre changes south of the railway as one approaches Ladywell. This is a mixed part of town with the High Street presenting a range of secondary retail services together with the Ladywell Leisure Centre to the south. A large Council depot occupies land immediately to the south of the converging railway lines. The depot is accessed through an area of established and mixed Edwardian housing. At the southern extreme of the town centre is the St. Mary's centre.

##### LTC10Bvi)

Jerrard Street, Loampit Vale and Elmira Street area – this is the large and varied area with a wide range of land uses. Large scale retail warehousing units dominate the north side of Loampit Vale together with some small scale employment uses. The Sundermead housing estate is undergoing a phased comprehensive redevelopment on the south of Loampit Vale where Lewisham Bridge Primary School is also located. Generally the area is well located to benefit from the good levels of public transport accessibility provided by Lewisham Station.

## CONSULTATION ON ISSUES AND OPTIONS

The majority of those consulted responded that option LTC10A was the preferred option.

### PREFERRED OPTION

The preferred option is LTC10B with the removal of areas LTC10B(iii) and LTC10B(iv) from the town centre boundary. These areas are predominantly residential and therefore are considered not to contribute positively to the

centre's vitality and viability. As such the removal of the two areas will result in a tighter, more logical and defensible town centre boundary.

## DRAFT POLICY

### LTC SH9 - TOWN CENTRE BOUNDARY

The AAP boundary is defined as set out in the following plan:

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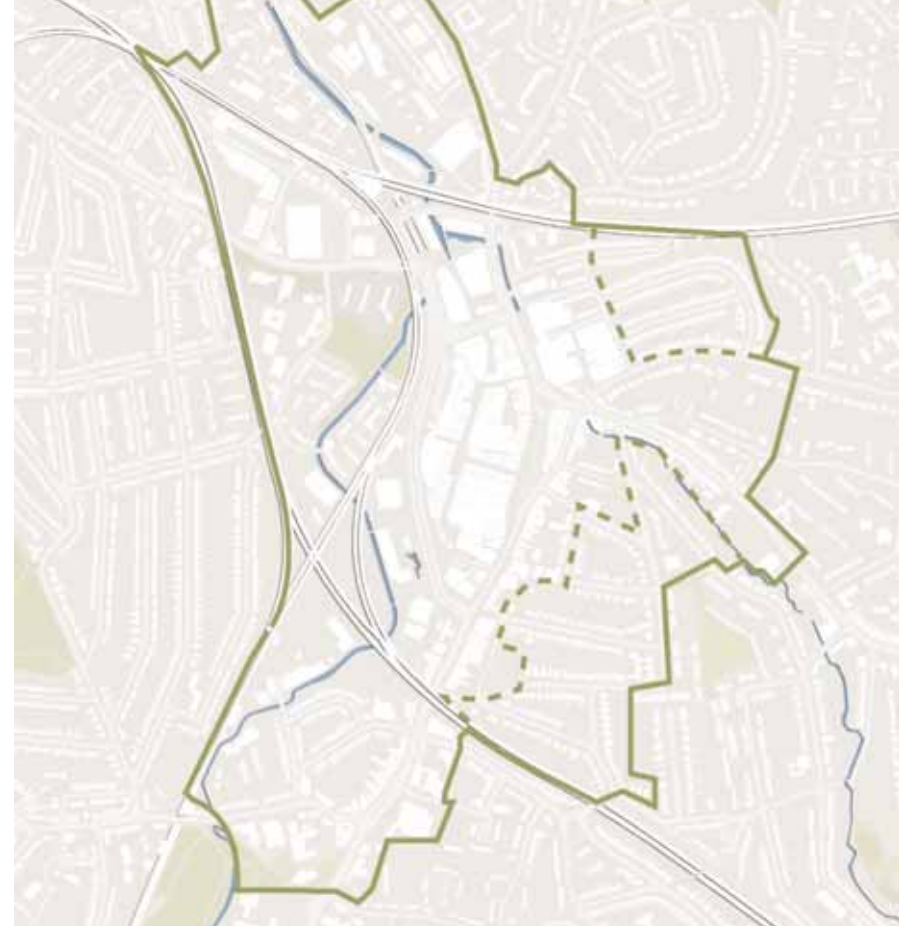


Fig 8: Town Centre Boundary (solid line indicates existing boundary; dashed line illustrates amended boundary)



## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

The preferred option is not consistent with the preference of the majority of consultees who declared a preference for maintaining the existing town centre boundary. The GLA stated that any change to the boundary of the town centre should be the result of a thorough review which would need to justify any changes to the current designation.

### Consistency with National and Regional Planning Guidance

PPS6: Planning for Town Centres

PPS6 states that local planning authorities should define the extent of the town centre on the proposals map (para 2.16), this will be achieved as a result of the preferred option.

### Consistency with Other Council Policy Documents

N/a

### Other planning reasons

The area around Caterham Road and Boyne Road (option LTC10Biii) is an established residential area and there appears no benefit in the area falling within the town centre boundary. Similarly, the Limes Grove area (option LTC10Biv) is an established residential area with no town centre uses; this review of the town centre boundary presents an opportunity to consider the merits of the existing boundary. A tighter, more logical and defensible boundary would result from omitting these two areas from the town centre boundary.

The town centre boundary to the east of the centre is considered the least logically defined. The eastern side of Lewisham town centre does not benefit from a north-south natural or

artificial barrier such as the railway or river.

### What alternatives were considered and why they were rejected

The alternative option which was not selected is LTC 10A to maintain the existing planning boundary. As stated above this boundary includes area which are residential in character.

Not all of the areas listed in LTC 10B were chosen for the preferred option due to the following reasons:

Area (i) does not contribute positively to the town centre at present, but could benefit from very good levels of public transport accessibility. The area does present a very long term redevelopment opportunity.

Area (ii) is an identified opportunity area for town centre related uses.

Area (v) includes significant retail and community uses and plays an important role in the town centre.

Area (vi) contains major areas of opportunity around Loampit Vale, suitable for town centre uses.

# 3.3 Urban Design

## Overview

Good design is essential to the success of any town centre. There is clearly a diversity of building types and styles within Lewisham Town Centre, for example, Victorian residential terraces are located on the periphery of the town centre, with the large modern structures of the Lewisham Centre and Citibank Tower dominating the main retail centre of Lewisham. The most central area of housing is that adjacent to the River Quaggy immediately to the west of the Lewisham Centre. The Sundermead Estate is in the process of phased redevelopment and the replacement River Mill development is a contemporary, high density residential development. The area has few tall buildings, the most prominent of which is the Citibank Tower; however, with increasing pressure to make the best use of land through high density mixed use development, proposals for tall buildings are likely to come forward with greater frequency. These should be managed effectively to avoid irreparable damage to sensitive views and environments.



*Detail on historic building on junction between Lee High Road and Gilmore Road*



Citibank Tower - a backdrop to many views in Lewisham Town Centre

## ISSUE LTCI I:

**What approach should be taken to the location and design of tall buildings in Lewisham town centre?**

### OPTIONS

#### LTCI IA

Retain exiting approach whereby tall buildings are considered appropriate in Lewisham town centre if the site is covered by a development brief identifying it as such.

#### LTCI IB

Seek generally to encourage tall buildings in the town centre, removing the requirement for development brief endorsement.

#### LTCI IC

Seek to encourage tall buildings in specific location(s).

#### LTCI ID

Set out criteria against which all development for tall buildings will be considered, including the requirement to demonstrate the highest quality architecture.

### CONSULTATION ON ISSUES AND OPTIONS

The favoured option as identified through the consultation process is LTCI ID. The GLA state that tall buildings should be tested by an assessment against design led criteria.

### PREFERRED OPTION

Tall buildings are a useful way to achieving high densities, however it is important that their siting is managed effectively and that the highest quality architecture is emphasised, therefore the preferred option is a

combination of options LTCI IA and D. Where a site is not covered by a development brief which identifies it as a suitable location for tall buildings [LTCI IA] the council should set out the specific criteria against which all developments for tall buildings will be considered [option LTCI ID].

### DRAFT POLICY

#### LTC URBI – TALL BUILDINGS IN LEWISHAM TOWN CENTRE

Planning applications for tall buildings may be permitted in Lewisham Town Centre subject to assessment of the following factors:

- (a) Design of tall buildings should be of the highest architectural quality;
- (b) The degree to which the proposal makes a positive response to urban setting and townscape;
- (c) Transport accessibility and impact of the proposal;
- (d) The visual impact of the proposed development on Strategic and Local views;
- (e) Effect on Listed Buildings themselves and the setting of Conservation Areas;
- (f) Effect on Metropolitan Open Land and other open spaces;
- (g) Relationship to existing tall buildings and structures;
- (h) Relationship with the town centre's topography; and
- (i) Impact on microclimate and overshadowing.

All development applications for tall buildings must be accompanied by:

- (a) an environmental impact assessment; and
- (b) a design and access statement.



## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

LTC11D was the option favoured by the majority of respondents during the consultation process.

### Consistency with National and Regional Planning Guidance

#### PPS1: Delivering Sustainable Development

Preferred options, A and D are in line with national planning guidance as set out in PPS1 which states that planning authorities should plan positively for the achievement of high quality and inclusive design for all development (Para 34). Design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout and access of new development (Para 38).

#### PPS6: Town Centres

The preferred options are also in line with PPS6: Town Centres. Para 2.20 advocates that local planning authorities should formulate planning policies which encourage well designed and, where appropriate, high-density, multi-storey development within and around existing centres.

#### The London Plan

Policy 4B.8 of the London Plan states that the Mayor will promote the development of tall buildings where they create attractive landmarks, enhancing London's character, help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact upon their surroundings. The preferred options adhere to this policy.

### Consistency with other Council Policy Documents

#### Community Strategy

The preferred option for LTC11 meets the following objectives outlined in the Community Strategy:

Objective 4: Foster enterprise and sustainable business growth, including creative industries by increasing the offer of business space through the development of tall buildings.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and environment. Tall buildings can help to increase public satisfaction with the visual appearance of the borough and also ensure a high quality built environment and potentially increase the quality and supply of affordable housing to help create balanced communities.

### What alternatives were considered and why they were rejected

Options LTC 11B and LTC 11C were not selected as they are considered to provide insufficient guidance relating to the appropriateness of tall buildings.



Lee High Road

## OTHER POLICIES

### LTC URB2 – SUSTAINABILITY

Development should be designed to achieve the best possible outcomes in terms of sustainable development through:

- (a) high density, mixed use developments with convenient pedestrian and cycle access to shops, services, community facilities and public transport facilities;
- (b) mix of residential tenures and unit sizes;
- (c) best use of Lewisham's natural resources, including its rivers;
- (d) developments that allow maximum flexibility in accommodating a range of uses over time;
- (e) innovative ways of reducing the need for private vehicles;
- (f) sustainable design and construction;
- (g) construction materials from sustainable resources and use of recycled and re-used materials;
- (h) incorporation of renewable energy;
- (i) protection and conservation of water supplies including minimisation of treated water, maximisation of harvesting opportunities and incorporation of grey water recycling systems;
- (j) sustainable urban drainage systems;
- (k) flood risk assessment, including adequate flood protection and mitigating measures where necessary;
- (l) Air Quality Impact assessment; and
- (m) Waste Management Plans for both construction and occupation stages.

### LTC URB3 - HIGH QUALITY DESIGN

The Council supports a commitment to working with the highest quality architects and urban designers to ensure that the aspirations for these sites are realised. Design competitions and partnership working will be encouraged to promote high quality design, particularly on key sites promoted through the opportunity area policies.

### LTC URB4 – MIXED USE

An appropriate mix of compatible land uses will be encouraged both vertically and horizontally in Lewisham Town Centre. In particular, high density residential development above ground floor retail and commercial uses will be encouraged. Wherever possible, new development should be designed to accommodate active uses at ground floor level, with significant amount of window display and entrances.

### LTC URB5 - URBAN ENCLOSURE, GRAIN

Urban enclosure and urban grain play a critical role in creating good quality environments and the following principles should be considered in any proposals for development:

- (a) Public spaces should be strongly defined by the built edges that surround them and groups of building should be designed to form unified urban 'backdrops'.
- (b) Existing street patterns should be respected and where possible extended in areas of new development. Single-use and overly long blocks should be avoided.
- (c) Buildings should front public spaces, and on major streets and public spaces 'backs' of properties should be avoided wherever possible.

### LTC URB6 - PUBLIC REALM

Public spaces in Lewisham should be designed to be attractive, safe and robust through consideration of the following factors:

- (a) Unnecessary street clutter should be avoided, and where it is useful and functional, street furniture and lighting should be designed to delight.
- (b) The provision of public art in association with all major development in the town centre will be encouraged and should be considered at the early stages of the design process.
- (c) Development should enhance community safety through the overlooking of entrances and exits and clear definition of public and private space. Developers should show how they have taken 'Secure by Design' into account.
- (d) New development and public space improvements should be designed to improve connections into and through the town centre, particularly for pedestrians, and where possible, create new public routes. Enhancements to connections between the town centre and surrounding residential communities are particularly important.

### LTC URB7 - ENHANCING LEWISHAM'S WATERWAYS

In close liaison with the Environment Agency, new development in close proximity to the rivers should be designed to address the river positively, to create attractive waterfront environments, to respect and enhance natural habitats and to accommodate appropriate flood defences and should contribute to the physical environmental improvement of the river corridors.

# 3.4 Employment and Business

## Overview

The Lewisham economy is a relatively small economy by London standards and demand for employment and business space is relatively low. Despite policies to attract new, large business to Lewisham town centre, this has largely so far been unsuccessful, and demand for large new office development has not materialised. Citibank is the major office provider in Lewisham town centre and other offices are small scale and often occupy shop front premises for uses such as solicitors, and estate agents. This situation may alter with the new Lewisham Gateway development scheme which is promoting the Lewisham town centre of the future to be a dense mixed-use sustainable area that incorporates retail, housing, offices and leisure development with a quality public transport interchange.

The recent review of the London Borough Lewisham UDP resulted in the removal of the employment designation of land north and west of Lewisham station in order to promote and encourage redevelopment. The only two remaining areas of designated employment land in the town centre are the adjoining areas located on Engate Street and Molesworth Street. Both sites have traditionally been favoured for storage and distribution and are in close proximity to the primary shopping area.

Recent policy reviews has resulted in the de-designation of employment land to the north and west of Lewisham Station to help facilitate regeneration and renaissance of the town centre.



Thurston Industrial Estate





Gilmex site, Conington Road

## ISSUE LTC12:

**What policy approach should be taken to existing established industrial areas and business uses in the town centre?**

### OPTIONS

#### LTC12A

Seek to retain existing employment uses in Lewisham town centre.

#### LTC12B

Seek to release land from specific employment allocations in order to promote redevelopment and seek to make the best use of land through mixed use schemes.

#### LTC12C

Seek to protect existing office provision within the town centre and continue to identify Lewisham as the most appropriate location for new office development.

#### LTC12D

Seek to encourage the conversion of town centre accommodation to residential use.

### CONSULTATION ON ISSUES AND OPTIONS

Options LTC12C and D were expressed as the most popular approaches to existing industrial areas and business uses in the town centre by consultation respondents. The GLA state that option A is the preferred option and that existing employment uses should be protected, unless a need based study shows that they are surplus to demand.

## PREFERRED OPTION

The preferred option for employment land is a balanced approach which incorporates all options. This will allow for the protection of existing office and employment uses whilst being in line with government guidance and promoting the best use of land.

### DRAFT POLICY

#### LTC EMP1 – EMPLOYMENT USES IN LEWISHAM TOWN CENTRE

In general, the Council will seek to retain existing employment uses in the town centre (uses falling within the category of Use Class B). However, in recognition of the opportunity to enhance vitality and viability of the town centre, the Council will consider redevelopment or conversion of the following employment sites for a mix of uses, including residential:

- (a) Former Beatties building (offices over ground floor retail);
- (b) Engate Street;
- (c) Thurston Road and Jerrard Street;
- (d) Conington Road; and
- (e) Citibank Tower.

The conversion of other existing employment sites to a mix of uses including residential may be considered acceptable where:

- (a) the building has been vacant for at least 18 months and appropriately marketed for that length of time, and evidence is provided to this effect; and
- (b) the scheme will considerably assist in meeting other regeneration objectives such as:
  - improvement to the vitality and viability of the town centre;

- meeting the Borough's housing priority needs; and/or
- the provision of community and leisure facilities within an accessible and socially inclusive location.

#### LTC EMP2 – OFFICE USES IN LEWISHAM TOWN CENTRE

Lewisham Town Centre is the preferred location for large scale office development in the Borough and the Council will seek to promote new office development where appropriate.

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

Options C and D were the options favoured most by consultation respondents, and are incorporated in the preferred option.

#### Consistency with National and Regional Planning Guidance

PPS1: Delivering Sustainable Development

The preferred option, which encompasses all four options, is in line with national guidance in PPS1. Para 23 (iii) states that suitable locations must be made available for industrial, commercial, retail, public sector (e.g. health and education), tourism and leisure developments so that the economy can prosper. Advice in Para 27 (viii) is also reflected in the preferred option, stating that the most efficient use of land should be promoted through higher density, mixed use development and the use of suitably located previously developed land and buildings. Planning should actively seek to bring vacant and underused previously developed land and buildings back into beneficial use.

PPG4: Industrial and Commercial Development

and Small Firms

Para 13 states that development control should not place unjustifiable obstacles in the way of development which is necessary to provide homes, investment and jobs, or to meet wider national or international objectives. Nevertheless planning decisions must reconcile necessary development with environmental protection and other development plan policies. Local planning authorities can do much to guide firms, particularly small firms, through the requirements of the planning system. This approach is reflected within the preferred option.

PPS6: Town Centres

Para 2.20 of PPS6 states that the Government is concerned to ensure that efficient use should be made of land within town centres advocating mixed use development and mixed use areas.

The London Plan

Policy 3B.3 advocates the protection of employment uses within London which is in line with LTC12A which forms part of the preferred option.

### **Consistency with other Council Policy Documents**

Community Strategy

A combination of all options will help achieve the following objectives as set out in the Community Strategy:

Objective 4: Foster enterprise and sustainable business growth, including creative industries by protecting the offer of business space, potentially increasing business rates and business formation and improving Lewisham town centre's economic performance.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – is housing, transport and environment. Option D, seeking to encourage the conversion of town centre accommodation to residential use may potentially increase the supply of affordable housing and help to create balanced communities.

### **What alternatives were considered and why they were rejected**

N/a – the preferred option incorporates elements of all options.

# 3.5 Open Space



Charlottenburg Gardens

## Overview

Open spaces provide for a large variety of uses and for many, their primary function is to serve the recreational needs of the community. There is a need for such areas to be located and designed to meet the needs of the community.

Improving the state of open space is vital to delivering an urban renaissance and restoring pride in our neighbourhoods. Well-designed and well-managed spaces can help bring communities together, provide a place for social interaction and recreation. Poor maintenance and management of park spaces on the other hand, can deter people from visiting, using and appreciating these spaces. Barriers to participation can include fear of crime, traffic, lack of facilities, mess (e.g. dog mess, rubbish) and lack of access for disabled people.

Lewisham town centre has a deficiency of open space provision, therefore it is important that the existing open spaces are of a high standard and easily accessible. As housing densities rise, the provision of high quality open space provision will become more important.



## LTCI3:

**How should the AAP process seek to address open space provision within Lewisham town centre?**

### OPTIONS

#### LTCI3A

Retain existing open space provision.

#### LTCI3B

Improve the quality of open space provision.

#### LTCI3C

Improve accessibility to existing provision.

#### LTCI3D

Ensure new development provides essential amenity space in high density developments.

### CONSULTATION ON ISSUES AND OPTIONS

Options LTCI3B and D were identified as the preferred options by consultees. The GLA state that policies to address open space provision within the town centre should reflect all proposed options.

### PREFERRED OPTION

All options are seen to have a role to play in ensuring the provision of high quality open space in Lewisham town centre and the preferred option is therefore a combination of these options.

## DRAFT POLICY

### LTC OSI – RETENTION OF METROPOLITAN OPEN LAND

In general, the open character of Metropolitan Open Land (MOL) will be protected. In exceptional circumstances such as those relating to Lewisham Gateway, the Council will consider the re-provision of and alteration to the boundary of MOL where the regenerative benefits arising will make a significant positive contribution to the quality of MOL and the vitality of Lewisham town centre in the context of its sub-regional status in the town centre network and the aspiration to attain Metropolitan status.

### LTC OS2 – WATERLINK WAY AND CELEBRATING THE RIVER CONFLUENCE

The Council will seek to safeguard Waterlink Way, identify opportunities to improve the continuity of the route through the town centre, and will be proactive in obtaining agreements from relevant landowners in consultation with the Environment Agency.

The Council will also encourage the celebration of the confluence of the River Quaggy and River Ravensbourne within the redevelopment of the Lewisham Gateway site. Proposals which promote the creation of a Confluence Park will be encouraged including proposals for a new avenue linking Conington Road Area to the new Confluence Park as shown in Figure 15.

### LTC OS3 – ENHANCING OPEN SPACE AND BIODIVERSITY

The Council will seek to protect and enhance the quality, biodiversity and accessibility of existing and new open space provision in Lewisham Town Centre including those which form part of the Waterlink Way. In addition to formal open spaces, the Council also promotes the value of green and brown roofs and

'wildspace' projects in providing amenity and enhancing biodiversity.

There would be limited opportunity to increase open space provision in the town centre area, however the Albion Street surface car park has been identified as a suitable site for a new open space, provided parking spaces can be appropriately relocated elsewhere in the town centre.

### LTC OS4 – NATURE CONSERVATION

Development on or within the Sites of Nature Conservation Importance will not be permitted if it is likely to destroy, damage or adversely affect the protected environment

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

Options LTCI3B and D proved the most popular options with consultees.

#### Consistency with National and Regional Planning Guidance

PPS 1: Delivering Sustainable Development

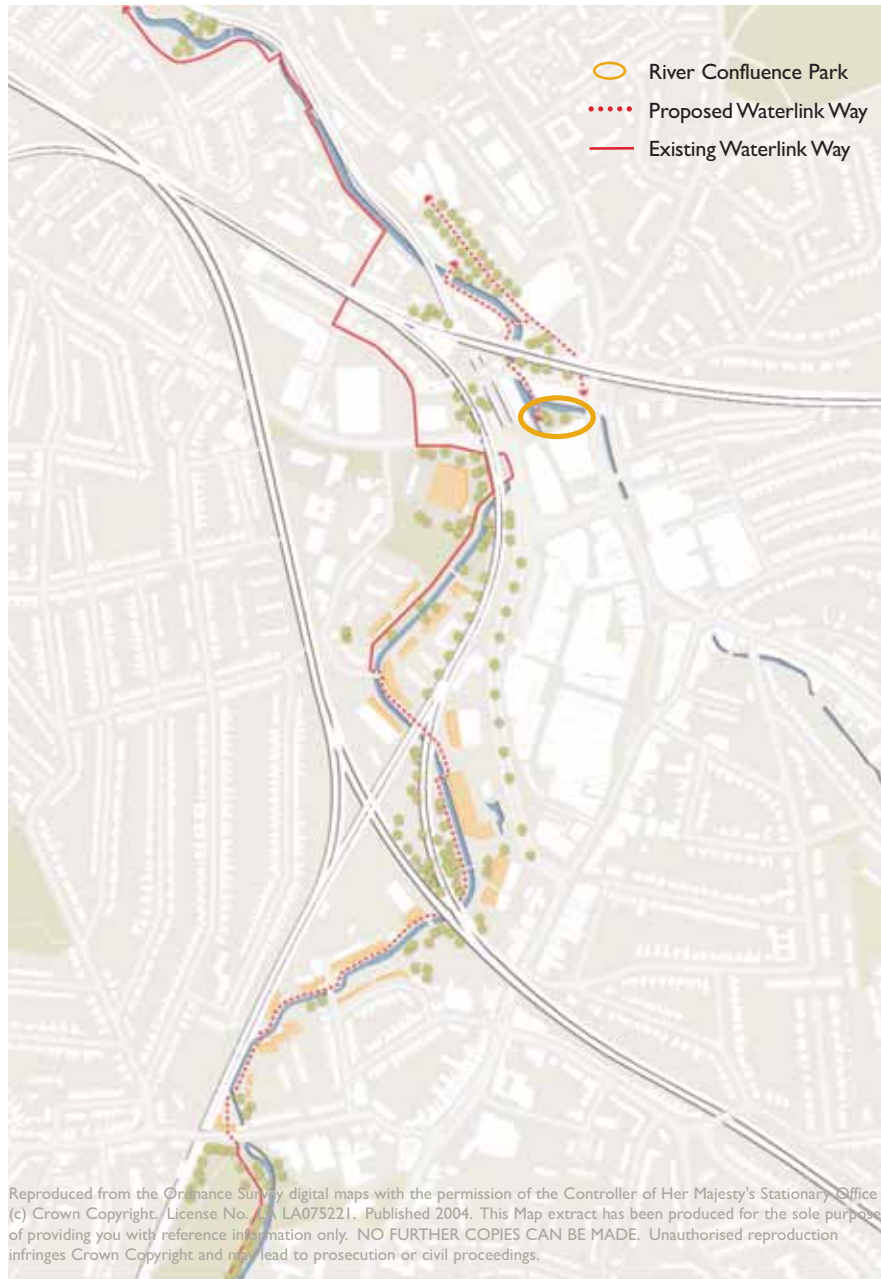
The preferred option is in line with guidance in PPS1 which states that development plan policies should deliver safe, healthy and attractive places to live and support the promotion of health and well being by making provision for physical activity (paragraph 16). Additionally planning policies should maintain and improve the local environment and provide positive guidance on issues such as the provision of open space (paragraph 18).

PPG17: Planning for Open Space, Sport and Recreation

Well planned and maintained open spaces can play a major part in improving people's sense



Ladywell Fields



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Figure 9: Waterlink Way and River Confluence Park

of well being in the place that they live and have a vital role to play in promoting healthy living. Para 24 states that local authorities should seek opportunities to improve the local open space network to create public open space from vacant land and to incorporate open space within new development on previously-used land.

#### London Plan

The preferred options are in line with policy 3D.7 which states that London's network of open spaces should be protected, and that the current and potential value of open space to communities should be realised and the benefits, including those associated with health, sport and recreation, biodiversity and the environment should be protected.

#### Consistency with other Council Policy Documents

##### Community Strategy

The preferred options meet the following Community Strategy objectives:

Objective 2: Sustain and improve the health and wellbeing of local people

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and environment.

#### What alternatives were considered and why they were rejected

N/a – the preferred option incorporates elements of all options.

# 3.6 Transport

## Overview

Parts of Lewisham town centre enjoy very high accessibility to public transport. Lewisham station provides the town centre with a busy bus-rail-DLR interchange providing fast links to central London and Docklands. However, whilst being a major transport interchange the station currently has relatively poor links with the retail core of the town centre. The primary objective of Lewisham Gateway is to radically improve linkages between the station interchange and the town centre.

Lewisham town centre has relatively little public parking in comparison with other nearby shopping centres and there is concern that this is impacting upon the vitality and viability of the town centre.

The retail hub of Lewisham High Street is pedestrianised, however buses still run along the length of the main shopping area. There are hopes to widen this pedestrianisation and to improve conditions for walking and cycling throughout Lewisham town centre, and to improve public transport interchange and promote the use of more sustainable modes of transport.



Lewisham DLR station





Molesworth Street multi-storey car park and ramps

#### ISSUE LTC14:

Should parking standards for new development be reviewed?

#### OPTIONS

##### LTC14A

Retain existing standards for new development including retail development.

##### LTC14B

Adopt London Plan standards for new development including retail development.

##### LTC14C

Apply a more stringent approach than the standards set out in the London Plan.

#### CONSULTATION ON ISSUES AND OPTIONS

The majority of consultation respondents including the GLA expressed option LTC14B as their preferred option.

#### PREFERRED OPTION

The preferred option for LTC14 is option B; to adopt London Plan standards for new development, including new retail development.

#### DRAFT POLICY

##### LTC TRS1 – LEWISHAM TOWN CENTRE PARKING STANDARDS

The Council will seek to enhance the attractiveness of Lewisham Town Centre and reduce congestion in the area. New development should not exceed the maximum parking standards as set out in Table 3.2 and should seek to minimise parking where possible, taking account of:

- (a) the level of public transport accessibility in the town centre;
- (b) the aspiration to enhance sustainability in the town centre; and
- (c) pedestrian and cycle access.

Council will encourage multi-use parking including public use of private commercial car parking spaces.

New development should seek to make provision for high standards of accessibility, storage and changing facilities for cyclists and pedestrians, including those with disabilities, in the town centre. The Council will require development to make provision for cycle parking in accordance with the standards set out in Table 3.2.

**Table 3.2: Lewisham Town Centre Parking Standards**

USE CLASS	DESCRIPTION	PARKING STANDARDS	CYCLE PARKING	DETAIL	
<b>RETAIL</b>					
<b>A1</b>	Food stores up to 500m2	1 space per 75m2 (Source: London Plan)	1 space per 125m2 (Source:TfL Cycle Parking Standards)	Customer parking may be considered unnecessary in certain locations. Under such circumstances planning obligations will be sought for transport improvements.	
	Food supermarket up to 2500m2 RFA/4000m2 GFA	1 space per 30-45m2 (Source: London Plan)			
	Food superstore over 2500m2 RFA/4000m2 GFA	1 space per 25-38m2 (Source: London Plan)			
	Non food warehouse	1 space per 45-65m2 (Source: Further Alterations to London Plan)	1 space per 300m2 (includes garden centres) (Source:TfL Cycle Parking Standards)		Customer parking may be considered unnecessary in certain locations. Under such circumstances planning obligations will be sought for transport improvements.
	Shopping mall/complex in town centre	1 space per 50-75m2 (Source: London Plan)	Suggesting: 1 space per 300m2		
<b>A2</b>	Financial and Professional	Nil (Source: London Plan)	1 space per 125m2 with minimum of 2 spaces (Source:TfL Cycle Parking Standards)	Headquarters-style buildings of financial buildings and high street banks, building societies etc., should be treated as B1 offices.	
<b>A3</b>	Restaurants & Cafes	Nil (Source: London Plan)	1 space per 20 staff for staff plus 1 space per 20 seats for visitors (Source:TfL Cycle Parking Standards)		
<b>A4</b>	Drinking establishments	Nil (Source: London Plan)	1 space per 100m2 (Source:TfL Cycle Parking Standards)		
<b>A5</b>	Hot food takeaways		1 space per 50m2 (Source:TfL Cycle Parking Standards)		
<b>BUSINESS</b>					
<b>B1 (a) (b) (c)</b>	Business offices, Research and development, light Industry	1 space per 600-1000m2 (Source: London Plan)	1 space per 250m2 with minimum of 2 spaces (Source:TfL Cycle Parking Standards)		
<b>B2-B8</b>	General industry, warehousing, storage and wholesale distribution	1 space per 600-1000m2 (Source: London Plan)	1 space per 500m2 (Source:TfL Cycle Parking Standards)	Associated office space will be treated as offices for parking requirements. Developments that operate HGVs as part of their business or anticipate deliveries by HGVs must provide at least one HGV space.	
<b>Sui Generis</b>	Builders merchants, car sales, rental, service and repair garages	1 space per 600-1000m2 (in addition to any vehicle display areas)	1 space per 500m2 (Source: UDP)	Parking standards are required to resist the over supply of parking for customers on such sites.	

USE CLASS	DESCRIPTION	PARKING STANDARDS	CYCLE PARKING	DETAIL
<b>RESIDENTIAL</b>				
<b>C1</b>	Hotels including boarding houses and guest houses	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 10 staff (Source:TfL Cycle Parking Standards)	Appropriate taxi ranks and coach/bus parking stands will be required as part of the Transport Assessment.
<b>C2 Residential Institutions</b>	Hospitals	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 5 staff plus 1 per 10 staff for visitors (Source:TfL Cycle Parking Standards)	
	Student accommodation	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 2 students (Source:TfL Cycle Parking Standards)	
	Children's homes, nursing homes, elderly people's homes	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 3 staff (Source:TfL Cycle Parking Standards)	
<b>C3 Dwelling houses</b>	1-2 bed units	0.5 spaces per unit	1 space per unit (Source:TfL Cycle Parking Standards)	Each application will be considered on its merits as well as future levels of car parking provision within the town centre and the Council will seek lower levels of parking to achieve car free development.
	3 bed units	1 space per unit		
	4+ bed units	1.5 spaces per unit (Source: Further Alterations London Plan)		
	Sheltered Housing	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 450m2 (Source:TfL Cycle Parking Standards)	
<b>Other Residential</b>	Hostels	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 4 bed spaces (Source:TfL Cycle Parking Standards)	
	Live/Work	As per Class B uses with 1 space per unit for the residential component.	Suggest: 1 space per unit (Source:TfL Cycle Parking Standards)	
	Children's Homes, Elderly Person's Homes and Nursing Homes	1 space per 4 resident bed spaces (Source: London Plan)	1 space per 3 staff (Source:TfL Cycle Parking Standards)	A Transport Assessment and Travel Plan are required to support the level of parking.



USE CLASS	DESCRIPTION	PARKING STANDARDS	CYCLE PARKING	DETAIL
<b>EDUCATION AND HEALTH</b>				
<b>C2</b>	Hospitals	Considered on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 5 staff plus 1 space per 10 staff for visitors (Source:TfL Cycle Parking Standards)	Full details of staff numbers, bed spaces and visitors will be required to support the level of parking.
<b>D1 Non-residential institutions</b>	Adult training centres, conference centres, libraries and community centres	Considered on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 10 staff plus 1 space per 10 visitors (Source:TfL Cycle Parking Standards)	
	Higher and further education establishments (vocational and academic)	Considered on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 8 staff/students (Source:TfL Cycle Parking Standards)	
	Day centres and pre-school play and nursery provision	1 space per 2 staff (Source: London Plan)		
	Primary, secondary and special schools	Considered on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	Primary and special school: 1 space per 10 staff Secondary school 1 space per 10 students/staff (Source: UDP)	Non-residential education and training centres may require some parking for staff and operational requirements but the focus of attention should be on child safety, including segregation of vehicle and pedestrian movements on site. Safer routes to School programmes should be promoted. Safe and convenient dropping off/collection areas should be provided for parents' cars and coaches/school buses.
	Medical and other health practices, including dental, veterinary and alternative medicine	Considered on an individual basis using a transport assessment.	1 space per 50 staff + 1 space per 5 staff for visitors (Source:TfL Cycle Parking Standards)	A Transport Assessment and Travel Plan may be required to support the level of parking.
<b>LEISURE</b>				
	Places of worship	Considered on their merits		
	Theatres and cinemas	Considered on an individual basis using a transport assessment.	1 space per 20 staff for staff plus 1 space per 50 seats for visitors (Source: UDP)	A Transport Assessment and Travel Plan may be required to support the level of parking.
	Health clubs, licensed clubs and sports facilities with or without a licensed clubhouse	Considered on an individual basis using a transport assessment.	1 space per 10 staff plus 1 space per 20 peak period visitors (Source: UDP)	A Transport Assessment and Travel Plan may be required to support the level of parking.

USE CLASS	DESCRIPTION	PARKING STANDARDS	CYCLE PARKING	DETAIL
<b>DISABLED</b>				
<b>All use classes</b>		10% of all parking provided at a minimum of 2 parking bays. The appropriate number of disabled parking bays will be assessed on the size of the site and the nature of the proposed use.		Parking for disabled people is additional to the maximum parking standards.
<b>MOTORCYCLE, MOPED AND SCOOTER PARKING</b>				
<b>All use classes</b>				The parking spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include shower and changing facilities.

#### Use Classes

Use Classes are defined by the Town and County Planning (Use Classes) Order 2005.

#### Floor space

The floor space in all cases refers to gross floor area, including the thickness of walls, unless otherwise indicated. RFA refers to retail floor area.

#### Standards

- All car parking standards are maximum unless otherwise stated.
- The parking requirements are calculated separately for each use where several land uses are combined within one scheme. However, where mixed uses clearly generate demands at different times of day, consideration will be given to a level of parking provision based on the maximum amount of parking space required at any one time.
- All calculations should be rounded up to the nearest whole number.
- All staffing figures should be read as full-time equivalent staff employed at peak times.

#### Parking space sizes

The minimum dimensions are:

Standard car parking space (or bay):	2.4m x 4.8m
Wheelchair accessible car parking space:	3.6m x 4.8m
Motorcycle/ moped/ scooter parking space:	1.4m x 2.5m
Articulated vehicle space:	3.5m x 18.5m
Coach space (60 seats):	3.5m x 14.0m

Note:

The term 'one space' used in the standards refers to standing area only and does not include manoeuvring space or space for un/loading.

#### Loading Arrangements

Sufficient space for the standing and manoeuvring of all goods vehicles likely to serve the development at any one time is essential. At least 50m<sup>2</sup> should be provided, laid out to accommodate the largest vehicle likely to be accommodated. Development layouts should allow all vehicles to enter and leave the site in a forward direction.

#### Car parking layouts

All surface car parks should be adequately screened and landscaped and where possible laid out in small groups of parking spaces. Development will only be permitted where it provides off-street parking, turning, loading and unloading for service vehicles to the satisfaction of the Local Planning Authority. Attention should be paid to "Secure by Design" considerations.

### **New Buildings, Extensions and Changes of Use**

The council will have regard to existing parking on a site and may consider the possibility of a reduction in the amount of parking where the new use requires fewer spaces than the existing use of the site. Where standards differ between uses in the same Use Class or between uses which are allowed as permitted development under the Town and Country Planning (General Permitted Development) Order 1995, conditions may be applied to planning permissions restricting rights to change the use of the site without the consent of the LPA.

### **Development not providing parking**

Developments below the relevant parking standard threshold will be considered on their merits having regard to the transport and parking strategy and regeneration objectives. The required parking provision will be used as a starting point in negotiating suitable on-site parking. The Council will have regard to the level of public transport access and the proposed uses.

### **Uses not mentioned**

For uses not mentioned provision will be a matter for negotiation between the applicant and the Council, considered on their merits based on restraint. For large scale developments a travel plan will normally be required.

### **Parking for wheelchair users and people with disabilities**

In accordance with PPG13, there will be a requirement for an additional 10% of all parking spaces on a site to be designated as disabled parking bays. However, the London Plan advises that there should be flexibility with this requirement and therefore the appropriate number of disabled parking bays will be assessed on the size of the site and the nature of the proposed use. The disabled parking bays will be required to be provided to the mobility standard of 3.6m x 4.8m, specifically marked out and positioned as near as possible to the entrance of the building. As a guide at least two parking bays should be for this use.

### **Multiple use of parking facilities**

Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). The multiple use of parking facilities may require planning permission and applicants should contact the Local Planning Authority to discuss their proposals before proceeding. Shared parking or multiple use of parking spaces may be encouraged to maximise parking in appropriate locations. Multiple use parking will only be permitted where there is full co-operation from all occupiers. Such parking arrangements will not be considered as a means of meeting the required parking standards for a development.

### **Front garden and garage parking**

Hard surfacing of front gardens to provide new or additional off-street parking can be detrimental to the local streetscape and character. Where new or additional parking is unavoidable, design advice should be sought from the Council. Similarly, the conversion of garages to provide additional accommodation can have a harmful effect, particularly if the alteration is out of keeping with the original dwelling. Again, design guidance should be sought from the Council. This particularly applies in conservation areas. Where a space within a curtilage is a garage, a condition will normally be applied, preventing the garage from being used as a habitable room to ensure it remains as a parking space. Garages will be required to maintain an internal width of 3000mm.

### **Uses likely to generate coach traffic**

Uses likely to generate coach traffic (e.g. hotels, public halls, educational establishments, swimming and sports facilities, theatres etc) should provide adequate off-street facilities for coaches, including pick-up and set-down points, manoeuvring space and sufficient parking bay(s). Development layouts should allow for coaches to enter and leave the site in a forward gear.

### **Cycle parking**

Cycle parking facilities should be conveniently located, secure, easy to use, sheltered, well lit and signposted.





Clarendon Rise Car Park

## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

LTC14B: adopt London Plan standards for new development including retail development was favoured by the majority of respondents during the consultation process.

### Consistency with National and Regional Planning Guidance

PPG13: Transport

PPG13 states that local authorities should use parking policies, alongside other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys (para 7).

The London Plan

The preferred option is in line with policy 3C.22 Parking Strategy and policy 3C.23 Parking in town centres. Policy 3C.22 Parking Strategy states that boroughs should seek to ensure that on site car parking at new developments is the minimum necessary (the only exception to this approach is to ensure that developments are accessible for disabled people). This policy advocates that boroughs adopt the maximum parking standards set out in Annex 4 of the London Plan which is the approach mirrored in the preferred option. Policy 3C.23 parking in town centres states that parking standards for town centres should take into account the standards set in Annex 4 of the London Plan, this approach should help to enhance the attractiveness of town centres and to reduce congestion and encourage the use of more sustainable modes of transport.

The GLA state that parking standards should take into account the standards in Annex 4 of the London Plan and also public transport provision and town centre vitality. In this respect option C is supported with option B as a maximum standard. Transport for London

also responded supporting the adoption of all London Plan parking standards for any new development in Lewisham town centre (including retail use).

### Consistency with other Council Policy Documents

Community Strategy

The preferred option fulfils the following Community Strategy objectives:

Objective 2: Sustain and improve the health and wellbeing of local people by increasing the number of journeys made by sustainable modes.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and environment by increasing the number of journeys made by walking and cycling.

### What alternatives were considered and why they were rejected

Options LTC14A and LTC14C were not selected as part of the preferred option. It is considered that the existing standards for new development are not the most sustainable option and that a more stringent approach than the London Plan would fail to recognise the need for a certain amount of parking to support the viability and vitality of the town centre.

## ISSUE LTC15:

**In the context of potential significant growth in retail floorspace in Lewisham town centre, what approach should be taken to the provision of public/shopper parking spaces in the town centre?**

## OPTIONS

### LTC15A

Rationalise existing provision to encourage the use of public transport.

### LTC15B

Seek to retain existing levels of public parking.

### LTC15C

Seek to increase provision of public parking.

## CONSULTATION ON ISSUES AND OPTIONS

Options LTC15A and B were identified by the majority of respondents as the most popular approaches to the provision of public/ shopper parking spaces. The GLA offer support for option A and Transport for London state that they are in favour of no new additional parking provision within the town centre for new development, encourage the better management and rationalisation of the existing town centre spaces, and support proposals which encourage the use of public transport.

## PREFERRED OPTION

Notwithstanding the response received from the GLA, the preferred option is that the existing levels of public parking in Lewisham town centre should be retained in line with option LTC15B. The option does have a degree of flexibility, and the draft policy

interprets the retention of parking levels with respect to maintaining the proportion of parking in relation to the expansion of retail floorspace, which is in conformity with PPS6.

## DRAFT POLICY

### LTC TRS2 – EXISTING PUBLIC / SHOPPER PARKING SPACES IN THE TOWN CENTRE

The Council will seek to retain the quantum of existing public /shopper parking spaces in the town centre as a minimum level. The Council will also seek to broadly maintain the existing ratio of parking spaces to retail floorspace through a moderate increase in provision in line with an expansion in retail floorspace. The development of the following opportunity areas and sites will involve a significant amount of new retail floorspace and new associated parking spaces should be publicly accessible.

- Hartwell Ford site
- Engate Street site
- Conington Road Opportunity Area
- Loampit Vale Opportunity Area

## REASONS FOR PREFERRED OPTION

### Consistency with Consultation Report

Options LTC15A and B were identified by the majority of respondents as the most popular approaches to the provision of public/ shopper parking spaces

### Consistency with National and Regional Planning Guidance

PPG13: Transport

The availability of car parking has a major influence on the means of transport people choose for their journeys. PPG13 states that local authorities should ensure that as part of a

package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices whilst taking care not to create perverse incentives for development to locate away from town centres, or threaten future levels of investments in town centres (para 51).

PPS6: Planning for Town Centres

Paragraph 3.35 of PPS6 states that developments should be accessible by a choice of means of transport, including public transport, walking, cycling, and the car. A range of means of access, including car (and according parking) is extremely important from the perspective of maintaining vitality and viability.

London Plan

A new framework set out in Policy 3C.23 for setting car parking standards for retail developments links car parking provision to public transport accessibility and encourages more restrictive car parking where public transport accessibility (PTALs) is high. This takes account of the trend for shopping centres with better public transport provision, to have a higher public transport modal share and lower car use for shopping trips. The London Plan does state that it is vital that parking policy is applied in conjunction with PPG6, which requires parking to reinforce the attractiveness and competitiveness of town centres and does not undermine them (Annex 4 para 16 & 17). This approach is put forward under the preferred option.

### Consistency with other Council Policy Documents

Community Strategy

The preferred option fulfils the following Community Strategy objectives:

Objective 2: Sustain and improve the health



Car park adjacent to station



Existing public/shopper parking at Loampit Vale North

and wellbeing of local people by increasing the number of journeys made by sustainable modes.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and environment by increasing the number of journeys made by walking and cycling.

transport patterns (Option 15C).

#### Other planning reasons

Whilst neighbouring town centres have levels of public car parking that far exceed that found in Lewisham, the high level of public transport accessibility experienced in Lewisham allows visitors to travel by means other than the private car which are more sustainable. However, it is important to maintain the existing level of public parking, and to allow a moderate increase with a view to maintaining and enhancing the competitive position of the town centre. Efforts towards increased patronage of public transport and effective management of current parking provision should be explored in order to mitigate the pressure upon existing public car parking spaces and to alleviate congestion.

Government guidance advocates that planning policy should strive to make the best use of land and given the existing pressure upon town centre development sites allocating additional sites for public car parking would be difficult.

#### What alternatives were considered and why they were rejected

Options LTC15A and LTC15C were not selected as part of the preferred option. It is considered that improvements to the public transport interchange will contribute to higher rates of public transport use. However, it would have a negative impact on trading to rationalise parking given the projected increase in retail floorspace (option 15A). At the other end of the spectrum, a significant increase in car parking spaces would undermine the opportunity to maximise the sustainable



## OTHER POLICIES

### LTC TRS3 – CYCLING AND WALKING ROUTES

Opportunities to enhance routes such as Waterlink Way, and to connect other parts of the town centre into the cycling and pedestrian network should be maximised.

### LTC TRS4 – MITIGATING AGAINST THE IMPACT OF ROADS AND ROUNDABOUTS

The Council will support measures to improve the visual and pedestrian experience of the town centre, including at the following locations:

- (a) Northern roundabout;
- (b) Loampit Vale;
- (c) Lee High Road and Belmont Hill;
- (d) Lewisham High Street;
- (e) Molesworth Street; and
- (f) Southern roundabout.

## LTC TRS5 – TRAVEL PLANS

Developments that will have a significant transport impact (reaching or exceeding the thresholds set out in Table 3.3) will be required to submit a travel plan in order to reduce the impact of travel and transport on the environment. The Council will support car sharing and car club schemes and provision for alternative modes of transport to and any other schemes which challenge the use of private vehicles throughout the life of the proposed development.

All other development proposals below the thresholds identified in Table 3 should be accompanied by a suitable commitment to encourage sustainable travel and the provision of sustainable travel information such as installing cycle parking, making public transport information available and promoting travel choices to staff members.

**Table 3.3: Lewisham Town Centre Travel Plan Thresholds**  
(source Draft Best Practice for Workplace Travel Planning for New Development)

Land Use	Threshold at or above which Travel Plan is required (<= less than, >= more than)
Shopping Centre	2500m <sup>2</sup>
A1 Food/Non Food Retail	1000m <sup>2</sup>
Garden Centres	2500m <sup>2</sup> and above
A3/A4/A5 Food and Drink	750m <sup>2</sup>
B1 including offices	2500m <sup>2</sup>
B2 Industrial	2500m <sup>2</sup>
B8 Warehousing and Distribution	2500m <sup>2</sup>
C1 Hotels	50 beds
C3 Residential	80 units
D1 Hospitals/medical centres	50 staff
D1 Schools	All developments
D1 Higher and Further Education	2500m <sup>2</sup>
D1 Museum	100,000 visitors annually
D1 Place of Worship	200 members/regular attendees
D2 Assembly and Leisure	1000m <sup>2</sup>

# 3.7 Environment



River Quaggy

## Overview

Two rivers flow through Lewisham town centre; the Quaggy and the Ravensbourne. At present the rivers are under-utilised however with effective management, improvement and protection these rivers and their surrounding environment could become an asset for the town centre.

The rivers provide important linear features which can form the basis for wildlife corridors, as well as the Waterlink Way and the Thames Path and are important to sustain biodiversity. The river environment provides refuge for wildlife and provides a recreational route to be enjoyed by residents and visitors to Lewisham town centre.

## ISSUE LTC16:

**How can the AAP seek to protect and enhance the environs of the Rivers Quaggy and Ravensbourne?**

### OPTIONS

#### LTC16A

New development should contribute either with physical environmental improvements or financial contributions to fund improvements in order to protect and enhance the river environment in the town centre.

#### LTC16B

On the basis that there is no demonstrable harm to the river and its environment, contributions should not be sought.

### CONSULTATION ON ISSUES AND OPTIONS

Consultees stated a preference for option LTC16A as did the GLA stating that the restoration of both river channels should be a fundamental requirement of any major development proposals for the town centre.

### PREFERRED OPTION

The preferred option for issue LTC16 is option A. New development should contribute either with physical environmental improvements or financial contributions to fund improvements in order to protect and enhance the river environment in the town centre.

## DRAFT POLICY

### LTC ENVI – PROTECT AND ENHANCE THE ENVIRONS OF THE RIVERS

The Council will seek to protect and enhance the environs of the River Quaggy and the River Ravensbourne. New development on sites benefiting from river settings should seek to maximise the contribution they make to the quality of the town centre environment, in terms of public amenity and environmental quality, the provision of natural habitats, enhancement of biodiversity and the provision of effective flood defences. Where appropriate, the Council will support the de-culverting of rivers and programmes of naturalisation of riparian environments.

### REASONS FOR PREFERRED OPTION

#### Consistency with Consultation Report

Consultees favoured the preferred option over option B

#### Consistency with National and Regional Planning Guidance

PPSI: Delivering Sustainable Development

PPSI states that planning should protect and enhance the natural and historic environment, the quality and character of the countryside and existing communities (para 5). The conservation and enhancement of the natural environment can bring about social and economic benefits for local communities therefore planning should seek to maintain and improve the local environment and help to mitigate the effects of declining environmental quality through positive policies on issues such as conservation (para 18). Planning authorities should seek to enhance the environment as part of development proposals (para 19). The preferred option adheres to this guidance.

#### The London Plan

The preferred option is in line with policy 4C.31 Rivers, brooks and streams which states that boroughs should ensure that rivers, brooks and streams of all sizes are protected, improved and respected as part of the Blue Ribbon Network and as valuable entities in themselves. In particular, measures should be taken to improve the habitat and amenity value of such waterways.

#### Consistency with other Council Policy Documents

##### Community Strategy

The preferred option is in line with the following Community Strategy objectives:

Objective 2: Sustain and improve the health and wellbeing of local people by providing high quality space in which they walk and pursue recreational and leisure activities.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and environment

#### Other planning reasons

The two river channels are both heavily degraded and currently have little amenity or ecological value. Restoration of the river environment, funded by developer contributions, would provide Lewisham town centre with a new focal point and amenity space for recreational purposes to be used by visitors and residents alike. This is particularly important as residential densities rise and pressure on existing open spaces is increased.

#### What alternatives were considered and why they were rejected

LTC16B was not incorporated within the preferred option as it was felt that all developments benefiting from the river environment, whether presenting harm or not,



River Ravensbourne



should provide contribution to its enhancement. It is recognised that the options did not suitably clarify which sites the policies should apply to.

## OTHER POLICIES

### LTC ENV2 - FLOOD PLAINS

Development on the floodplain will not normally be permitted unless it can be demonstrated that the proposal would not, itself or cumulatively with other development:

- (a) impede the flow of water;
- (b) reduce the capacity of the flood plain to store flood water; or
- (c) increase the number of people or properties at risk from flooding.

The Council support the provision of flexible spaces such as the proposed Cornmill Park on the Sundermead Estate which have the potential to act as attenuation pools in times of flood, and as open space at times of normal flow / discharge.

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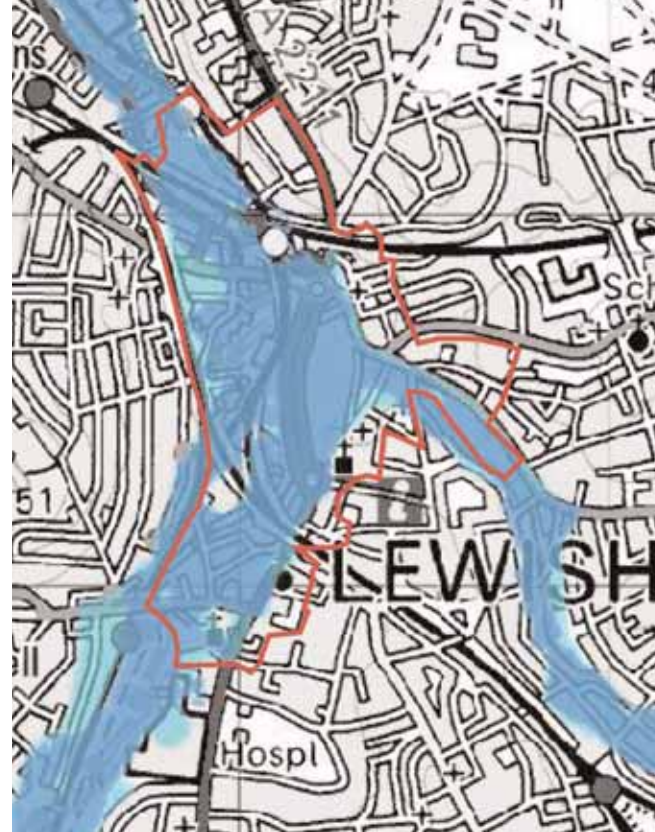


Figure 10: Environment Agency Flood Map (reproduced from [www.maps.environment-agency.gov.uk](http://www.maps.environment-agency.gov.uk))  
Blue shading (Zone 3a - high probability) indicates areas at risk of flooding from rivers and seas without defence and green shading (Zone 2 - medium probability) indicates the extent of extreme flooding. The remainder of the town centre is Zone 1 - low probability.

Table 3.4: Flood Zone Table

Opportunity Area	Flood Zone
Lewisham Gateway	Zone 3a
Lewisham Centre and adjoining land	Zone 3a
Lee High Road	Zone 3a
Loampit Vale	Zones 2-3a
Conington Road	Zone 1
Engate Street	Zone 3a

# 3.8 Community and leisure

## Overview

A review of community and leisure objectives and baseline trends has identified only one issue of specific importance to Lewisham town centre; the siting of a new secondary school in the town centre. After consultation in 2002, the Ladywell Leisure Centre emerged as the preferred location for a new secondary school and the Council anticipated closure of the centre in 2007. However due to public campaigning to retain the Ladywell Leisure Centre until a new facility is provided within the town centre, the decision of the Mayor and Cabinet in September 2006 was to look further at the feasibility of an alternative site for the new secondary school. Two alternative sites, Lewisham Bridge primary school and land at Lewisham Hospital were identified. On receiving the in-depth appraisal from officers at the Mayor and Cabinet meeting on 8th November 2006, it was decided to pursue the Lewisham Bridge site because it offered the best education opportunities in an excellent location. Further consideration will be given to the development of a new Leisure Centre within the town centre to replace Ladywell Leisure Centre. As there were no issues raised at the issues and options stage on community and leisure uses, there is no preferred option proposed for this section.

## DRAFT POLICIES

### LTC COM1 – LEISURE CENTRE

The Council is committed to providing one major leisure centre including a swimming pool in Lewisham town centre to replace the current Ladywell Leisure Centre. The new leisure facility should:

- (a) Be provided on a site well served by public transport;
- (b) Be provided in a building accessible to all;
- (c) Provide a range leisure and community facilities considered appropriate to meet local and Borough wide needs; and
- (d) Be a high quality, well designed, modern and energy efficient facility.

### LTC COM2 – A NEW SECONDARY SCHOOL FOR THE TOWN CENTRE

The Council will consider the possibility of providing a new secondary school in Lewisham town centre. Should such a facility be required, it should:

- (a) Be provided in a site well served by public transport;
- (b) appropriate to meet local needs;
- (c) Provide the scope for the provision of shared community facilities of wider public benefit; and
- (d) Be a high quality, well designed, modern and energy efficient facility.

### LTC COM3 – RANGE OF COMMUNITY, LEISURE AND ENTERTAINMENT SPACES

In order to contribute to town centre vitality, the Council is supportive of the provision of a flexible community spaces along with a range of leisure and entertainment uses in Lewisham Town Centre. In particular, the Council will be supportive of proposals for a cinema in the town centre, and a site at the northern end of the centre, such as the Lewisham Gateway site, is considered to be an appropriate location.

The redevelopment of existing community, leisure and entertainment spaces will only be permitted if it can be demonstrated that:

- (a) the facility is no longer needed or an equivalent facility can be replaced at an alternative site with an equal or improved level of accessibility;
- (b) the locational requirements for the facility are not met;
- (c) the facilities need updating which cannot be achieved at a reasonable cost; and/or
- (d) alternative provision of equivalent benefit to the community is made.

### LTC COM4 - MAJOR DEVELOPMENTS

The Council may require major developments to prepare a social impact report to assess the health, education, leisure and community facility and infrastructure needs arising from a proposal.



Leamore Centre

# 3.9 Implementation



Waterlink Way

## Overview

AAPs are intended to have a strong focus on implementation and delivery. In addition, government guidance also sets out the importance of monitoring the effectiveness of the AAP. Paragraph 4.48 of PPS12 states that 'Local planning authorities must develop monitoring systems to assess the effectiveness of local development documents'. As such there are two general issues which will be addressed by the AAP. These are:

How should the AAP best be implemented?

How should the Council monitor the AAP?

Chapter 10 of the UDP sets out the Council's current approach to implementation, resources and monitoring. This includes the following aspects:

- Monitoring the efficiency of policies and proposals;
- Seeking all available resources, public and private for the implementation of policies and proposals in the plan;

- Encouraging consideration of community benefit and planning loss;
- Commitment to consultation; and
- Undertaking enforcement action.

The UDP also provides indicators and monitoring targets for a wide range of themes which cover the overall scope of the plan.

Mechanisms for implementation will in general be explained in the Core Strategy. However, there are some Lewisham specific mechanisms which are listed in the draft policies below:



## DRAFT POLICIES

### LTC IMP1 – MONITORING

The Council will facilitate the monitoring of the AAP through the following interventions:

- (a) Adherence to PPS6 recommendations for town centre healthcheck monitoring;
- (b) Liaison with the Town Centre Manager; and
- (c) Monitoring progress on planning applications.

### LTC IMP 2 – COMPULSORY PURCHASE ORDER POWERS

Where necessary, the Council will use Compulsory Purchase Order (CPO) powers to deliver agreed strategies in line with policies and site allocations of the Lewisham Town Centre Area Action Plan.

### LTC IMP3 – LEWISHAM TOWN CENTRE S106 POOLING AND PRIORITIES

The Council will seek to facilitate the pooling of developer contributions to achieve a comprehensive and holistic approach to the regeneration of the town centre. In discussion with developers, the Council will expect contributions from new development to assist in achieving the following interventions:

- (a) public realm enhancements;
- (b) contributions to achieve comprehensive improvements in Opportunity Areas;
- (c) shopfront improvement grants;
- (d) appropriate town centre management initiatives;
- (e) community development projects including engagement exercises;
- (f) improvements to the Rivers and their environs, including naturalisation and ecological quality;
- (g) implementation of Waterlink Way;
- (h) funding of town centre community, health and leisure facilities and infrastructure needs resulting from major development;
- (i) employment and training support;
- (j) air quality management measures;
- (k) traffic management measures, including pedestrian routes and facilities; and/or
- (l) public transport improvements.



Lewisham Town Centre AAP Information Day, Sep 2006

#### **LTC IMP4 - PARTNERSHIP AND CONSULTATION**

In implementing the policies and proposals put forward in this Area Action Plan, the Council will comply with the Statement of Community Involvement by encouraging consultation and stakeholder involvement on all key development sites.

#### **LTC IMP5 – INFRASTRUCTURE AND SERVICES**

Development in Lewisham Town Centre will be required to contribute to the upgrading of utilities as necessary to support the development. Local improvements may be required to gas, electricity, water, telecommunications supplies and foul and surface water sewerage.

#### **LTC IMP6 - TRANSPORT CAPACITY**

Where development proposals will have a significant impact on highway or public transport networks, contributions may be sought in relation to:

- (a) increased line or station capacity on DLR and rail lines;
- (b) improved operating environment and facilities for buses;
- (c) enhanced pedestrian and cycle connections, particularly between development areas and the public transport interchange.

#### **LTC IMP7 – EDUCATION AND TRAINING SCHEMES**

Major development should contribute to education and training by incorporating schemes as part of their construction and on-going operations. This may involve one or more of the following:

- (a) Employment opportunities and training schemes for local people in construction related industries associated with development;
- (b) Employment of local people in the on-going enterprise; and/or
- (c) The development of training programme (from small scale work experience type activities through to formal educational programmes) associated with on-going enterprise.



## Chapter 4

# Opportunity Areas & Site Allocations





# 4.1 Introduction

A series of Opportunity Areas and sites have been identified in Lewisham town centre. These areas have a diverse character and present significant opportunities to enhance the vitality and viability of Lewisham town centre in line with PPS6. The Opportunity Areas provide a means to realise the vision, themes and objectives of the AAP. Specifically, these areas include a number of development sites which could deliver new retail floorspace, homes and jobs as well as contributing to sustainable patterns of transport and creating a first class environment.

The purpose of the Opportunity Area policies is to provide site specific policies and indicative guidance which draws upon the more generic policies in chapter 3. In line with PPS12, chapter 4 of the AAP encourages the stimulation of development and encouragement of regeneration, and Lewisham Council is keen to be proactive in facilitating a step change in Lewisham town centre. In advance of setting out draft policies and indicative development framework guidance, a series of analysis plans are set out for each Opportunity Area.

Although the Opportunity Area policies are not issues/options based, the preferred options and policies maintain consistency with preferred options in chapter 3. It is important to note that the principles and policies advocated for individual sites are rooted in policies from chapter 3, which are subject to detailed justification with respect to national planning policy guidance, Council policy documents and other planning reasons.

## DRAFT POLICY

### LTC OPP0 – Opportunity Area Policies

The Council has identified a series of Opportunity Areas which provide a means to enhance the vitality and viability of the town centre and respond to the diverse character and function of each area. Proposals for specific sites within Opportunity Areas will be required to have regard and general conformity with the following hierarchy of policies in the AAP:

- Relevant thematic policies in Section B of the Area Action Plan;
- Overarching policy for each Opportunity Area detailing broad objectives;
- Site-specific policy within the relevant Opportunity Area; and
- Indicative development framework guidance for each Opportunity Area.

The Opportunity Area policies indicate the broad spatial principles and uses that the Council considers appropriate on these sites. Other uses may also be appropriate, and will be considered against the vision and objectives of the Spatial(Core) Strategy and other policies in this Plan. The Council wishes a high standard of design and townscape quality to be achieved on all development sites, in particular; sites identified in the Opportunity Area policies and site allocations. Where necessary, the Council will use Compulsory Purchase Order (CPO) powers to deliver agreed strategies in line with Opportunity Area policies and site allocations.

Policies and indicative guidance have been prepared for the following Opportunity Areas:

- Lewisham Gateway;
- Lewisham Centre and adjoining land;
- Lee High Road;
- Loampit Vale;
- Conington Road; and
- Engate Street.



Lewisham High Street.



Lewisham High Street with Citibank Tower in the background.

# 4.2 Lewisham Gateway

## Existing Character

The Gateway site forms the catalyst for the renaissance of Lewisham Town Centre and provides the central context within which this Area Action Plan has been prepared. Supported by £15.9 million of Single Regeneration Budget funding, the Lewisham Gateway site is an extremely important development site within the context of the wider regeneration of Lewisham centre, London and the Thames Gateway as a whole.

The area is contained to the north and west by railway lines, Rennell Street to the south and Lewisham High Street and the Quaggy River to the east and is dominated by Lewisham Station. The existing roundabout is set to be replaced by a series of junctions thereby releasing land for redevelopment.

The site is a hostile, traffic dominated environment. The roundabout and railway tracks act as a significant barrier to east-west movement and physical and commercial linkages between the transport interchange and the town centre retail core are weak.





## Analysis



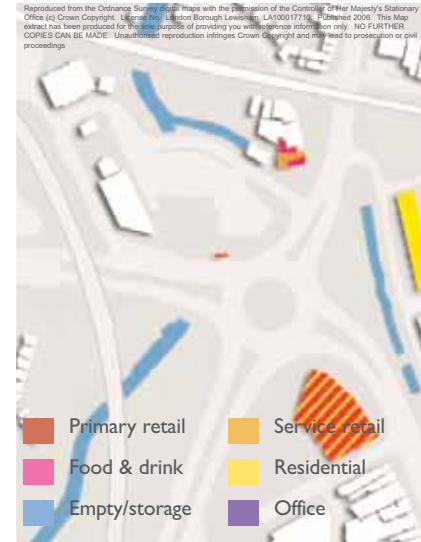
### Public Realm

1. Hostile pedestrian, traffic dominated environment is a barrier to east – west movement
2. Significant link between the station and the town centre needs to be strengthened.
3. Roundabout and crossings fracture pedestrian flow.
4. Opportunity for improved access to River Ravensbourne
5. Bus station leads to pedestrian congestion
6. Existing public open space



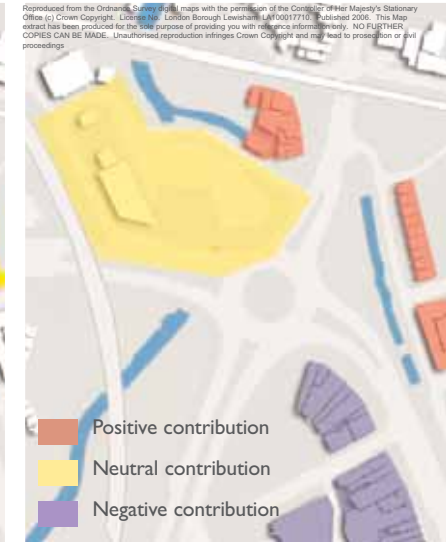
### Fronts, Enclosure, Scale and Grain

1. Positive frontage
2. Area fails to contribute positively to space
3. South Western corner does not currently benefit from active frontage



### Land Use

- The general lack of uses fronting the Gateway site contributes to the hostile environment.
- The station creates an active frontage along the northern edge
- The Gateway site provides a real opportunity for a large scale mixed use development.



### Architectural Quality

- The buildings on the south – east corner of the site are shabby and run down and do little to enhance the townscape.
- The Station is a major hub and the built form surrounding this area should reflect this.

## Key Objectives

1. To improve the transport interchange between buses, trains and DLR.
2. To provide a safe, pleasant and convenient pedestrian environment connecting the station interchange to the High Street and Lewisham Centre.
3. To promote a high quality, mixed use development, befitting of a metropolitan town centre.
4. To re-connect adjoining neighbourhoods to the town centre.
5. To celebrate the confluence of the Rivers Quaggy and Ravensbourne.

## Key Opportunities

1. Establishment of new direct pedestrian linkage between the public transport interchange and Lewisham High Street through a reconfigured road network.
2. A major high density, mixed use redevelopment of the roundabout site including a significant quantum of retail, leisure and residential development providing jobs and homes in the Thames Gateway.
3. Improvements to the bus services and public transport interchange.
4. The confluence of the Rivers Ravensbourne and Quaggy should be celebrated through the creation of a new open space.

## Options

Comprehensive consultation on various options for the Lewisham Gateway site was undertaken during the early stage of the SRB funded initiative. Following detailed consideration of these options by the SRB Board, a preferred option was chosen. Lewisham Council prepared, consulted upon and adopted a Planning Brief which includes a development framework indicating how the site might come forward based on the preferred option.

Given the development context associated with this key site and with the development of the site being supported through the award of SRB funding, it is not felt appropriate to consider options for how the site might be developed. However, it is considered appropriate to identify the area as a development site and it is important, in the preparation of the AAP for Lewisham Town Centre to give some consideration to the impact such significant development would have on the town.

## Preferred Option

No options were put forward for how the site might be developed in the issues and options paper as a preferred option had already been chosen by the SRB Board. This is set out below:

The Gateway development will link the existing town centre with the DLR and rail station and will significantly improve the urban environment. Development should create a lively, contemporary, high density, urban mixed-use environment that will integrate improved public transport facilities and new prime commercial, residential and leisure development with existing business and neighbourhoods in and around the town centre. A much improved public transport interchange will be directly connected to Lewisham High Street and the Lewisham Centre by a high quality pedestrian route and a new town square flanked by shops, bars and cafes. The site is also considered suitable for leisure uses such as a cinema.

Redevelopment of the site will make a significant contribution towards the establishment of Lewisham as a Metropolitan Centre in the London Plan's retail hierarchy.



Aerial view of Lewisham town centre.



Lewisham station and bus interchange.



Lewisham Station

## DRAFT POLICIES

### Opportunity Area Policy

#### LTC OPPI – Lewisham Gateway Opportunity Area

The Council has identified the following key principles for the Lewisham Gateway Opportunity Area and will require proposals to be in general conformity with these and other general policies:

- a) Improved transport interchange that allows people to make easy connections between buses, trains and DLR;
- b) A safe, convenient and pleasant environment for pedestrians;
- c) Commercial development befitting a metropolitan town centre, including a range of comparison and convenience retailing and new leisure facilities which meet local and Borough needs;
- d) Raise the profile of Lewisham by creating a development of the highest design quality; and
- e) Improve links across the site so that the neighbourhoods adjacent to the town centre can be re-connected to it.

It is considered that new development in the Lewisham Gateway Opportunity Area has the capacity for approximately (not taking account of existing floorspace):

- 800 dwellings;
- 17,000 m2 retail;
- 8,000m2 office;
- 3,000m2 hotel; and
- 5,000m2 leisure

Where reasonable, the Council will seek development contributions for the following:

- improvements to river environments, including naturalisation;
- improvements to Waterlink Way;
- town centre management measures;
- employment and training support;
- town centre play facilities; and/or
- air quality management measures.

### General Policy

#### LTC OPPI a – General principles for Lewisham Gateway

The Council strongly supports the principles behind the Lewisham Gateway initiative of radical improvements in linkage between the primary shopping area and the Lewisham public transport interchange through the 'low-H' junction arrangements. In assessing an application for the Gateway site, the Council will require the proposal to embody the following:

- a) To deliver the objectives of Urban Renaissance in Lewisham SRB programme;
- b) To promote the revitalization of the area between the shopping centre and the rail station as a catalyst for regenerating the surrounding areas;
- c) To create a commercially viable development that extends the prime commercial/retail area north of the shopping centre;
- d) To create a distinctive destination based on an attractive public realm of lively streets and open spaces, a mix of residential, commercial and leisure uses providing a critical mass of development opportunity;

- e) To consider the potential for a new cinema other community and education uses including the relocation of Lewisham College.
- f) To improve the river environments including the provision of a coherent public space at the heart of the development which focuses on the confluence of the Rivers Quaggy and Ravensbourne;
- g) To deliver high quality buildings and public spaces, providing active frontage on all key sides of the development including Molesworth Street and Lewisham Road;
- h) To provide a varied massing with a lower base of commercial development with taller residential uses above. Tall buildings will be appropriate subject to the relevant criteria under policy LTC URBI.
- i) To develop a strong fine-grained permeable network of routes that maximise the links between the station, Sundermead and the town centre, whilst considering overall car parking provision and ensuring that the site is fully accessible by a range of sustainable transport modes.
- j) To protect and enhance the visual links to St Stephen's church;
- k) To contribute to the delivery of sustainability targets with respect to energy efficiency, waste management, water management, bio-diversity, noise, wind, micro-climate, solar, access and materials;
- l) To relocate the bus layover to Thurston Road;

The Council and its partners may require the use of Compulsory Purchase Order to support the redevelopment of this key site.



Lewisham Gateway proposal



## Indicative development framework guidance

### Mix of uses

A significant amount of retail and commercial uses befitting of a Metropolitan Centre. Community and educational uses with the possibility of including the relocation of Lewisham College. A new cinema world would also be appropriate. Residential above.

### Urban form and frontage

Varied massing across the site including high quality tall buildings and medium sized mixed use blocks.

Removal of roundabout and replacement with a 'low H Junction'

Active frontages to all key sides of the development including Lewisham High Street and Molesworth Street.

### Sustainability

New development should conform to high standards of environmental sustainability.

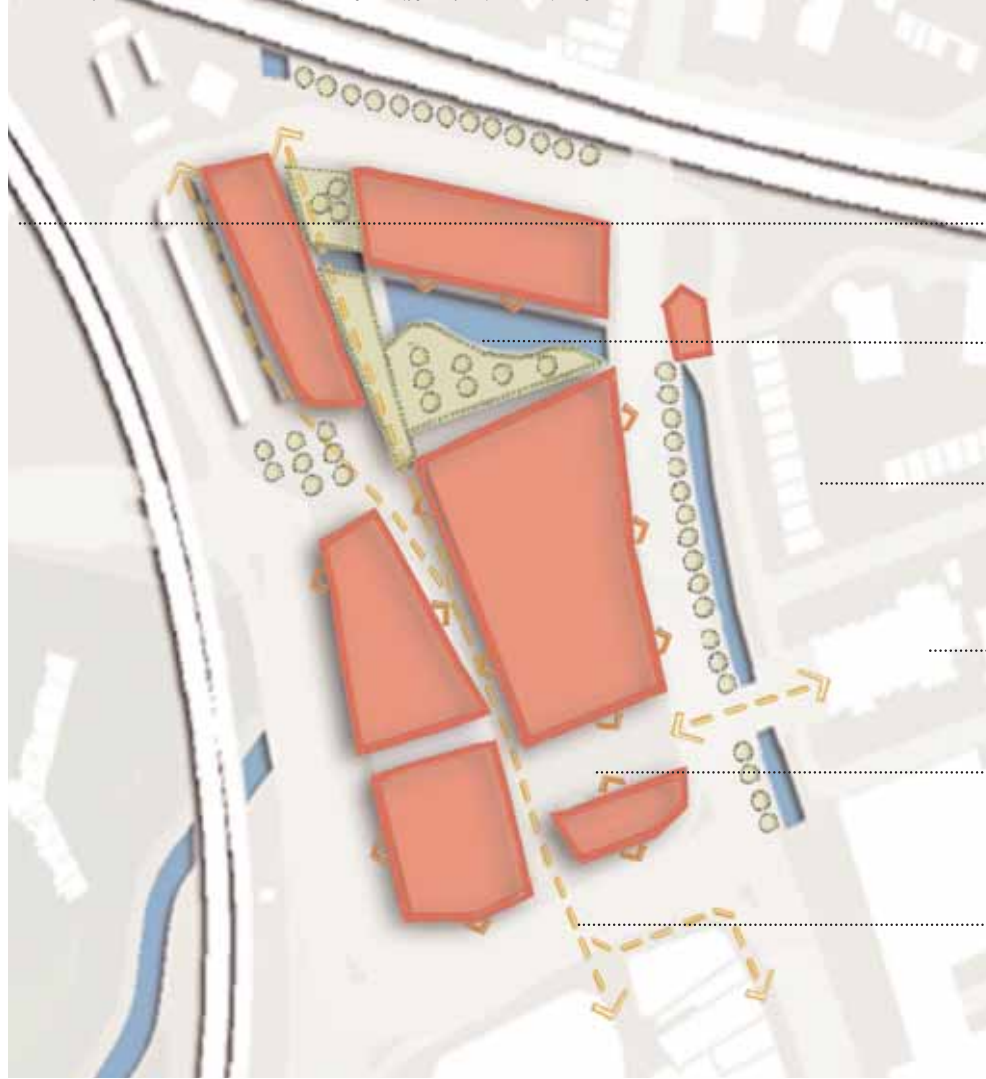
### Access

Improved transport interchange and permeable network of pedestrian routes.

### Estimated development capacity for this Opportunity Area:

- Residential - 800 dwellings
- Retail - 17,000 sq.m
- Office - 8,000 sq.m
- Hotel - 3,000 sq.m
- Leisure - 5,000 sq.m
- Public Open Space - 3,500 sq.m

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Relocation of bus layover to Thurston Road

Coherent public space celebrating the confluence of the Rivers Quaggy and Ravensbourne

Existing terrace of houses make a positive contribution to the character of the Blackheath Conservation Area

Protect visual links to St. Stephen's

New public space contributing positively to the setting of St Stephen's Church

New attractive, safe and active routes across the site including a direct link between the station and the shopping centre and Lewisham High Street

Lewisham Gateway development framework plan.

## REASONS FOR PREFERRED OPTION

It is anticipated that Lewisham Gateway will include approximately 17,000 sqm of retail development. When implemented this will extend the shopping area north towards the station and will provide the opportunity for high order, comparison retail to locate in a new, high quality, mixed use environment. The preferred option is supported by the findings of the Retail Capacity Study which identified significant potential capacity for new retail development in Lewisham Town Centre.

### Responses from the Issues and Options Consultation Report

No alternative options regarding how the site might be developed were put forward at the issues and options stage as a favoured form of development had already been selected by the SRB Board.

### Consistency with National and Regional Planning Guidance

PPS1: Delivering Sustainable Development The preferred option meets the requirements of PPS1 for delivering sustainable development by: promoting mixed use development that allows linkages between different uses and thereby creating a more vibrant place (Para 27ii); bringing forward land of suitable quality to meet the expected needs of housing, leisure and recreation (Para 27iv) and support economic growth (Para 27i); providing new development of a range of uses in an accessible location, reducing the need to travel by car (Para 27v); promoting more efficient use of land (Para 27viii); and enhancing and protecting natural habitats and townscape character (Para 27ix).

#### PPS 3: Housing

The preferred option is in line with the

government objective outlined in PPS3 (Para 36) which is to create mixed and sustainable communities by ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 states that Local Planning Authorities should identify broad locations and specific sites that will enable delivery of housing. These sites have been identified in accordance with PPS3

PPS6: Planning for Town Centres The government's key objectives for town centres is to promote their vitality and viability by planning for the growth and development of existing centres and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment accessible to all (Para 1.3). The preferred option achieves this by: enhancing the consumer choice in the centre in an accessible and well served location (Para 1.4); delivering a more sustainable pattern of development through high density, mixed use development, reducing the need to travel (Para 1.5); and improving the quality of public realm and open spaces (Para 1.5). The government advises that housing should be an important element in most mixed-use, multi-storey developments (para 1.9) which is reflected by the preferred option.

#### PPG17: Planning for Open Space, Sport and Recreation

The preferred option includes new public and private open space areas and links to the river environment in line with Para 24 of PPG 17, which states that local authorities should seek opportunities to improve the local open space network to create public open space from vacant land and to incorporate open space within new development on previously-used land.

#### The London Plan

Option LTC5B fulfils the requirement in policy 3D.2 Town Centre Development that where need for additional development is established, capacity to accommodate such development should be identified within the development plan and such development should be encouraged.

Developments and improvements to the Lee High Road Opportunity Area will support the vitality and viability of Lewisham town centre as a whole, in line with policy 3D.1 Supporting Town Centres which states that access to goods and services should be enhanced and the wider role of the town centre should be strengthened as locations for leisure and cultural activities, as well as business and housing.

The preferred options are in line with policy 3D.7 which states that the current and potential value of open space to communities should be realised and the benefits, including those associated with health, sport and recreation, biodiversity and the environment should be protected.

New housing is a priority for Lewisham town centre considering the level of housing growth projected in the London Plan. Given the level of public transport accessibility and the wide range of retail and community services and facilities provided in Lewisham, the town centre and this opportunity area is considered to be the Borough's most sustainable location for new development. The preferred option complies with Policy 3A.2: Borough Housing Targets and policy 3A.5.

Policy 5C.1 'The strategic priorities for East London' includes promotion and intensification of retailing, services, employment, leisure and housing in town centres.

### Consistency with Other Council Policy Documents

#### Community Strategy

The preferred option for the opportunity area meets the following objectives: Objective 1: Making Lewisham a safer place and reduce the fear of crime. Objective 2: Sustain and improve the health and wellbeing of local people.

Objective 4: Foster enterprise and sustainable business growth.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and the environment.

### What alternatives were considered and why they were rejected

N/A - Given the development context associated with this key site and with the development of the site being supported through the award of SRB funding, it was not felt appropriate to consider options for how the area might be developed.

# 4.3 Lewisham Centre & adjoining land

## Existing Character

The Lewisham Centre and adjacent land incorporates the core shopping area as defined under the UDP of 2004, including the Lewisham Centre and the Model Market site. The opportunity area also comprises land directly adjoining the north east of the shopping centre, Molesworth Street, the surface car park site on the western side of Molesworth Street and Lewisham High Street.

Historically, the land now occupied by the Lewisham Centre was traversed by a network of streets before the land was developed in the 1970's into one large block with an internal shopping centre. To a large extent, the Lewisham Centre represents Lewisham Town Centre, and does not currently project the best possible image for the town centre. The new owners have shown a good deal of interest in the potential for improving the centre, which has helped to bring the site forward as a development opportunity.

It is understood that Lewisham is currently losing retail expenditure to centres that are perceived as more successful such as nearby Bromley and Bluewater shopping centres. It is therefore considered that improvements to the centre could result in greater retention of local retail expenditure and more sustainable patterns of behaviour.

The Model Market site is home to a number of small independent retailers and market traders selling a range of goods and is currently in a poor state of repair. There is scope for the redevelopment of the model market site to come forward alongside redevelopment of the Lewisham Centre, which will help to secure the regeneration of the southern end of Lewisham High Street.

Molesworth Street provides the principal north-south route for local through traffic and is a key component in local bus routing. However, together with the west side of the shopping centre and the railway lines to the east, it acts as a significant barrier to east-west movement. The car park and vehicle access ramps on the shopping centre tend to isolate the shopping centre from Molesworth Street and the result is a fairly hostile vehicular traffic dominated environment, which is compounded by Molesworth Street's duel carriageway status and poor building frontage.

The Molesworth Street surface car park site has been incorporated in this opportunity area as the site provides development potential to better link the shopping centre with the western side of Molesworth Street and support the major retail role of the area.

The land north-east of the shopping centre is highly visible from the Lee High Road approach to the centre and therefore plays an important townscape role. As the site is located at the junction between the Gateway development and Lewisham High Street, it will play a crucial role in achieving regeneration objectives for the town centre.

Lewisham High Street is the economic heart of Lewisham Town Centre and the most important social space in the town centre. It is also home to Lewisham's historic street market which is successful, popular and adds bustle and vibrancy to the street scene. The market plays an important role for local people, in that it provides sale of very affordable products in an accessible location.



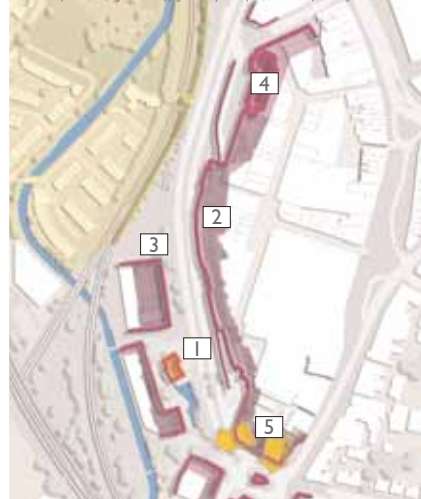


## Analysis Lewisham Centre and Molesworth Street

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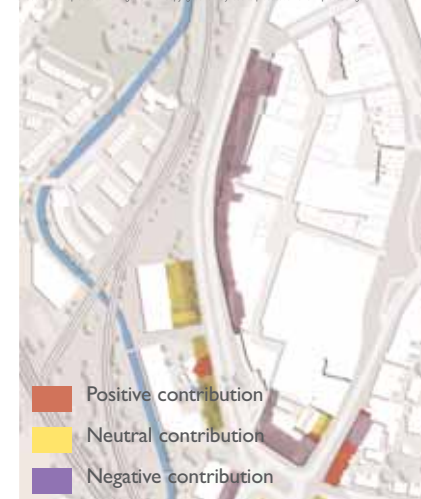
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### Public Realm

1. Hostile anti-pedestrian, non-urban environment is a scar on the town centre and a barrier to the west.
2. Insufficient crossings and tree-planting, 'motorway style' lighting and landscaping; all contribute to a sense of alienation.
3. Crossovers and ramps to Lewisham Centre, as well as roundabouts at east ends, fracture all pedestrian flows.
4. Significant link to Sundermead needs to be strengthened.
5. Opportunity for positive landscape treatment or active uses to enliven street scene.
6. Opportunity to improve relationship between Molesworth Street and Sculpture park/ Citibank/ Mill Pond areas.
7. Model Market is underused and does not relate coherently to the public realm.

### Fronts, Enclosure, Scale and Grain

1. No building frontage, other than the Old Mill, contributes anything positive to the street. Dead ground floor frontages, open vehicle ramps and car park above and plating screens to Citibank buildings; all turn their backs on the street.
2. Buildings are badly scaled and lack rhythm and grain.
3. Planted railway embankment and open carpark give a desolate feel to the street; may be a development opportunity to front Molesworth Street.
4. Citibank tower fails to contribute positively to the street despite its 'landmark' status.
5. Former Beatties buildings is an opportunity for an urban market, fronting the junction between Molesworth St and the Sculpture Park.

### Use

- Citibank office uses at each end of the street are significant. Active frontages and stronger relationships to street should be developed.
- Otherwise a general lack of uses fronting Molesworth Street, accounts for its current unfriendly character.
- The former Beatties building is redundant and offers an opportunity for a major unit with active uses at ground floor and mixed use above.

### Architectural Quality

- All buildings on the east side are very poor. They could contribute greatly to the identity and success of the Town Centre if redeveloped with high quality architecture.
- Urban form here is suggestive of a 'landmark' site and a significant hub. Existing buildings between the High Street (east side) and the Citibank building contribute nothing in support of this.

## Analysis of Lewisham High Street and Market



### Public Realm

1. Retail strip: turns its back on High Street and market place.
  2. Secondary frontage.
  3. 'Leftover space' between Lewis Grove Island, back of market stalls and refuse collector.
  4. Space around clock tower not used to full potential due to taxi rank.
  5. Opportunity for improved landscaping, lighting, street furniture and public art.
- Market servicing reduces quality of public space.
  - Heavy bus traffic creates harsh environment
  - Traffic calming should be increased.
  - High quality pavement finishes but poorly maintained with ad-hoc layout.

### Fronts, Enclosure, Scale and Grain

1. Lewis Grove Island does not 'front' the urban space of the market to the south.
2. Lewis Grove Island is a long block with no cross flow between Lewis Grove and the High Street.
3. The Lewisham Centre entrance is not inviting and does not embrace the public space.
4. The Catholic church to the south, the clock tower and Tower buildings to the north provide local landmarks and give definition to the High Street.
  - The High Street and market are enveloped by 3-4 storey buildings providing comfortable scale and feeling of enclosure.
  - The urban grain to the north and east share a tight, historic pattern. The urban grain to the west is coarser and provided by Lewisham Shopping Centre only.

### Use

- The 'heart' of the High Street and market consists of mostly major UK multiple retailers.
- The southern and northern High Street (east side) mostly consist of independently owned shops.
- Very few shops spill out onto the pavement.
- There are a high number of ground floor service retailers in and around Lewis Grove Island and the eastern edge of the High Street and market.
- The only food and drink establishments appear to be cheap takeaways.
- There are few late night venues.
- A very high percentage of upper floor units appear to be either empty or used for storage only. There are very few homes on upper floors overlooking the market place.

### Architectural Quality

- Landmark buildings provide a sense of place and history. These include the northern end of Lewis Grove Island, the Catholic church, clock tower and Tower building.
- The southern end of Lewis Grove Island contributes little to the quality of the Town Centre.
- The Lewisham Centre entrance does not fulfil its potential as a gateway/marker both for the Lewisham Centre itself and for the market.
- A mix of styles and quality. A number of major buildings of architectural merit, most notably surrounding the clock tower and on the southern most High Street east side.
- Buildings shown yellow above could offer significant public and environmental benefits by being redeveloped.

## Key Objectives

1. To support and improve the vitality and viability of the Lewisham Centre.
2. To encourage a sustainable form of development, including an increase in centrally located housing.
3. To improve the quality and safety of the environment for all users.
4. To attract investment to Lewisham High Street.
5. To improve east-west permeability through the area.
6. To ensure continuation of the market's important role in meeting local needs.
7. To provide a more convenient trading environment for market traders.

## Key Opportunities

1. Key development opportunity of the Model Market and former Beatties buildings for a mix of uses that will strengthen the role of the southern end of the High Street as a gateway to the town centre's core shopping area.
2. The Molesworth Street car park site can be considered as a potential development site for commercial uses and possibly residential uses, if the parking spaces are relocated to another suitable site.
3. Opportunity for redevelopment of the land north-east of the shopping centre to improve the townscape quality of the eastern approach to the town centre, complement the nearby Gateway development and provide additional residential uses to assist in meeting the Borough's housing targets.
4. Improvements to the quality of Lewisham High Street.
5. Potential for residential conversion of underused upper floor units along

Lewisham High Street to add natural surveillance and evening activity.

6. Opportunity to improve the east-west permeability through the market.
7. Key development opportunity for the long term at Lewis Grove island site to add diversity and vibrancy to Lewisham High Street.

## Options Considered

The key development sites such as the Lewisham Centre and the Model Market were brought forward at the Issues and Options stage as it was recognised that they will play a key role in the future of the town centre.

Options put forward at the issues and options stage (pp. 46-52 of the Issues and Opportunities Report, August 2005) were as follows:

- i) Maintaining the existing shopping centre whilst supporting its continued retail function in the town centre.
- ii) Redevelopment of the shopping centre in whole or in part to better integrate it to its immediate context, particularly Molesworth Street to the west.
- iii) Joint and comprehensive redevelopment of the Model Market and Former Beatties site to include a landmark mixed use development to help anchor the southern end of the shopping centre.

In addition, a separate option was put forward for the redevelopment of the Lewis Grove Island site to accommodate a range of town centre and evening economy uses with the potential to incorporate residential uses.

## Preferred Option

The preferred option for this opportunity area is a combination of options (i), (ii) and (iii) within the following general and site specific policies:

- Entrances and Routes;
- Urban Form;
- Public Realm;
- Vehicular Servicing and Parking;
- Molesworth Street Frontage;
- Land South of Lewisham Centre;

Additional policies were included for the following sites:

- Land to the North East of Lewisham Centre;
- Molesworth Street Car park Site;
- Citibank Tower; and
- Lewisham High Street and Market.

The Lewis Grove Island site is considered to represent a longer term development opportunity. Therefore it is proposed that in setting out the preferred option, no site allocation or policy be made for the Lewis Grove Island site in recognition of the fact that the site is unlikely to come forward within this plan period. It is noted, however, that the site does have the potential to come on stream at a later date and a review of the AAP should allow consideration for this.



The Lewisham Centre.



Lewisham Model Market.



Molesworth Street.



## DRAFT POLICIES

### Opportunity Area Policy

#### LTC OPP 2 – Lewisham Centre and Adjoining Land

The Council will require proposals in the Lewisham Centre and Adjoining Land Opportunity Area to be in general conformity with these and appropriate general and site specific policies:

- i) Improve east west links across the site between the Sundermead area to the retail and commercial core of the town centre;
- ii) Create a new southern anchor for Lewisham High Street to encourage customers to travel the full length of the High Street;
- iii) Create a coherent and pleasant environment which meets the needs of both pedestrians and vehicles;
- iv) Achieve a welcoming and accessible environment and landmark development through high quality architecture and urban design;
- v) Create an active frontage to Molesworth Street; and
- vi) Achieve environmental improvements to Lewisham High Street and market area.

It is considered that the Molesworth Street, Lewisham Centre and Model Market Opportunity Area has the capacity for approximately 600 new dwellings.

Where reasonable, the Council will seek development contributions for the following:

- public realm improvements;
- town centre management measures;
- traffic management measures, including pedestrian routes and facilities; and/or
- air quality management measures.



Lewisham High Street and Market

## General Policies

### LTC OPP 2a – Entrances and Routes

The Council will encourage development proposals to create a more positive and interactive relationship between Molesworth Street, the shopping centre and surrounding area through adherence to the following principles:

- i) Improved links with the Sundermead area to the west via the pedestrian foot tunnel to link the centre to the Sundermead estate; and
- ii) Introduction of new crossings and routes and the improvement of existing routes and entrances into the centre to animate Molesworth Street and encourage greater pedestrian use of the space.

### LTC OPP 2b – Urban Form

The Council will encourage development proposals that seek to integrate the shopping centre as part of the urban form and grain of Lewisham. The following principles should be adhered to:

- i) Transform the public space of the retail arcade into a seamless part of the town centre;
- ii) Proposals should seek to create a flexible and sustainable retail core consisting of a coherent group of urban blocks rather than a mega-structure which could evolve over time and respond to market forces;
- iii) Where possible, introduce natural light in the centre's malls; and
- iv) To the north of the centre there is potential to increase the scale of development in response to the context of high density Lewisham Gateway development.

### LTC OPP 2c – Public Realm

The Council seeks to transform Molesworth Street into a 'tree-lined boulevard' of a quality to match the best of Europe's towns and cities. As development proposals for key sites come forward, the Council will initiate discussions with developers to explore the opportunities for public realm improvements. Hard and soft landscaping, lighting and street furniture, pavement widths, crossings and the use of the central reservation should all be reviewed to achieve a coherent and pleasant environment which meets the needs of vehicles but gives pedestrians priority.

### LTC OPP 2d – Vehicular Servicing and Parking

Vehicular servicing and parking should be considered as part of the redevelopment and of and improvements to the Lewisham Centre and incorporate the following:

- i) A new servicing strategy which includes no ramps on external frontages;
- ii) Parking set inboard of the perimeter, possibly layered between retail below and residential above; and
- iii) Minimising any additional public parking associated with new retail.

### LTC OPP 2e – Molesworth Street Frontage

The Council will seek to enhance the character and urban design quality of Molesworth Street through increased frontage activity, environmental improvements and landscaping. Where possible, proposals should provide access to individual retail units within the Lewisham Centre direct from Molesworth Street.

The Molesworth Street frontage may also, at a high level, be able to accommodate a significant quantum of new medium-high density residential development in conjunction with the redevelopment and refurbishment of the centre as a whole. Entrances to these units should be taken directly off Molesworth Street with residential windows and balconies facing west on these upper floors. Given the exceptional nature of the opportunity, an innovative design-led solution will be required of the highest quality.

New residential development should not require new dedicated parking spaces. The leasing of spaces within the Lewisham Centre car park may provide a sustainable alternative.



Citibank Tower.



Model Market.



Lewisham Centre: Molesworth Street frontage.

## Site Specific Policies

### LTC OPP 2f – Land South of the Shopping Centre

The Council will encourage the comprehensive redevelopment of the Beatties Buildings and Model Market sites to provide retail or leisure uses on the ground floor with commercial and/or residential uses on the upper floors. Such redevelopment should take account of the following principles:

- i) Redevelopment should mark the beginning of the commercial and retail heart of Lewisham Town Centre;
- ii) Buildings should make best use of the corner site and provide enclosure to the functions of both Molesworth Street and Lewisham High Street as positive public spaces;
- iii) Creation of a strong edge to the High Street and Molesworth Street. Height and massing may increase towards the southern end of the site in recognition of the role the site plays in marking the start of the core of the town centre in contrast to the more traditional urban scale of Lewisham High Street;
- iv) There would be benefits to the pedestrian environment in replacing the current roundabout arrangement with a signified junction. However, this would result in the loss of Lewisham Town Centre's only remaining vehicle turning facility (following the Gateway development) and would therefore need to be the subject of detailed traffic feasibility modelling;
- v) Proposals should work in conjunction with the potential development of a new southern anchor retail and/or car parking development at Engate Street; and
- vi) New residential development should not require new dedicated parking spaces. The leasing of spaces within the Lewisham Centre car park may provide a sustainable alternative.

### LTC OPP 2g – Land North East of the Shopping Centre

The Council will encourage redevelopment of the corner site north east of the shopping centre in conjunction with more comprehensive improvements to the Lewisham Centre. Such redevelopment should take account of the following principles:

- i) Redevelopment should respond positively to the Lewisham Gateway development and tall buildings may be considered appropriate subject to other policies in the plan;
- ii) Forming the northern end of the core shopping area, any redevelopment should seek to retain commercial uses at ground floor level on Lewisham High Street;
- iii) Active frontages should be provided at ground floor level to Lewisham High Street, the new connection road between Lewisham High Street and Molesworth Street and the new entrance mall to the shopping centre; and
- iv) New residential development should not require new dedicated parking spaces. The leasing of spaces within the Lewisham Centre car park may provide a sustainable alternative.

### LTC OPP 2h – Molesworth Street surface car park site

This site is considered a potential development site, however existing parking provision must be provided elsewhere in the town centre. The following criteria are relevant to redevelopment of this site:

- i) Proposals should seek to provide active frontage to the west side of the street and may provide a destination to attract east-west flows through the Lewisham Centre from the Market Place;

- ii) Suitable uses would include commercial uses such as offices but there may be scope for residential uses if environmental considerations can be appropriately endorsed;
- iii) Provision of basement car parking should be considered.

### LTC OPP 2i – Citibank Tower

Citibank Tower is an important landmark for Lewisham and an anchor for commercial life; however its appearance does not fulfil its potential in this respect. Proposals which include the recladding or redevelopment of the tower will be encouraged in order to enhance the character and identity of Molesworth Street and the wider town centre. More intensive office use or residential conversion would be favourably considered by the Council.

### LTC OPP 2j – Lewisham High Street and Market

The Council will promote partnership working between the Council, traders, the owners of Lewisham Centre and other stakeholders to achieve environmental improvements to Lewisham High Street and market area.

Council will encourage a modest increase in the number of bar and café uses along Lewisham High Street to promote diversity and evening activity to the area in accordance with Policy LTC SH5. Residential accommodation will also be encouraged on the under-used upper floors of properties along Lewisham High Street,

New development proposals in Lewisham High Street, including refurbishment of the Lewisham Centre, will be expected to contribute to the cost of providing environmental improvements in this core area, as follows:

- i) Removal of the compacter from Lewisham High Street to a more discrete location;
- ii) Reconfiguration of the market to facilitate better east-west pedestrian movement;
- iii) New co-ordinated and good quality market stalls;
- iv) The provision of appropriate storage and parking provision for market traders. Possible locations could be within the redevelopment of the Albion Car Park site or within the refurbishment of the Lewisham Shopping Centre. Such provision should be secure and designed so as to minimise adverse impact on residential amenity;
- v) Removal of all parked vehicles from the pedestrianised part of Lewisham High Street;
- vi) Public realm improvements to Lewisham High Street including provision of new street lighting, street trees, seating and signage; and
- vii) In tandem with considering options for improving the Lewisham Centre, investigate ways to improve pedestrian priority.



## Indicative development framework guidance

### Mix of uses

Retail focus at ground and first floors with residential above.

### Urban form and frontages

Development should seek to integrate the Lewisham Centre as part of the urban form and grain of Lewisham. There is potential for increased scale and massing around the perimeter of the block and in particular at its northern end towards Lewisham Gateway.

Active frontages at ground floor level should be provided along pedestrian edges.

### Entrances and routes

Improve east west links across the site.

### Vehicle Servicing and Parking

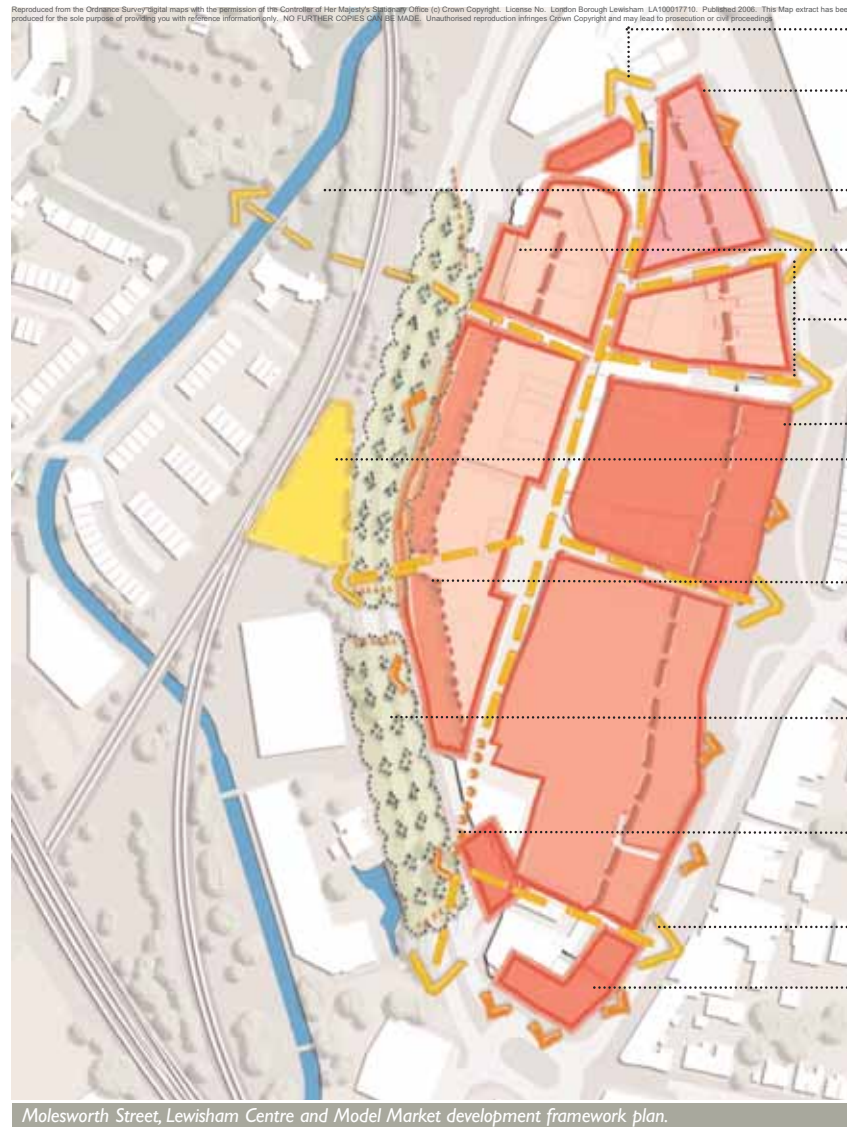
A new service strategy including no ramps on external frontages. Parking setback from perimeter and layered between retail below and residential above. Minimal increase in public parking provision.

### Public Realm

Public realm improvements to achieve a coherent and pleasant environment which meets the needs of vehicles but gives pedestrians priority.

Estimated development capacity for this Opportunity Area:

Residential - 600 dwellings  
Retail - No significant net change



- Possible new entrance to Lewisham Centre
- Potential to redevelop land north east of the shopping centre to include retail at ground floor and residential above
- Improved links to the Sundermead area via existing pedestrian foot tunnel
- Potential recladding or redevelopment of Citibank tower
- Improve existing and potential additional entrances to the centre.
- Existing High Street frontage retained
- Potential redevelopment of the Molesworth Street surface car park to include commercial uses and potential residential element
- Potential to incorporate significant residential development on new upper floors of Molesworth Street frontage providing natural surveillance of the street
- Potential to create a quality boulevard along Molesworth Street through public realm improvements and increased frontage activity
- Opportunity for new southern entrance from Molesworth Street
- New major southern entrance to the centre
- Potential redevelopment of the Beatties Building and Model Market sites to create a new southern gateway to the core shopping area

Molesworth Street, Lewisham Centre and Model Market development framework plan.

## REASONS FOR PREFERRED OPTION

This preferred option will enable the redevelopment of adjoining land north-east and south (Model Market and former Beatties Building) of the centre in conjunction with significant improvements to the centre as a whole. Redevelopment of these adjacent sites will provide the opportunity for a significant amount of residential development to both assist enabling much needed improvements to be made to the shopping centre together with ensuring other objectives of the plan and the London Plan are met.

Redevelopment of the land north-east of the shopping centre will complement the nearby Gateway development, whilst successful redevelopment of the Model Market site will strengthen the role of the southern end of the High Street.

It is envisaged that comprehensive redevelopment of the Lewisham Centre may not be possible within this development plan period, but the Molesworth Street frontage provides scope for new development on the upper floors to provide much needed frontage, activity and enclosure to the street. This form of development may help screen the car park and its access ramps.

The Citibank Tower forms an important Lewisham landmark, however fails to live up to its full potential. The building is currently not intensively used and a more intensive use as office space or its conversion to other uses would contribute most positively to the economic sustainability of the town centre. It is also considered that re-cladding of the tower would help to enhance the identity of Molesworth Street and the surrounding area.

The preferred option seeks to make the most efficient use of land within the core of the town centre, whilst securing the regeneration of the commercial and retail heart of the town centre. Additional retail floorspace in the area will improve the retail offer in the town centre as whole and is supported by the findings of

the Retail Capacity Study which identified significant potential capacity for new retail development in the town centre, including the Lewisham Centre and Model Market sites.

Through planning obligations, development of the key sites will also aid the regeneration of the opportunity area and improve the identity of the area including improved east-west links, enhancement of existing infrastructure and open space and general public realm improvements.

Improvements to the quality of the environment along Lewisham High Street will provide opportunity to improve safety, coherence and greater sense of pedestrian comfort to the High Street and market place.

Diversification of uses in the High Street and increased activity outside traditional retail hours will help to promote diversity, surveillance, vibrancy and activity within the town centre. In addition, residential accommodation on the under-used upper floors of properties along Lewisham High Street will create a stronger sense of place, introduce natural surveillance and support the evening economy.

### Responses from the Issues and Options Consultation Report

Consultees agreed on the principle of the area being designated an opportunity area, however no preferred options emerged with respect to site specific details.

There is ongoing engagement with owners of Lewisham Centre regarding proposals for this opportunity area.

With respect to the issue of how to support Lewisham Town Centre's vitality and viability, consultees were supportive of options including public realm enhancements, encouraging a greater mix of units in the centre (including residential) and

redevelopment at key locations within the High Street to provide marker buildings with a mix of uses. The most popular options however, were to support a greater mix of uses including cafes, bars and other evening economy uses and to make Lewisham a safer place. A large majority of consultation respondents also expressed a preference to develop a new role for the southern part of the shopping centre to complement the prime retail.

### Consistency with National and Regional Planning Guidance

PPS1: Delivering Sustainable Development

The preferred option meets the requirements of PPS1 for delivering sustainable development by: promoting mixed use development that allows linkages between different uses and thereby creating a more vibrant place (Para 27ii); bringing forward land of suitable quality to meet the expected needs of housing, leisure and recreation (Para 27iv) and support economic growth (Para 27i); providing new development of a range of uses in an accessible location (Para 27v); focusing developments that attract a large number of people, especially retail, leisure and office development, in existing centres to promote their vitality and viability, social inclusion and more sustainable patterns of development (Para 27vi); and promoting more efficient use of land (Para 27viii).

PPS 3: Housing

The preferred option is in line with the government objective outlined in PPS3 (Para 36) which is to create mixed and sustainable communities by ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 states that Local Planning Authorities



Lewisham Centre entrance on High Street

should identify broad locations and specific sites that will enable delivery of housing. These sites have been identified in accordance with PPS3

PPS6: Planning for Town Centres The government's key objectives for town centres is to promote their vitality and viability by planning for the growth and development of existing centres and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all (Para 1.3). The preferred option achieves this by: enhancing the consumer choice in the centre in an accessible and well served location (Par1.4); delivering a more sustainable pattern of development through high density, mixed use development, reducing the need to travel (Para 1.5); promoting economic growth (Par 1.5); and improving the quality of the public realm (Para 1.5) .

Para 2.20 of PPS6 states that the Government is concerned to ensure that efficient use should be made of land within town centres advocating mixed use development and mixed use areas.

#### The London Plan

Redevelopment of various sites within and nearby the shopping centre, along with improved links and public realm improvements will help to support the vitality and viability of the centre, in line with policy 3D.1 - Supporting Town Centres, which states that access to goods and services should be enhanced and the wider role of the town centre should be strengthened as a location for leisure and cultural activities, as well as business and housing. Policy 5C.1 also states that the strategic priorities for east London includes promotion and intensification of retailing, services, employment, leisure and housing in town centres.

#### Consistency with Other Council Policy Documents

##### Community Strategy

The preferred option for the opportunity area meets the following objectives: Objective 1: Making Lewisham a safer place and reduce the fear of crime. Objective 2: Sustain and improve the health and wellbeing of local people.

Objective 4: Foster enterprise and sustainable business growth.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and the environment.

#### What alternatives were considered and why they were rejected

The Lewis Grove Island site is considered to represent a longer term development opportunity and is unlikely to come forward in this plan period.



Molesworth Street



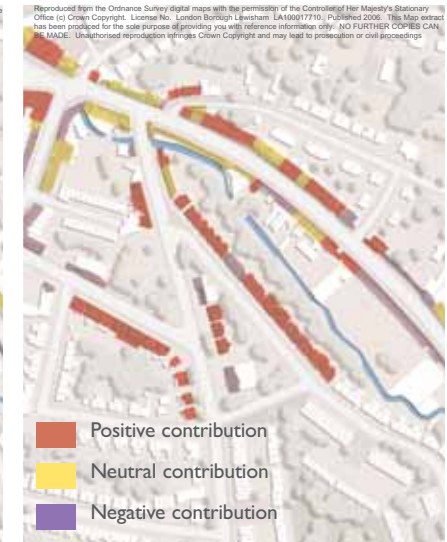
# 4.4 Lee High Road

## Existing Character

Lee High Road is located to the east of the Lewisham High Street, and the opportunity area encompasses Lee High Road to its junction with Eastdown Park, along with the Albion Way car park and Marischal Road shopping parade. The nature of this area is distinct from that of the retail core of Lewisham, characterised by smaller retail units and independent specialist retailers. The area already constitutes a mixed and sustainable community, with some affordable housing located alongside more affluent residences. Lee High Road is a traditional high street with continuous and varied ground floor commercial uses, typically with several floors above.



## Analysis



### Public Realm

1. Surface car park on Albion Way/Clarendon Rise offers nothing to the quality of the public realm. Generally the edge condition of the car park is of a poor quality.
2. Western end of Lee High Road is a fairly hostile pedestrian environment – dominated by traffic and difficult to cross.
3. Eastern end has wider pavements but currently dominated by developments or sites which add little to the public realm.
4. River Quaggy can be seen in glimpses from bridges – opportunities exist for improved access and improvements to the river environment.

### Fronts, Enclosure, Scale and Grain

1. The existing frontages around the car park generally comprise good quality, well maintained housing.
2. The western end of Lee High Road is a traditional secondary shopping street with buildings fronting both sides of the road.
3. The eastern end does not currently benefit from active frontage on either side.

### Use

- Albion Way links Lewisham High Street to the town's residential hinterland. Several institutional uses are located on Albion Way just off Lewisham High Street.
- Housing of mixed tenure, mostly converted into flats, predominate in the streets around the car park.
- The western end of Lee High Road is a mixed use traditional high street with retail (A1 & A3) at ground floor and flatted accommodation above.
- The eastern end of Lee High Road is dominated by the large former Hartwell Ford site which presents an opportunity for the continuation of the high street mixed use frontage.

### Architectural Quality

- The architectural quality of housing in the area around the car park is generally good – but let down by the car park setting.
- The western end of Lee High Road works well architecturally although it is let down by poor quality replacement shopfronts.
- The eastern end has no architectural merit.

### Key Objectives

1. To protect and enhance the retail character and townscape qualities of the area.
2. To create a more pedestrian friendly environment.
3. To improve the ecological quality of the River Quaggy environment.
4. To protect residential amenity for existing residents.

### Key Opportunities

1. Retain and enhance existing character of the western end of Lee High Road as an area for specialist retail and the evening economy.
2. Key development sites including the Hartwell Ford site and the existing Albion Way surface car park.

### Options Considered

Options put forward at the issues and options stage (pp. 46-52 of the Issues and Options Report, August 2005) were as follows:

- i) Limit all redevelopment to former Hartwell Ford site to retail use only.
- ii) Allow a mix of uses on the former Hartwell Ford site including a significant amount of residential development.
- iii) Redevelopment of the western end of Lee High Road to retain retail/commercial use at ground floor with significant scope for additional storeys of office or residential above.
- iv) Support the creation of a new open space on the site of the existing Albion Way car park, subject to the re-provision of car parking spaces elsewhere in the town centre.

### Preferred Option

The preferred option for this opportunity area as a whole combines (ii), (iii) and (iv) to provide a mix of uses within redevelopment of the area, maintaining a commercial/retail frontage at ground floor with opportunities for office or residential above and the provision of quality open space. Specific policies for the following sites have been provided:

- Lee High Road west end;
- Lee High Road east end (former Hartwell Ford site); and
- Clarendon Green (Albion Way car park) are provided.



River Quaggy



Lee High Road



Development site Lee High Road



## DRAFT POLICIES

### Opportunity Area Policy

#### LTC OPP3 – Lee High Road

The Council has identified the following key principles for sites within the Lee High Road Opportunity Area and will require proposals to be in general conformity with these and appropriate site specific policies:

- i) Protect and enhance the area's special retail character;
- ii) Protect and enhance the biodiversity along the River Quaggy and its immediate environment;
- iii) Respect the townscape qualities of the area;
- iv) Protect and enhance amenities of existing residents from and through new development;
- v) Improve the environmental quality of the area.

It is estimated that the Lee High Road Opportunity Area has the capacity for approximately:

- 110 new dwellings;
- 3,000m<sup>2</sup> additional retail floorspace;
- 2,000m<sup>2</sup> of public open space and
- 60 new car parking spaces on the Hartford Ford site.

Where reasonable, the Council will seek development contributions for the following:

- enhancement of the river environment;
- bus priority measures; and
- public realm improvements

### Site Specific Policies

#### LTC OPP3a – Lee High Road western end

The Council will encourage development to contribute to the realisation of the following principles:

- i) Protect and enhance the retail character of the area with respect to its focus for small independent retailers and evening economy uses.
- ii) Improve pedestrian and retail environment by pavement widening, increased formal crossing opportunities, tree planting and opening up better links to the River Quaggy;
- iii) Provide a high design quality to new and replacement shopfronts;
- iv) Redevelopment of the single storey shops closest to the High Street to include small retail or food and drink units on the ground floor; 'eroded' in parts to take advantage of the proximity to the River Quaggy and provide glimpse views of the river channel, and residential or office uses above;
- v) Heights of new development should respect and reflect the heights of surrounding development; and
- vi) Reinforce the positive relationship between the small stretch of cobbled street on the northern side of Lee High Road, including the western end of Marischal Road, to the busier Lee High Road.

#### LTC OPP3b – Lee High Road eastern end

The Council will encourage proposals for the former Hartwell Ford site which embody the following principles:

- i) Provide a continuous and active commercial frontage to Lee High Road,
- ii) Create a sense of enclosure to this part of the street;
- iii) Incorporate residential accommodation on the upper floors, fronting both the High Street and river;
- iv) Provide public shopper and residential car parking behind the building;
- v) Improve and enhance the adjoining River Quaggy corridor environment; and
- vi) Protect the amenity of residents on Gilmore Road.

#### LTC OPP3c – Clarendon Green

The Council will support the creation of a new open space, along with new development fronting the open space, on the site of the existing Albion Road surface car park. This would be subject to the re-provision of the existing parking spaces elsewhere in the town centre. In delivering development of this site, the following principles should be adhered to:

- i) Enhance pedestrian permeability and general connectivity with the town centre;
- ii) Improve the environmental quality of the area;
- iii) Edge development should address this new park, with the ground floor being suitable for small commercial units and residential uses above;
- iv) Building heights and development form

should complement prevailing scale and character; and

- v) Provision of some secure storage for Lewisham High Street market traders, designed to minimise adverse impact on residential amenity.

## 2. Indicative development framework guidance

### Mix of uses

An active commercial frontage to Lee High Road and residential or offices above.

Western end of Lee High Road to be a focus for evening economy uses and specialist retailers.

Existing residential amenity should be protected.

Eastern end to provide new convenience retailing and public parking serving Lee High Road.

### Urban Form and Character

New development should respect existing townscape qualities of the area. Heights should be consistent with surrounding development.

### River Quaggy

Enhance the environmental and ecological quality of the River Quaggy and its environments. Potential for new development to front the river.

Estimated development capacity for this Opportunity Area:

Residential - 110 dwellings  
Retail - 3,000 sq.m  
Public Car Parking - 60 spaces  
Public Open Space - 2000 sq.m



Redevelopment of the single storey shops to include small retail or food and drink units at ground floor and residential or offices above.

New development addressing the new park, with small commercial units at ground floor and residential above along with possibility for limited amount of storage space for the Lewisham High Street market traders

Creation of a new open space over the existing surface car park if spaces can be reprovided elsewhere

Redevelopment of the Hartwell Ford site to include ground floor retail uses and residential above along with public parking to the side and rear.

## REASONS FOR PREFERRED OPTION

The western end of Lee High Road is already developing into a focus for small independent retailers and evening economy uses including bars, cafés, restaurants and takeaway units and this could be enhanced through public realm improvements, shopfront renovations and redevelopment of the row of single storey shops closest to the high street to provide a mix of uses.

The former Hartwell Ford Site at the eastern end of the opportunity area provides scope to accommodate a large food retail unit with associated parking. The Retail Capacity Study identified the former Hartwell Ford garage site as one of six sites in Lewisham town centre that is suitable for significant retail development. To maximise the use of the land, residential units would also be appropriate above the retail unit.

The Albion road surface car park provides a significant development opportunity for a new park and small amount of mixed-use development to its edge. Subject to the re-provision of the existing parking spaces to an appropriate location elsewhere in the town centre, this site could greatly improve the environmental quality of an area which is largely residential in nature, offer new habitats for biodiversity and enhance pedestrian permeability and general connectivity to Lewisham High Street.

### Responses from the Issues and Options Consultation Report

Consultees agreed on the principle of the area being designated an opportunity area, however no preferred options emerged with respect to site specific details.

With respect to Issue LTC 5, consultees supported the option to allocate new sites for retail development with regard to the retail capacity study to help the town centre move toward the floorspace required to achieve

Metropolitan Status.

### Consistency with National and Regional Planning Guidance

#### PPS1: Delivering Sustainable Development

The preferred option meets the requirements of PPS1 for delivering sustainable development by: promoting mixed use development that allows linkages between different uses and thereby creating a more vibrant place (Para 27ii); bringing forward land of suitable quality to meet the expected needs of housing, leisure and recreation (Para 27iv) and support economic growth (Para 27i); providing new development of a range of uses in an accessible location, reducing the need to travel by car (Para 27v); promoting more efficient use of land (Para 27viii); and enhancing and protecting natural habitats and townscape character(Para 27ix).

#### PPS 3: Housing

The preferred option is in line with the government objective outlined in PPS3 (Para 36) which is to create mixed and sustainable communities by ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 states that Local Planning Authorities should identify broad locations and specific sites that will enable delivery of housing. These sites have been identified in accordance with PPS3

PPS6: Planning for Town Centres The government's key objectives for town centres is to promote their vitality and viability by planning for the growth and development of existing centres and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment accessible to all (Para 1.3). The preferred option achieves this

by: enhancing the consumer choice in the centre in an accessible and well served location (Par 1.4); delivering a more sustainable pattern of development through high density, mixed use development, reducing the need to travel (Para 1.5); and improving the quality of public realm and open spaces (Para 1.5) . The government advises that housing should be an important element in most mixed-use, multi-storey developments (para 1.9) which is reflected by the preferred option.

#### PPG17: Planning for Open Space, Sport and Recreation

The preferred option includes new public and private open space areas and links to the river environment in line with Para 24 of PPG 17, which states that local authorities should seek opportunities to improve the local open space network to create public open space from vacant land and to incorporate open space within new development on previously-used land.

#### The London Plan

Option LTC5B fulfils the requirement in policy 3D.2 Town Centre Development that where need for additional development is established, capacity to accommodate such development should be identified within the development plan and such development should be encouraged.

Developments and improvements to the Lee High Road Opportunity Area will support the vitality and viability of Lewisham town centre as a whole, in line with policy 3D.1 Supporting Town Centres which states that access to goods and services should be enhanced and the wider role of the town centre should be strengthened as locations for leisure and cultural activities, as well as business and housing.

The preferred options are in line with policy 3D.7 which states that the current and potential value of open space to communities



Keyworker housing, Lee High Road



should be realised and the benefits, including those associated with health, sport and recreation, biodiversity and the environment should be protected.

New housing is a priority for Lewisham town centre considering the level of housing growth projected in the London Plan. Given the level of public transport accessibility and the wide range of retail and community services and facilities provided in Lewisham, the town centre and this opportunity area is considered to be the Borough's most sustainable location for new development. The preferred option complies with Policy 3A.2: Borough Housing Targets and policy 3A.5.

Policy 5C.1 'The strategic priorities for East London' includes promotion and intensification of retailing, services, employment, leisure and housing in town centres.

### **Consistency with Other Council Policy Documents**

#### **Community Strategy**

The preferred option for the opportunity area meets the following objectives: Objective 1: Making Lewisham a safer place and reduce the fear of crime. Objective 2: Sustain and improve the health and wellbeing of local people.

Objective 4: Foster enterprise and sustainable business growth.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and the environment.

### **What alternatives were considered and why they were rejected**

Option (i) would fail to optimise the development potential of the site and not assist in meeting the borough's housing targets.



Lee High Road

# 4.5 Loampit Vale

## Existing character

Loampit Vale forms the western gateway to Lewisham Town Centre and the areas both north and south of the route represent major opportunities to support the structural changes facing Lewisham through the Lewisham Gateway development. Loampit Vale currently suffers from little in the way of active frontage and although the pavements are generously wide, the area is not an enjoyable place for the pedestrian to be.

To the south, the land released through the initial phases of the London and Quadrant Sundermead redevelopment presents an opportunity for community focussed, high quality, mixed use development which will link with and complement the new Lewisham Gateway environment.

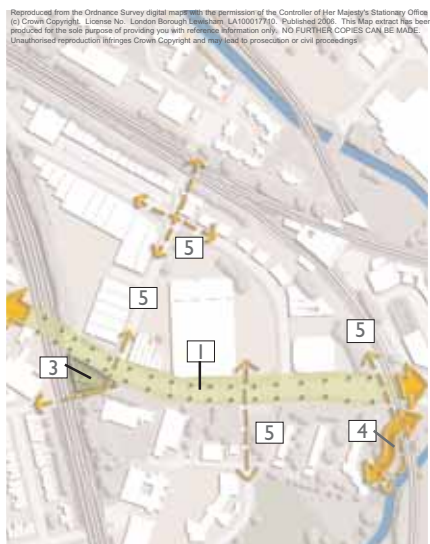
Characterised by out of centre format retail multiples and inward looking industrial units, the northern side of Loampit Vale does not currently contribute positively to the town centre as a whole. However, benefiting from a relatively simple pattern of land ownership, this area has huge potential to enhance Lewisham's retail offer and provide significant residential accommodation in a sustainable location, if a careful approach to phasing is taken. There is an excellent level of accessibility from Thurston Road to the station and the area provides routes to the town centre for many local communities, particularly from the north-west.

The land north of the existing Thurston Road Industrial Estate is currently in commercial use and provides commercial space to a wide range of local industries. This area currently works well, however given that the existing buildings are small and quite low key the site could be developed more intensively.



Loampit Vale Opportunity Area.

## I. Analysis



### Public Realm

1. Loampit Vale is currently desolate but has potential to become a pleasant busy urban 'boulevard'.
2. Pavements with active frontages, tree-planting, street furniture, lighting etc, as well as improved/increased crossings, could radically improve this street.
3. The triangular green space at the west end has great potential to form an integrated 'pocket park' linking to the residential area beyond the railway.
4. Link to Sundermead Park and River at east end is in need of re-definition.
5. Connections to north and south of Loampit Vale, through sites for new urban blocks, should be augmented and enhanced.

### Fronts, Enclosure, Scale and Grain

1. Existing buildings do not front onto or give positive enclosure to Loampit Vale. New buildings should front the street, giving it strong positive edges.
2. At each end, new buildings should also front eastwards and westwards to mark arrival into Lewisham and the Gateway.

### Use

- This 'edge of centre' location plays an important role in providing the opportunity for large retail units, with parking, to support primary shopping.
- However, unlike the existing retail provision, active street level frontage should be primary, car parking should be concealed from the street and the public realm should be reinforced.
- Existing industrial uses (mostly empty) on Loampit Vale are not appropriate and should be relocated.
- The vicinity of these sites to the station means it is ideally suited to dense mixed use development.
- The site is of strategic importance for a bus layover; planned in relation to the Gateway site.

### Architectural Quality

- The existing retail and industrial sheds have no architectural merit.
- The existing three storey Victorian buildings are a lost fragment of a former grain and may offer no benefit to the new Loampit Vale



## Key Objectives

1. To complement the Lewisham Gateway development.
2. To mark arrival to the town centre from the west.
3. To create an active urban boulevard along Loampit Vale.
4. To improve north-south connections across the site.
5. To enhance links with the Lewisham station.
6. To provide a new leisure centre.
7. To provide developments that will meet the pressing need for retail floorspace and residential units.

## Key Opportunities

1. The area has excellent level of accessibility which could be improved through direct links to the station from Thurston Road.
2. New development fronting Loampit Vale should re-activate the street, creating an urban boulevard.
3. There is a key opportunity for a new leisure centre on the southern section of Loampit Vale which would act as the main leisure centre in the town;
4. A new public park, Cornmill Park, to provide a major new amenity for local people and the town as a whole.
5. Intensification of retail offer to create a vibrant location for large format retailers in Lewisham.
6. The development of the Lewisham Gateway site will strengthen the role of Loampit Vale as a major street within the town centre.

## Options

Options put forward at the issues and options stage (pp. 46-52 of the Issues and Options Report, August 2005) were as follows:

- i) Support for a greater shift towards a mix of uses incorporating a range of town centre functions
- ii) Support for a more intensive use of space along Loampit Vale
- iii) Redevelopment of the site nearest the town centre and opposite the gateway for a replacement municipal swimming pool.
- iv) Redevelopment of the Thurston Road area for a large concentration of large format retail stores
- v) Redevelopment of the Thurston Road area for a mixed use scheme incorporating housing and employment uses.

## Preferred Option

The preferred option for this opportunity area combines elements of all options within the following site specific policies:

- Loampit Vale south - Mixed use urban street
- East of Elmira Street
- West of Elmira Street
- Thurston Road opportunity
- West of Jerrard Street
- East of Jerrard Street
- Railway Strip



Thurston Road retail frontage.



Thurston Road Traveller Site.



Thurston Road industrial units.

## DRAFT POLICIES

### Opportunity Area Policy

#### LTC OPP4 – Loampit Vale

The Council has identified the following key principles for sites within the Loampit Vale Opportunity Area and will require proposals to be in general conformity with these and appropriate site specific policies:

- i) The provision of a series of high quality, high density mixed use buildings to complement development at the Gateway;
- ii) Landmark buildings should flank Loampit Vale to mark arrival into the town centre;
- iii) Provide a pleasant active urban frontage and boulevard along Loampit Vale;
- iv) Augment and enhance north-south connections across the site;
- v) Enhance linkage with Lewisham station where possible;
- vi) Provide a new purpose built leisure centre;
- vii) Meet the pressing need for retail floorspace and residential units; and
- viii) Provide flexible buildings which can respond to changes over time.

It is considered that the Loampit Vale Opportunity Area has the capacity for approximately:

- 1450 dwellings;
- 17,000m<sup>2</sup> retail; and
- 500-600 car parking spaces.

Where reasonable, the Council will seek development contributions for the following:

- Public realm improvements
- Loampit Vale pavement widening
- Public transport improvements
- Improvements to the ecological quality of the river



Artists impression of Loampit Vale South development

## Site Specific Policies

### LTC OPP4a – Loampit Vale South – a mixed use urban street

The southern side of Loampit Vale has two distinct elements either side of Elmira Street, and the following general principles should be taken into account in redevelopment proposals that come forward:

- i) Gateways, routes and views formed by new development should respond to the grain of development in the surrounding area. In particular, development should consider the railway to the east and west which defines and limits key access points to and from the area;
- ii) New development should present an active frontage to Loampit Vale and other public routes and spaces including providing a positive interface with the new Cornmill Park to the south;
- iii) The pavement on Loampit Vale should be a generous 6-8m wide, and tree-lined with locally sourced trees. Consideration of localised climate conditions should be taken when preparing street planting schedules, particularly on the southern side of the pavements in view of the likely shadows that will be cast by the development of key sites on the southern side.

### LTC OPP4b – East Side of Elmira Street

The redevelopment of land east of Elmira Street has the potential to provide a high density mixed use development incorporating a new leisure centre for the Town Centre. Development should adhere to the following principles:

- i) The building must link visually with the Lewisham Gateway site and be seen from it, forming an integrated part of an improved town centre environment;

- ii) The new open space to the south should be properly framed and enclosed by the development;
- iii) The new development should be inspiring and elegant in its architectural treatment - and there should be a direct and accessible relationship between the public parts of the building and the public realm it frames and defines;
- iv) A limited amount of public and staff parking could be accommodated at basement level.
- v) The site has the potential, if carefully handled, to accommodate significant residential accommodation on its upper floors;
- vi) The mixed use building should read as being visually part of Loampit Vale. Building heights should typically be ground floor plus six to eight storeys, possibly rising higher towards the Gateway site;
- vii) The uses particularly at ground floor level on the south and eastern sides of the building should take account of and seek to interact with the River Ravensbourne and the new open space; and
- viii) Coach parking for school visits will need to be accommodated in such a way as to avoid use of residential streets.

### LTC OPP4c - West of Elmira Street

The Council will encourage development on the land to the west of Elmira Street to be taken forward in conjunction with the proposal for a new leisure centre in LTC OPP4b. Proposals should incorporate the following principles:

- i) Create an active building frontage to Loampit Vale of a scale appropriate to this town centre location. New development should prepare the visitor for the scale of the development they will encounter in the

Lewisham Gateway to the west. The site can therefore accommodate buildings of between 8-10 storeys;

- ii) Ground and possibly first floor uses should ideally be retail and community spaces with flattened accommodation above, taking account of the southerly aspect available and the amenity provided by the proposed new open space;
- iii) The replacement of existing community facilities on the site should be accounted for in any redevelopment proposal; and
- iv) Consideration should be given to the scale and mass of any new building given the impact of shadows cast on Loampit Vale from new development on this site.
- v) support the improvement of the public space adjoining the railway line and facing the Thurston Road Industrial Estate, in order to enhance amenity for incoming residents on surrounding development sites.



West side of Elmira Street



Loampit Vale - western gateway to the town centre



Loampit Vale South



#### LTC OPP4d - Thurston Road opportunity

In order to make best use of the land on the northern side of Loampit Vale, the following principles should be applied:

- i) All sites should be developed with a high density mixture of uses, providing active edges to key public routes;
- ii) Loampit Vale, as the principal route in this part of the town centre, should accommodate the bulk of the massing. Building heights should rise to ground plus eight to ten storeys on this south-facing side of the street. Scale and heights should be reduced as development moves into the secondary routes of Thurston Road and Jerrard Street and give positive enclosure to the green space on the south side of the road;
- iii) Basement parking could be provided across the site thereby allowing retail uses to occupy the ground floor. If it can be demonstrated that this is not viable, the necessary replacement large retail floor-plates could be provided over ground floor parking masked by retail and commercial development on the frontages defining public routes;
- iv) This masking development should itself be of a depth flexible enough to be independently viable and suitable for a wide range of uses; and
- v) Buildings and sites should be developed as flexibly as possible, thereby enabling separate components of sites or buildings to be redeveloped independently over time. Providing large format retail development with flats above is a sustainable use of land but must be undertaken with great care so as to not lock large sites up. Flexibility in site and building planning must be provided.

#### LTC OPP4e – Land west of Jerrard Street

Notwithstanding the existing consent for Thurston Road Industrial Estate, the Council will require future applications to adhere to the following principles:

- i) The Loampit Vale frontage, although only a relatively short side of the site, should provide a strong urban edge to the street and successfully turn the corner with Jerrard Street;
- ii) If ground level parking is provided in the block interior for the large retail uses, a veneer of ground and possibly first floor commercial uses should be provided with flatted residential accommodation above;
- iii) The layout of the residential accommodation fronting Loampit Vale should take account of the small open space opposite; and
- iv) Jerrard Street should provide the main points of access to the site.

#### LTC OPP4f – Land east of Jerrard Street

There is potential for a high quality, high density mixed use development of the sites east of Jerrard Street that could be developed together or separately. Applications will be encouraged to incorporate the following principles:

- i) Establish new high quality, safe and direct links with the public transport interchange;
- ii) Subject to the satisfactory relocation of the travellers site, provision of a bus layover required in support of the Lewisham Gateway scheme should be accommodated;
- iii) Pedestrian and cycle routes are a priority as this area provides routes to the town centre for many local communities, particularly from the north-west;

- iv) The long Loampit Vale frontage provides a significant opportunity to create a strong, active and high quality edge to this major route; and
- v) If basement parking is not economically viable a veneer of commercial, principally retail, development should animate public routes. This retail should be outward looking and directly accessible from the street.

#### LTC OPP4g - Railway Strip

Land north of the existing Thurston Road Industrial Estate is not deep and backs onto a Victorian railway viaduct and is therefore best suited to remaining in commercial use. Some of the parcels to the west, leading to the Brookmill Road, are unsightly and do not contribute positively to the environmental quality of the area. Here the plots are slightly deeper and could therefore accommodate a broader mix of uses. Given the nature of the pedestrian environment at this point and the fact that Thurston Road is one of the main routes to the town centre from the north, ground floor uses should remain in non-residential use but there is scope for some south facing flatted accommodation if the environmental issues associated with this location can be mitigated.



Thurston Road



Loampit Vale South open day, October 2006



Jerrard Street

## 2. Indicative development framework guidance

### Mix of Uses

A series of flexible, high quality and high density buildings with a mix of retail, commercial, industrial and leisure uses at lower levels and residential above.

### Urban Form and Frontage

Opportunity for varied heights, with landmark buildings flanking Loampit Vale to mark arrival to the town centre and complement the scale of the Gateway development.

Active frontages should be provided to Loampit Vale and other public routes and spaces.

### Access

Improvements to pedestrian permeability to the Gateway site, Lewisham Station and beyond.

### Public Realm

Create an attractive, pedestrian friendly boulevard along Loampit Vale including 6-8m wide pavements and street tree planting.

Create new pockets of public open space and enhance existing areas of open space.

### Parking

Public car parking at basement level. Where this is proven unviable, parking can be integrated into large format developments above ground level and masked by retail or commercial frontages.

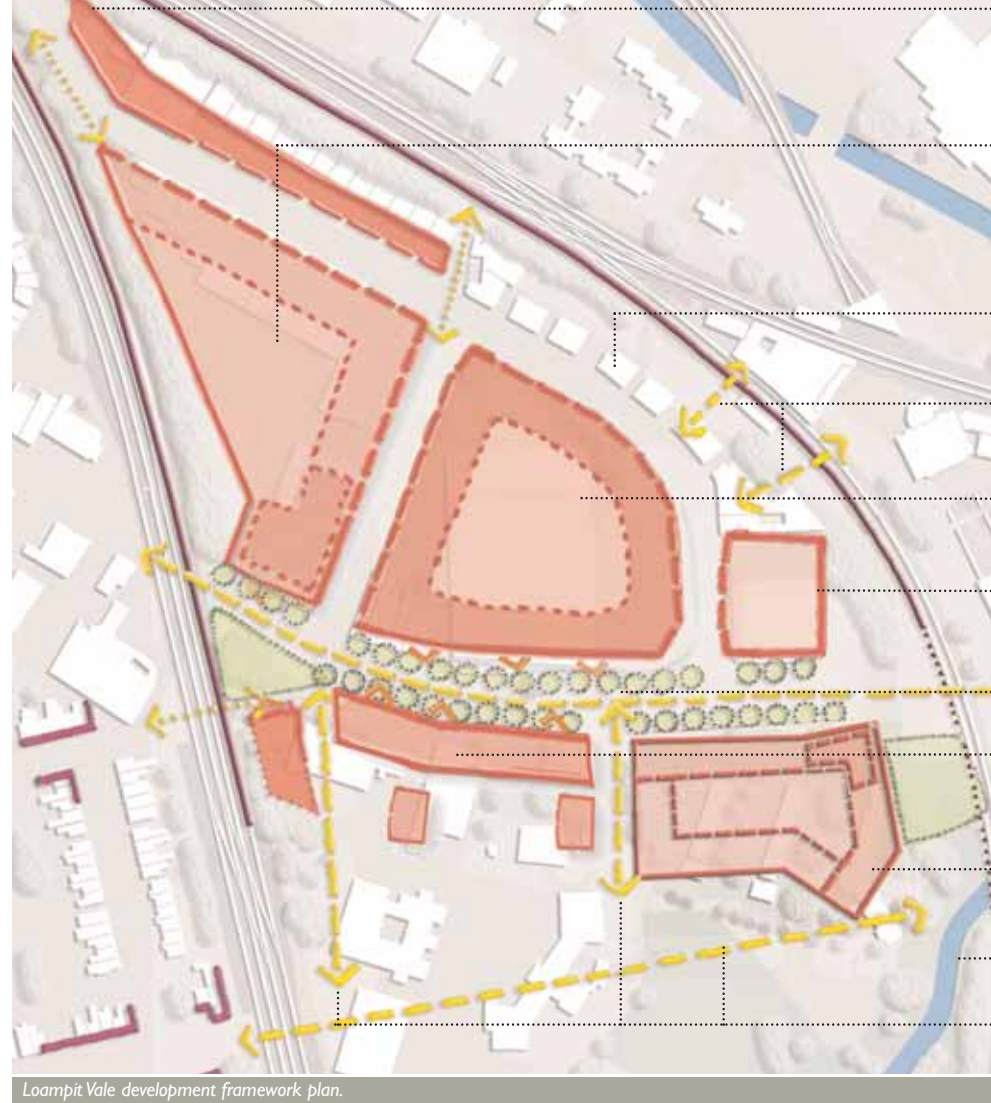
Estimated development capacity for this Opportunity Area:

Residential - 1,400 dwellings

Retail - 17,000 sq.m

Car Park - 500-600 spaces

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Opportunity for more intensive commercial and industrial uses along the railway strip with potential for some residential above at the western end

Planning consent exists for comprehensive redevelopment of the Thurston Road Industrial Estate, comprising retail, live/work units and residential above. Potential for large format retail

Redevelop site for bus layover facility subject to relocation of existing travellers,

Exploit scope to improve access to station.

Potential for high density mix of uses. Flexibility in site and building planning must be provided

Potential for high density mixed used development

Establishment of a major new tree lined boulevard

Potential for high density development to include retail, commercial and community uses at ground floor with residential above

Potential for a new mixed use block comprising commercial units, leisure facilities and residential units

Opportunity to enhance the river environment

Developments to pick up on prevailing grain and linkages of adjacent development

Loampit Vale development framework plan.

## REASONS FOR PREFERRED OPTION

With sites either side of Loampit Vale coming forward for redevelopment, there is a major opportunity for these new developments to help establish a busy urban boulevard and mark arrival into the town centre. Development on land either side of Loampit Vale will provide significant opportunity to meet the pressing need for new retail floorspace and additional housing.

Additional retail floorspace will improve the retail offer in the town centre and help Lewisham compete more successfully with nearby shopping centres. The preferred option is supported by the findings of the Retail Capacity Study which identified significant potential capacity for new retail development in Lewisham town centre including the Thurston Road Industrial Estate site for large format retail and the south side of Loampit Vale for smaller scale retail frontages.

The site on the east side of Elmira Street has been allocated as a possible site for a new Leisure Centre to serve the town centre and development on the west side of Elmira Street is intended to assist in funding the project.

Taken as a whole, the land centred on Thurston Road and Jerrard Street on the northern side of Loampit Vale is the single most significant development opportunity in Lewisham Town Centre beyond Lewisham Gateway and represents a highly sustainable location. This area is extremely well located in terms of access to the Gateway site, other town centre shops and services and public transport facilities.

The site of the existing Thurston Road Industrial Estate will play a critical role in unlocking the full potential of this part of Lewisham and a planning consent already exists for the comprehensive redevelopment of the existing Thurston Road Industrial Estate to provide a mixed use building comprising retail (including garden centre), live/work units, residential accommodation and car parking

together with associated highway works, plant and servicing.

The existing MFI and Allied Carpets sites are particularly well located to address the Gateway site. Part of the site has been identified for bus layover provision in support of the new bus station being provided through Lewisham Gateway.

### Consistency with Consultation Report

Consultees agreed with the principle of the designation of Loampit Vale as an opportunity area; however no clear preferred option emerged from the consultation process. With respect to the issue of how Lewisham town centre can best move towards Metropolitan Centre status, the majority of respondents favoured the option of allocating new sites for retail development based on the retail capacity study. This study identified retail capacity in Loampit Vale area, particularly on the north side of Loampit Vale.

### Consistency with National and Regional Planning Guidance

PPS1: Delivering Sustainable Development

PPS1 requires local planning authorities to promote the more efficient use of land through higher density, mixed use development.

PPS 3: Housing

The preferred option is in line with the government objective outlined in PPS3 (Para 36) which is to create mixed and sustainable communities by ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 states that Local Planning Authorities should identify broad locations and specific

sites that will enable delivery of housing. These sites have been identified in accordance with PPS3

PPS6: Planning for Town Centres

The primary objective set out in PPS6 is to promote vitality and viability by planning for the growth and development of existing centres. Para 15 states that new development should seek to secure additional employment opportunities, improved physical environments and the delivery of more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development and the promotion of sustainable transport choices, including reduced need to travel, the provision of alternatives to car use and the promotion of high quality design, providing a sense of place and a focus for the community and for civic activity.

The London Plan

Policy 3D.1 states that development plan policies should support a wider role for town centres as locations for leisure and cultural activities as well as business and housing.

### Consistency with other Council Planning documents

The allocation for new sites for retail floorspace has the potential to boost the local economy and may attract further business to the town centre meeting objective 4 of the Community Strategy: Foster enterprise and sustainable business growth including creative industries. This opportunity area also meets objective 6 of the Community Strategy: to secure the sustainable regeneration of Lewisham as a place – its housing transport and the environment.

### What alternatives were considered and why they were rejected

N/A – elements of all options presented have been incorporated into the preferred option.



# 4.6 Conington Road

## Existing character

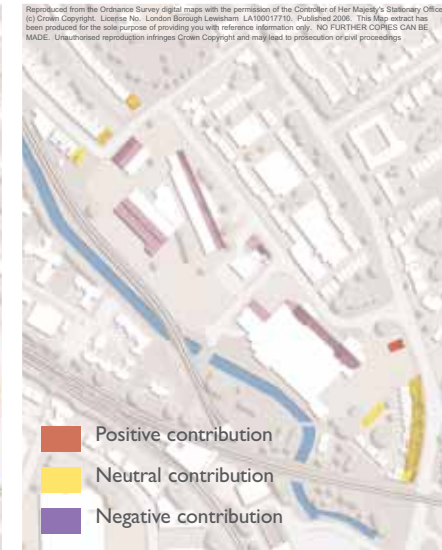
The Conington Road area of Lewisham Town Centre contains a cluster of sites, including the site of the existing Tesco store and associated car parks, the Bellway Homes Conington Road site which has most recently been used as a site for the repair of police vehicles and the Gilmex and Blakey sites immediately to the south-west.

The area has little in the way of positive environmental features. The immediate landscape is dominated by large, single use buildings or sites. A Council built housing estate is located on the eastern side of Conington Road although more traditional forms of housing characterise the site towards the town centre and towards Elmira Street DLR Station.

The area is one of the most accessible locations in the Borough, within easy walking distance of the main Lewisham interchange to which major improvements are planned through the Lewisham Gateway development, and in addition Elverson Road DLR station is only a short walk to the north.



## Analysis



### Public Realm

1. Conington Road as a street is 'half-finished' due to existing industrial/retail buildings on the south/west side.
2. Three right-angle bends lead to disorientation and disconnection between Conington Road and the industrial/car park sites.
3. Existing car parks offer nothing to the river edge or Silk Mills Path. Together with the railways they form a barrier between the site and the town centre/Gateway.
4. Existing/new connections to the site could be reinforced.
5. The river and Silk Mills Path could be the focus of change for this site.
6. The area is linked to the EAs flood strategy and open space should be reconfigured taking this into account.

### Fronts, Enclosure, Scale and Grain

1. The small scale of existing buildings to the north and south may lead into an area of larger scale-buildings and public space.
2. The north south grain of the surrounding context should be reflected in new proposals.
3. Existing buildings offer no positive frontage to Conington Road or the spaces of the car parks.
4. The existing Tesco car park offers a negative front to Lewisham Road.

### Use

- The site is suitable for dense residential development with generous provision of public open space.
- It could also accommodate large scale retail, as at present, but with active frontage, concealed parking and residential uses above.

### Architectural Quality

- No architectural merit other than the attractive cluster of existing buildings at the south end of the site which forms the entry to the site from the Gateway.

## Key objectives

1. To improve links across the site to the Gateway site, Lewisham interchange and the River Ravensbourne.
2. To enhance the ecological quality of river environment and ensure the river corridor is also improved to form a valuable public amenity.
3. To provide improved retail services for the Borough's residents.
4. To provide a balanced, high density neighbourhood.

## Key Opportunities

1. Excellent levels of accessibility with scope for radical improvement.
2. River Ravensbourne north of confluence runs through site – potential focus for redevelopment.
3. New development adjacent to the river corridor presents a key opportunity for reaching environmental and ecological improvements
4. Opportunity for improved links to Elverson Road DLR.
5. Area dominated by surface parking - opportunity for new neighbourhood.
6. Tesco site represents a major redevelopment opportunity for retail and residential development to meet stated objectives for the area.
7. Adjacent sites present major opportunities for new residentially led mixed use redevelopment to contribute positively to the creation of a new town centre community.

## Options considered

Options put forward at the issues and options stage (pp. 46-52 of the Issues and Options Report, August 2005) were as follows:

- i) Taking a facilitative stance on retail floorspace in this location in addition to that already provided on the Tesco site.
- ii) Employment uses currently occupy some of the site and it may be appropriate to seek to ensure that these uses remain in this location;
- iii) The area might be considered as suitable for the establishment of a new high density primarily residential, development with good links to the station and the town centre.

## Preferred Option

The preferred option for Conington Road would incorporate elements of all of the above options under the following site specific policies:

- Tesco Block; and
- Carpark.



River Ravensbourne.



Tesco site.



Tesco car park site.



## Opportunity Area Policy

### LTC OPP5 – Conington Road

The Council has identified the following key principles for sites within the Conington Road Opportunity Area and will require proposals to be in general conformity with these and appropriate site specific policies:

- i) Establishment of new pedestrian riverside walk in the form of a linear open space on the axis of Coldbath Street and Conington Road, extending directly into the Gateway site alongside and integrated into Waterlink Way;
- ii) New direct access to Lewisham Interchange from the site;
- iii) Naturalisation of the river channel to reduce flood risk and create a natural amenity for the area;
- iv) Redevelopment of the existing Tesco store to provide improved retail services for the Borough's residents and more intensive use of this key site;
- v) A permeable network of public routes should be provided across the site; and
- vi) Creation of a new high density neighbourhood with a balanced mix of land uses, dwelling sizes and tenures.

It is considered that the Conington Road Opportunity Area has the capacity for approximately:

- 1100 dwellings;
- 6000m<sup>2</sup> retail;
- 200-300 car parking spaces; and
- 3500 m<sup>2</sup> public open space

Where reasonable, the Council will seek development contributions for the following:

- public realm improvements
- naturalisation and improvements to the ecological quality of the river
- provision of the Waterlink Way.



Artist impression of Conington Road Opportunity Area

## Site Specific Policies

### LTC OPP5a – Northern Link

The Gilmex and Blakey site is situated in the northern part of the Conington Road area and represents a significant development opportunity. The Council will encourage proposals to reflect the following principles:

- i) Provide a new and direct high quality pedestrian route linking Elverson Road DLR Station with this new neighbourhood and the town centre beyond;
- ii) The layout of these sites should create and define legible new public routes and contribute positively to those that already exist including Silk Mills Path;
- iii) A high quality public space forming the heart of this new neighbourhood should be created at the point where new routes through the Venson and Gilmex/Blakey sites converge with the existing Silk Mills Path;
- iv) Buildings should front onto new public routes thereby defining public and defending private space. These frontages should provide an active edge to the routes they define, animated by frequent doors and windows. Boundary treatments should be carefully designed to ensure a clear definition of public and private realms;
- v) A new route through the site providing a direct physical and visual link to the town centre raises the opportunity for commercial, community or other non-residential uses on the ground floor with a significant amount of residential accommodation above.
- vi) Building heights can take advantage of level changes as the site slopes down towards the river; and
- vii) Any tall buildings in this area should be of exceptional architectural quality ensuring a positive impact on the Lewisham skyline is made.

### LTC OPP5b – Tesco block

The Council will be supportive of the redevelopment of the Tesco block to the south of the Conington Road area. The scale and grain of existing historic fabric at the southern end of this block, its mix of uses and townscape character, is an asset for the town and should be retained.

Development proposed for this area should respond to the following development principles:

- i) Access to the river, both visual and physical, from Conington Road should be improved;
- ii) The banks of the river channel should be naturalised and a river walk should be created using one or both of the existing bridges over the river and providing new and direct access to the Gateway development and public transport interchange from this side of the railway;
- iii) Redevelopment of this block provides a valuable opportunity to improve the quality of frontages to Lewisham Road and the southern end of Silk Mills Path. These frontages are currently poorly addressed by the existing development;
- iv) Redevelopment provides the opportunity to increase the overall retail floor space so long as other objectives for the area are met;
- v) Parking could be provided underground or at ground floor level provided it was masked by development which provides activity to public routes around the block;
- vi) Significant residential development could be accommodated above the retail floorspace, to heights which take account of those that adjoin the block to the south. Higher elements to the building could be accommodated as the building moves away from the historic fabric and addresses the river; and

- vii) The establishment of a new direct route linking Lewisham Road to the existing footbridge across the river, enabling new links to the station and Gateway development.

### LTC OPP5c – Car park and petrol station

The surface level car park for Tesco and the petrol station site lies between the existing store and the Blakey and Gilmex site and provides significant scope to create a high quality residential environment. The development of this site should respect the wider ambition to create an improved link to the town centre and public transport interchange. In implementing this policy, the Council will require that the following principles are reflected within development proposals:

- i) New buildings should be grouped around a new 'Conington Green'. This urban space would be a high quality, generous, functional and formal landscaped area forming the central part of an improved Silk Mills Path;
- ii) Buildings should provide animation and enclosure to the new 'Conington Green' and river;
- iii) The banks of the river channel should be naturalised and a river walk should be created using one or both of the existing bridges over the river and providing new and direct access to the Gateway development and public transport interchange from this side of the railway;
- iv) Provide clear routes to residential areas to the north and west, linking with the new 'Conington Green' and river walk and taking advantage of public transport accessibility; and
- v) Building heights can take advantage of level changes as the site slopes down towards the river.



Tesco site



Gilmex and Blakey site



Silk Mills Path

## Indicative development framework guidance

### Mix of uses

High density residential neighbourhood with a balanced mix of land uses, dwelling sizes and tenure.

### Urban form and frontages

Building form and heights should take account the surrounding development in the area. Higher elements can be accommodated as buildings move away from existing areas of historic fabric and the river or where opportunities for focal points have been identified.

Consider natural level changes and allow good views from residential blocks fronting Conington Road.

Improve the quality of frontages and address important routes and spaces.

### Access

New development to create and define a legible and permeable network of public routes across the site providing a physical and visual link between Elverson Road DLR and the town centre and also improving east west links.

### Estimated development capacity for this Opportunity Area:

Residential - 1100 dwellings  
Retail - 6000 sq.m  
Public Open Space - 3500 sq.m  
Car Parking - 200-300 spaces



Redevelopment of the northern part of the area with opportunity for active edge uses on the ground floor and residential above

Development opportunity for new residential block providing enclosure to public route

High quality public space forming heart of the new neighbourhood

Avenue route with high quality landscape treatment

Redevelopment of the Tesco block to include larger store trading over two floors and significant residential development on upper levels

Retention of building

New direct route between Lewisham road and new access to station flanked by residential development on either side

Establishment of a riverside walk and naturalisation of river environment

Existing area of architectural merit

Key site providing frontage to the river and the railway station and new direct link to the station

Establishment of pedestrian connection to Gateway development



## REASON FOR PREFERRED OPTION

Despite the lack of environmental quality, the area poses a wonderful opportunity for growth, regeneration and environmental improvement. The area has the potential to become a dynamic new urban neighbourhood with high quality public spaces, much improved access to the Lewisham interchange, a greatly improved river environment and improved retail and other commercial uses helping to provide a sustainable mix of uses. A mixed and sustainable new community of town centre residents would benefit from a central location, improved links to the town centre and exceptional public transport services.

The site is home to the town's largest convenience retail store. If carefully handled, redevelopment of the existing Tesco store may provide the opportunity to realise the improvements envisaged for the area together with providing an improved retail offer for the town. Such an increase in retail floorspace would also be consistent with and complementary to the Borough aspiration of achieving metropolitan status in the London retail hierarchy. The Council will take a facilitative stance on retail floorspace on this site in addition to that already provided on the existing Tesco site. It is envisaged that an expanded store providing a total of in the region of 6,000m<sup>2</sup> retail space may be achievable in this location. The design of the store will be critical to the meeting of the wider objectives for this opportunity area.

### Responses from Issues and Options Consultation Report

The consultation response was minimal with no single option favoured over any of the others. Tesco responded stating that they remain committed to enhancing their retail offer in Lewisham and are focusing on opportunities to develop their existing store off Lewisham Road. Tesco aim to regenerate the site through the delivery of a larger,

improved store. Tesco have indicated that, given the design challenges facing the area, a design competition may provide the greatest scope for an imaginative and high quality produce. Residential development and where appropriate, complementary leisure uses will form a key part of any redevelopment. Tesco support the Council's vision for comprehensive regeneration of the Conington Road area.

### Consistency with National and Regional Planning Guidance

#### PPSI: Delivering Sustainable Development

PPSI aims to ensure that everyone has the opportunity of a decent home in locations which reduce the need to travel. Additionally, local planning authorities have a responsibility to ensure the provision of sufficient, good quality new homes. The preferred option reflects this guidance.

#### PPS 3: Housing

The preferred option is in line with the government objective outlined in PPS3 (Para 36) which is to create mixed and sustainable communities by ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 states that Local Planning Authorities should identify broad locations and specific sites that will enable delivery of housing. These sites have been identified in accordance with PPS3

#### PPS6: Planning for Town Centres

Opportunities within existing centres should be identified for sites suitable for development or redevelopment and local planning authorities should seek to ensure that the number and size of sites identified for

development or redevelopment are sufficient to meet the scale and type of need identified.

#### The London Plan

The London Plan promotes high residential densities in areas of high transport accessibility in policy 3A.2. Policy 3D.2 states that where need for additional development is established, capacity to accommodate such development should be identified within the development plan and such development should be encouraged.

### Consistency with other Council Planning documents

The allocation of new sites for retail floorspace has the potential to boost the local economy and may attract further business to the town centre meeting Objective 4: Foster enterprise and sustainable business growth including creative industries. This opportunity area also meets Objective 6 of the community strategy: to secure the sustainable regeneration of Lewisham as a place – its housing transport and the environment.

### What alternatives were considered and why they were rejected

N/A – elements of all options presented have been incorporated into the preferred option.



Silk Mills Path

# 4.7 Engate Street

## Existing Character

Engate Street provides an important development opportunity at the southern end of the High Street. Bounded by Molesworth Street to the north and the railway tracks to the south, Engate Street makes a generally negative architectural contribution to this part of the town centre. The site benefits from direct access to Molesworth Street which allows good vehicular accessibility. The main shopping area is also in close proximity, although Molesworth Street presents a significant barrier to pedestrian movements. Generally the sites are in employment use and used for storage and distribution.



## Analysis



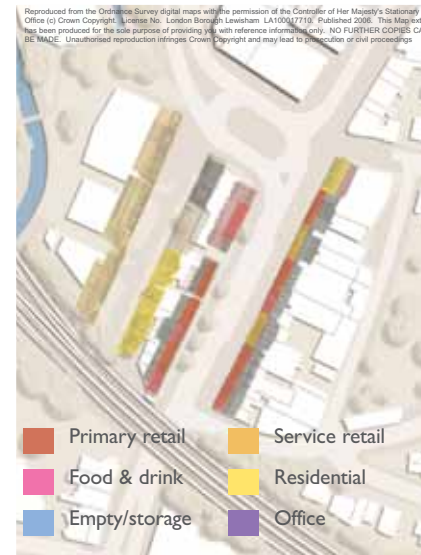
### Public Realm

1. Existing land-hungry roundabout is hard to cross and detrimental to public realm. It does not live up to the importance of this location as the 'southern hub' of the Town Centre. Existing public art forms visual barrier.
2. Sculpture Park and River Ravensbourne is a great asset which should be made more accessible.
3. Engate Street is secondary but frontages may be improved.



### Fronts, Enclosure, Scale and Grain

1. End of terrace has a negative impact on the space of the round.
2. North end of Engate Street site gives no positive front to public space, especially Molesworth St and the Sculpture Park.
3. The library and Prudential Building create a sense of place and civic presence on the east side.



### Use

- The Engate Street sites (west side) could be redeveloped with greater density and a mix of uses better suited to this town centre location.
- Apart from the library, this end of the town centre is being 'left behind'; activity and public life are in decline. It's historic status as a southern hub - location of Gaumont Cinema and other major uses should be reviewed.



### Architectural Quality

- Architecturally, Engate Street makes a poor contribution to the town centre.



## Key Objectives

1. To contribute to the creation of a new southern hub for Lewisham Town Centre.
2. To encourage a mixed use development including a new town centre car park.
3. To add interest and activity to the Sculpture Park.

## Key Opportunities

1. The potential to develop a new southern anchor to complement the new focus at the Gateway and provide a clear incentive for customers to walk the length of the High Street.
2. Improved accessibility to the Sculpture Park and River Ravensbourne.
3. Potential for larger scale retail and leisure uses.
4. Potential scope for new car park to release other sites for redevelopment.

## Options Considered

Options put forward at the issues and options stage (pp. 46-52 of the Issues and Options Report, August 2005) were as follows:

- i) Retention of employment uses in the town centre.
- ii) Introduction of larger scale retail uses immediately adjacent to the primary shopping area.
- iii) A town centre car park which benefits from direct access to the Transport for London Road Network.

## Preferred Option

The preferred option for this opportunity area is a combination of the options considered in order to encourage the redevelopment of the Engate Street site to include a new mix used development accommodating a range of uses and a potential multi-storey car park subject to tandem redevelopment of the town centres existing surface car parks.



View down Engate Street from Molesworth Street.



Engate Street



Commercial units Engate Street.

## DRAFT POLICIES

### Opportunity Area Policy

#### LTC OPP6 – Engate Street

The Council has identified the following key principles for sites within the Engate Street Opportunity Area and will require proposals to be in general conformity with these and appropriate site specific policies:

- i) To create a new hub to generate footfall for the southern part of the High Street;
- ii) Add interest, activity and animation to the Sculpture Park; and
- iii) Encourage a range of suitable uses on the site including employment, retail, leisure, residential and a new town centre car park.

It is considered that the Engate Street Opportunity Area has the capacity for approximately:

- 40 dwellings;
- 500m<sup>2</sup> employment, retail and/or leisure; and
- 600-700 car parking spaces.

Where reasonable, the Council will seek development contributions for the following:

- Public realm improvements particularly to the southern park and pedestrian crossing facilities on Molesworth Street.
- Improvements to the ecological quality of the river
- Provision of the Waterlink Way.

### Site Specific Policy

#### LTC OPP 6a – Engate Street Mixed Use Block

The sites on Engate Street are of a flexible size and depth and could therefore accommodate a wide range of uses. These large plots are well located to provide employment, retail or leisure floorspace, or a combination of these uses, which may be difficult to locate in Lewisham High Street itself. The Council will support redevelopment of the site which takes account of the following:

- i) Lower floor uses should be carefully designed to address, take advantage of and add interest, activity and animation to the Sculpture Park;
- ii) Retail and leisure uses would be appropriate on lower floors particularly in parts of the site most visible from Lewisham High Street. Employment and residential uses may be appropriate towards the southern end if noise issues associated with the railway can be managed; and
- iii) Upper floors of the block would be appropriate for a new multi-storey car park which would provide good levels of footfall for the southern part of Lewisham High Street. In order to moderate the overall level of public parking in accordance with policy LTC TRS2, a new car park use would only be considered appropriate in tandem with the redevelopment, in whole or part of the town centre's existing surface car parks such as the Clarendon Green car park under policy LTC OPP4a.



Southern end of High Street

## 2. Indicative development framework guidance

### Mix of uses

Range of uses including large format retail or leisure along with a new town centre car park. Residential uses may be appropriate towards the southern end, subject to management of railway noise issues, and on the Sculpture Park frontage.

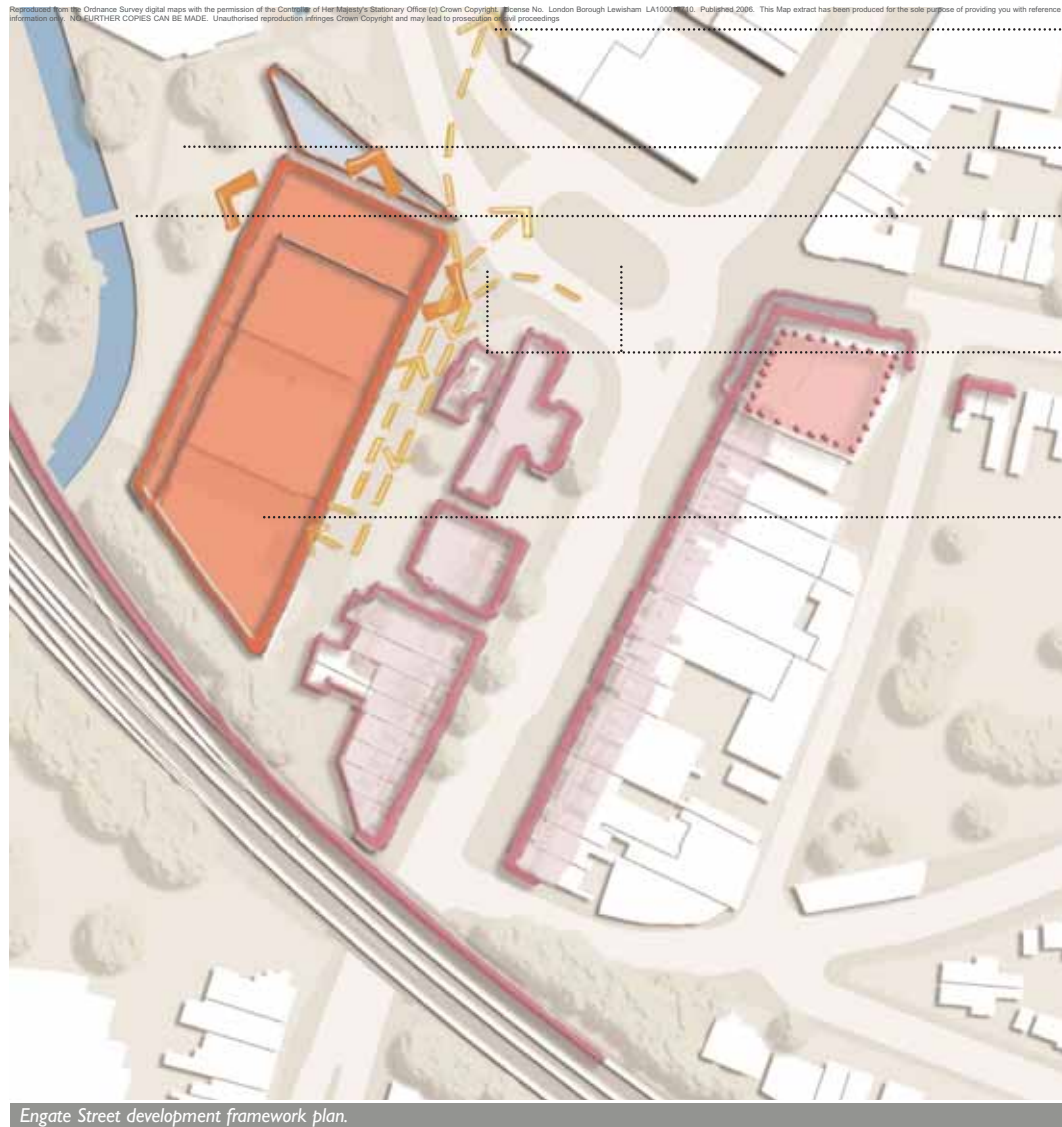
### Urban form and frontages

Massing and height to complement the development of land south of the shopping centre and enhance the areas role as a southern gateway to the core shopping area.

Development to address Sculpture Park and river.

Estimated development capacity for this Opportunity Area:

Residential - 40 dwellings  
Retail - 500 sq.m  
Public Car Park - 600-700 spaces



Potential pedestrian movements toward new access point to shopping centre

Opportunity to enhance the Sculpture Park

Opportunity for enhancements to the river environment and establishment of Waterlink Way

New junction arrangements to allow for the free flow of traffic into and out of Engate Street subject to bus turning requirements

Potential for a new mixed use block to include large format retail and leisure facilities on lower levels and a new town centre shopper car park. Scope also for residential frontage to the Sculpture Park

Opportunity for new development to act as a feeder of customers to the town centre

Engate Street development framework plan.



## REASONS FOR PREFERRED OPTION

Lewisham Gateway will shift the centre of activity of the town northwards, away from this area. Whilst the library provides an important anchor to this southern end of the primary retail area there is clearly a risk that the southern end of the High Street will become further marginalised and secondary in nature. A new mixed use development in Engate Street could potentially act as a feeder of new customers and visitors arriving at the southern end of the town centre.

Engate Street is also well located to provide larger format retail or leisure floorspace, which may be difficult to locate elsewhere in the town centre. Additional retail floorspace will improve the retail offer in the town centre and help Lewisham compete more successfully with nearby shopping centres such as Bluewater and Bromley. Providing a mix of uses within the redevelopment of the area will also help to improve the environmental quality of the area.

With direct access to Molesworth Street, the site provides a opportunity for a new car park to replace the existing surface car parking at Clarendon Rise that has been identified for redevelopment under LTC OPP3c. A car park on this site would also create a new arrival point at the south of the town centre, encouraging customers from wider areas to walk the length of the high street up to the new development proposed for Lewisham Gateway.

Engate Street has traditionally been allocated for employment use. Whilst employment use is considered to be appropriate, the preferred option removes the designation to promote redevelopment of the area. However, redevelopment proposals for the site should include some employment uses

### Responses from the Issues and Options Consultation Report

Consultees agreed on the principle of the area being designated an opportunity area, however no preferred options emerged with respect to site specific details.

Consultations with respect to the approach that should be taken for existing established industrial areas and business uses, most of the respondents favoured retention of existing employment uses and continuation of identifying Lewisham as the most appropriate location for new office development, however equally favoured the conversion of town centre accommodation to residential use. The GLA stated that existing employment uses should be protected, unless a need based study shows that they are surplus to demand.

### Consistency with National and Regional Planning Guidance

#### PPS1: Delivering Sustainable Development

The preferred option meets the requirements of PPS1 for delivering sustainable development by: promoting mixed use development that allows linkages between different uses and thereby creating a more vibrant place (Para 27ii); bringing forward land of suitable quality to meet the expected needs of housing, leisure and recreation (Para 27iv) and support economic growth (Para 27i); providing new development of a range of uses in an accessible location (Para 27v); promoting more efficient use of land (Para 27viii); and enhancing and protecting natural habitats(Para 27ix).

As mentioned above the preferred option would only incorporate a new car park if development of existing surface car parks was carried out therefore, not conflicting with the requirement for reducing the need to travel by car (Para 27v).

#### PPS 3: Housing

The preferred option is in line with the government objective outlined in PPS3 (Para 36) which is to create mixed and sustainable communities by ensuring that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 states that Local Planning Authorities should identify broad locations and specific sites that will enable delivery of housing. These sites have been identified in accordance with PPS3

PPS6: Planning for Town Centres The government's key objectives for town centres is to promote their vitality and viability by planning for the growth and development of existing centres and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment accessible to all (Para 1.3). The preferred option achieves this by: enhancing the consumer choice in the centre in an accessible and well served location (Par1.4); delivering a more sustainable pattern of development through high density, mixed use development, reducing the need to travel (Para 1.5); and improving the quality of the public realm (Para 1.5) .

Para 2.20 of PPS6 states that the Government is concerned to ensure that efficient use should be made of land within town centres advocating mixed use development and mixed use areas.

Paragraph 3.35 of PPS6 states that developments should be accessible by a choice of means of transport, including public transport, walking, cycling, and the car. A range of means of access, including car (and according parking) is extremely important from the perspective of maintaining vitality and viability.

#### PPG17: Planning for Open Space, Sport and Recreation

The preferred option presents opportunities to improve links to the nearby Sculpture Park and river environment in line with Para 24 of PPG 17, which states that local authorities should seek opportunities to improve the local open space network.

#### PPG13:Transport

The availability of car parking has a major influence on the means of transport people choose for their journeys. PPG13 states that local authorities should ensure that as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices whilst taking care not to create perverse incentives for development to locate away from town centres, or threaten future levels of investments in town centres (para 51). The London Plan The preferred option fulfils the requirement in policy 3D.2 Town Centre Development that where need for additional development is established, capacity to accommodate such development should be identified within the development plan and such development should be encouraged.

Redevelopment will create a new hub within the Lewisham town centre that will support the vitality and viability of the centre as a whole, in line with policy 3D.1 - Supporting Town Centres which states that access to goods and services should be enhanced and the wider role of the town centre should be strengthened as a location for leisure and cultural activities, as well and business and housing. Policy 5C.1 also states that the strategic priorities for east London includes promotion and intensification of retailing, services, employment, leisure and housing in town centres.

The preferred option includes improved access to the surrounding open space, in line with policy 3D.7 which states that the current and potential value of open space to communities should be realised and the benefits, including those associated with health, sport and recreation, biodiversity and the environment should be protected.

A new framework set out in Policy 3C.23 for setting car parking standards for retail developments links car parking provision to public transport accessibility and encourages more restrictive car parking where public transport accessibility (PTALs) is high. This takes account of the trend for shopping centres with better public transport provision, to have a higher public transport modal share and lower car use for shopping trips. The London Plan does state that it is vital that parking policy is applied in conjunction with PPS6, which requires parking to reinforce the attractiveness and competitiveness of town centres and does not undermine them (Annex 4 para 16 & 17). This approach is put forward under the preferred option.

### **Consistency with Other Council Policy Documents**

#### **Community Strategy**

The preferred option for the opportunity area meets the following objectives: Objective 1: Making Lewisham a safer place and reduce the fear of crime. Objective 2: Sustain and improve the health and wellbeing of local people.

Objective 6: Secure the sustainable regeneration of Lewisham as a place – its housing, transport and the environment.

### **What alternatives were considered and why they were rejected**

It is considered that option for retention of the existing employment use would fail to take advantage of the important opportunity that

this site presents to strengthen the viability and vibrancy of the Town Centre. The redevelopment of the site to include major retails and leisure uses would create a significant number of jobs to replace existing Engate Street uses. Proactive identification of sites suitable for such uses within the town centre is considered to help resist out of centre development under the terms of the sequential test outlined in PPS6.



Chapter 5

Implementation framework



The implementation framework for the Area Action Plan comprises two elements; indicative phasing of key sites and Opportunity Areas, and a monitoring framework.

### 5.1 Phasing

The following table provides indicative guidance for the Opportunity Areas and key sites in Lewisham town centre.

Site	Phasing Short - 2007 to 2008 Medium - 2008 to 2012 Long - 2012 to 2016	Delivery partners	Notes
<b>1. LEWISHAM GATEWAY OPPORTUNITY AREA</b>			
Lewisham Gateway	Medium	Lewisham Gateway Developments Amec Developments Ltd Taylor Woodrow Developments Ltd London Development Authority London Borough of Lewisham Transport for London London Buses Environment Agency	N/a
<b>2. LEWISHAM CENTRE AND ADJOINING LAND OPPORTUNITY AREA</b>			
Molesworth Street	Medium	Land Securities	N/a
Lewisham Centre	Medium	Land Securities	N/a
Land south of the shopping centre	Medium	Land Securities London Borough of Lewisham Transport for London Bridge House Trust (Corporation of London)	N/a

Site	Phasing Short - 2007 to 2008 Medium - 2008 to 2012 Long - 2012 to 2016	Delivery partners	Notes
Land north of the shopping centre	Medium	Land Securities	N/a
Citibank tower	Long	Citigroup Inc.	N/a
Lewisham High Street and Market	Long	Land Securities London Borough of Lewisham	N/a
<b>3. LEE HIGH ROAD OPPORTUNITY AREA</b>			
Lee High Road east	Short	LIDL Environment Agency	N/a
Lee High Road west	Medium-Long	Various landowners Environment Agency	N/a
Clarendon Rise	Long	London Borough of Lewisham	N/a
<b>4. LOAMPIT VALE OPPORTUNITY AREA</b>			
East side of Elmira Street	Medium	London Borough of Lewisham Transport for London Environment Agency	N/a
West side of Elmira Street	Medium	London Borough of Lewisham Transport for London	N/a
West of Jerrard Street	Short	Workspace group Transport for London	N/a

Site	Phasing Short - 2007 to 2008 Medium - 2008 to 2012 Long - 2012 to 2016	Delivery partners	Notes
East of Jerrard Street	Long	Various landowners	N/a
Railway strip	Short	Various landowners Transport for London London Buses Lewisham Gateway Developments London Borough of Lewisham	N/a
<b>5. CONINGTON ROAD OPPORTUNITY AREA</b>			
Gilmex and Blakey site	Short	Land owner	N/a
Tesco block	Medium	Tesco London Borough of Lewisham	N/a
Car park	Medium	Tesco London Borough of Lewisham	N/a
<b>6. ENGATE STREET OPPORTUNITY AREA</b>			
Engate Street Block	Medium-Long	Bridge House Trust (Corporation of London)	Needs to be implemented before Clarendon Rise to make provision for replacement car parking spaces in the town centre.



## 5.2 Monitoring

The following table provides an overview of the monitoring which should be undertaken as part of the implementation of the constituent policies of the AAP:

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
<b>HOUSING</b>						
LTC HSG1 Meeting Housing Need	Residential development within the town centre. Housing Need. Density of development. Retail floorspace and shopping centre vitality.	Lewisham Planning Housing Need Surveys. Lewisham Planning Lewisham Town Centre Health Checks	Annual Housing Needs Survey every 5 years	If the rate, quantity and mix of residential development (taking into account monitoring for town centre and wider borough) is lower than the levels set out in LDF policy. If residential development is deemed to be having a negative impact on town centre's retail function.	Review land allocations, targets and implementation of policy.	Lewisham Planning
LTC HSG2 Mixed use development	Residential development within the town centre	Lewisham Planning	Annual	If the rate, quantity and mix of residential development (taking into account monitoring for town centre and wider borough) is lower than the levels set out in LDF policy.	Review land allocations, targets and implementation of policy.	Lewisham Planning
LTC HSG3 Conversion of existing buildings	Residential conversions within the town centre	Lewisham Planning	Annual	If residential conversion is deemed to have a negative impact on the town centres retail function.	Review land allocations, targets and implementation of policy.	Lewisham Planning
LTC HSG4 Affordable housing	Development of affordable housing	Lewisham Planning	Annual	If the provision of affordable housing as a proportion of overall housing development falls below the target advocated in LDF policy.	Review implementation of policy.	Lewisham Planning
LTC HSG5 Dwelling mix	Development of a mixture of dwelling sizes including dwellings suitable for family occupation	Lewisham Planning	Annual	If the provision of mixture of dwelling sizes is disproportionate, in relation to Borough dwelling mix targets, particularly family housing.	Review implementation of policy.	Lewisham Planning
LTC HSG6 Housing density	Density mix of residential development	Lewisham Planning	Annual	If the range of density mix and application of planning and parking standards deviates significantly from LDF targets (including SLA) and the London Plan density matrix.	Review policy and implementation.	Lewisham Planning

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
LTC HSG7 A restrictive approach to residential parking	Number of new on-street parking permits for inhabitants of new residential development.	Lewisham Traffic and Parking	Annual	If new parking permits are issued for new residential development (for non-exceptional cases)	Review policy and implementation	Lewisham Traffic and Parking
LTC HSG8 Travellers' sites	Provision of a suitable site for travellers in line with the criteria set out	Lewisham Planning	Annual	If a location has not been identified, or is considered to be unsuitable	Review policy	Lewisham Planning
LTC HSG9 Residential Standards	New housing development that meets SPG Standards	Lewisham Planning	Annual	If development is not being designed to minimum standards	Review policy	Lewisham Planning
<b>SHOPPING AND TOWN CENTRE</b>						
LTC SH1 Lewisham Town Centre	Quantitative measurements of retail floorspace, and qualitative status of the town centre  Metropolitan status and Town Centre ranking	Lewisham Planning GLA Experian / GOAD etc Annual health checks	Annual	If retail floorspace does not increase or falls	Review policy and land allocations	Lewisham Planning
LTC SH2 Vitality and viability	Qualitative assessment of vitality and viability drawing on monitoring of a number of policies	Lewisham Planning Town Centre Manager	Annual	If specific aspects of vitality and viability are underperforming	Review appropriate policy	Lewisham Planning Town Centre Manager
LTC SH3 Lewisham market	Establish dialogue with market traders and identification / implementation of environmental quality	Lewisham Street Trading Lewisham Planning	Annual	If market trade or environmental quality declines. If market traders and representatives are not engaged sufficiently	Review policy with a view to establishing a more proactive approach to the market, (specific study)	Lewisham Street Trading Lewisham Planning

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
LTC SH4  Impact of Lewisham Gateway on southern part of the town centre	Vitality and viability of the southern part of the town centre	Lewisham Planning  Town Centre Manager	Annual	If trade and footfall are declining in the southern part of the town centre  If proposals are not coming forward for the southern gateway	Review policy and consider possible interventions to assist in facilitating change	Lewisham Planning  Town Centre Manager
LTC SH5  Core shopping areas	Retail character of frontage (concentration of non AI uses and overall proportion of units in AI use)	Lewisham Planning  Annual health checks	Annual	If there is a negative impact on the retail character (concentration of non-AI uses, or less than 70% of units maintained in retail use, or qualitative impact on character )	Review policy and implementation	Lewisham Planning
LTC SH6  Non-core shopping areas	Impact of new development on concentration of non-AI uses, amenity of properties and retail character	Lewisham Planning  Annual health checks	Annual	If there is a negative impact on the retail character (concentration of non-AI uses or qualitative impact on character)	Review policy and implementation	Lewisham Planning
LTC SH7  Retail character areas	Qualitative judgement of cumulative impacts on character of retail character areas	Lewisham Planning  Annual health checks	Annual	If there is a significant impact (positive or negative) on the character of the retail character area	Re-visit description of retail character	Lewisham Planning
LTC SH8  Criteria for Evening Economy uses	Qualitative judgement of impact on retail character as set out in LTC SH8 / SH9  Specific complaints and resultant monitoring of environmental impact	Lewisham Licensing  Lewisham Enforcement  Lewisham Planning	Annual	If there is a significant negative impact on retail character or amenity	Specific enforcement action  Review of licensing and planning policy	Lewisham Licensing  Lewisham Enforcement  Lewisham Planning  Environmental Protection

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
LTC SH9 Town centre boundary	Qualitative town centre character within designated boundary (and adjacent areas)	Lewisham Planning	Annual	If any part of the town centre experience a transition in uses to a point where it no longer displays town centre characteristics. Conversely, if an area outside the boundary takes on town centre characteristics.	Review boundary with possible extension or contraction of boundary.	Lewisham Planning
<b>URBAN DESIGN</b>						
LTC URB1 Tall buildings in Lewisham town centre	Location of consents for tall buildings in relation to designated area where high buildings might be appropriate.	Lewisham Planning	On-going	If a significant proportion of tall buildings come forward outside the designated area for high buildings	Review implementation of policy, focusing on use of criteria to determine appropriateness of locations	Design Review Panel
LTC URB2 Sustainability	Proportion of people going to work by different means. Reduction in carbon dioxide emissions tonnes/annum. NHER, SAP rating for dwelling BREEM for other buildings	Census and other data surveys Lewisham Planning	On-going	If a qualitative assessment demonstrates underperformance against any aspect of sustainability	Review policy and relationship with related policies in the LDF	Lewisham Planning
LTC URB3 High quality design	Number of major developments which have incorporated design competitions and partnership working	Lewisham Planning	On-going	If major schemes come forward consistently with weakness in design	Review policy and implementation - seek to work more closely with developers to facilitate solutions or produce more detailed design guidance	Design Review Panel
LTC URB4 Mixed use	Development density and mix of uses	Lewisham Planning	On-going	If the mix of uses and range of density mix and application of planning and parking standards deviates significantly from LDF targets (including SLA) and the London Plan density matrix.	Review policy and implementation	Lewisham Planning



Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
LTC URB5 Urban enclosure and grain	Qualitative monitoring on an on-going basis	Lewisham Planning	On-going	If schemes do not embody these principles	Review policy and implementation	Design Review Panel
LTC URB6 Public realm	Qualitative monitoring on an on-going basis	Lewisham Planning	On-going	If schemes do not embody these principles	Review policy and implementation	Design Review Panel
LTC URB7 Enhancing Lewisham's waterways	Qualitative monitoring on an on-going basis	Lewisham Planning	On-going	If schemes do not embody these principles	Review policy and implementation	Design Review Panel
<b>EMPLOYMENT</b>						
LTC EMP1 Employment uses in Lewisham town centre	Mix of uses for new development on employment sites Employment floorspace	Lewisham Planning	On-going	If there is insufficient employment space to match demand or projected demand  If these sites do not come forward for the mix of uses identified in site specific policy	Review site allocations and policies	Lewisham Planning
LTC EMP2 Office uses in Lewisham town centre	Office floorspace	Lewisham Planning	On-going	If office floorspace is reduced in the town centre	Review policy	Lewisham Planning

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
<b>OPEN SPACE</b>						
LTC OS1 Retention of Metropolitan Open Space	MOL area and boundaries	Lewisham Planning	On-going	If the open character of MOL is not preserved with regard for the criteria set out in policy	Review policy and implementation	Lewisham Planning
LTC OS2 Waterlink Way and celebrating the River Confluence	Safeguarding and implementation of Waterlink and Confluence Park	Lewisham Planning	On-going	If Waterlink Way / Confluence Park is not safeguarded, or if opportunities are not realised to deliver these.	Review policy and implementation	Lewisham Planning
LTC OS3 Enhancing open space and biodiversity	Qualitative assessment of biodiversity	Lewisham Planning	On-going	If biodiversity declines or does not improve	Review policy and implementation	Lewisham Planning
LTC OS4 Nature conservation	If development has an adverse impact on the environment	Lewisham Planning Lewisham Environment	On-going	If there is a risk or actual adverse impact	Review policy and implementation	Lewisham Planning Lewisham Environment
<b>TRANSPORT</b>						
LTC TRS1 Lewisham town centre parking standards	Car park use and capacity	Lewisham Highways Lewisham Planning	Annual	If parking provision contravenes standards set out in table 3.2.  If the level of parking provision is deemed to have a negative impact on vitality and viability	Review policy and implementation	Lewisham Highways Lewisham Planning

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
LTC TRS2	Car park use and capacity	Lewisham Highways	Annual	If parking provision contravenes standards set out in London Plan and LDF policy.  If the level of parking provision is deemed to have a negative impact on vitality and viability	Review policy and implementation	Lewisham Highways
Existing public / shopper parking spaces in the town centre	Retail floorspace	Lewisham Planning				Lewisham Planning
LTC TRS3	Cycling and walking	Qualitative assessment of provision for cyclists and pedestrians within new development	On-going	If new development does not contribute to high standards of accessibility and storage and the enhancement of routes	Review policy and implementation	Lewisham Planning
		Lewisham Highways				Lewisham Highways
LTC TRS4	Mitigating against the impact of roads and roundabouts	Qualitative assessment of impact of roads and roundabouts	On-going	If enhancements do not come forward on key sites and routes	Review implementation and consider identification of specific projects	Lewisham Planning
						Lewisham Highways
LTC TRS5	Assessment of traffic impacts associated with new development	Lewisham Planning	On-going	If traffic generation has a negative impact on quality of life / accessibility / movement	Review travel plan policy	Lewisham Planning
Travel Plans						
<b>ENVIRONMENT</b>						
LTC ENVI	Quality and accessibility of river environment	Lewisham Planning	On-going	If development does not maximise quality of town centre environment, or has a negative impact on habitats or the provision of flood defences	Review policy and implementation	Lewisham Planning
Protect and enhance the environs of the rivers	Assessment of habitat quality	Environment Agency				Environment Agency
	Flood risk and mitigation					
LTC ENV2	Flow of water	Lewisham Planning	On-going	If development increases flood risk or does not mitigate against flooding	Review policy and implementation  Seek to create more prescriptive guidance	Lewisham Planning
Flood plains	Capacity of flood plain to store water	Environment Agency				Environment Agency
	Number of people / properties at risk from flooding					

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
<b>COMMUNITY AND LEISURE</b>						
LTC COM1 Leisure Centre	Provision of leisure centre in Lewisham town centre	Lewisham Planning	On-going	If no provision is made for a new leisure centre	Review policy and implementation  Prepare a formal planning brief for the site	Lewisham Leisure and Culture  Lewisham Planning
LTC COM2 A new secondary school for the town centre	Provision of a new secondary school in Lewisham town centre  Monitoring of capacity and demand for places	Lewisham Planning  Lewisham Education  Local Education Authority	Annual	If no provision is made for a new leisure centre  If there is demonstrated to be a lack of secondary places	Review policy and implementation  Prepare a brief for a specific site	Lewisham Planning  Lewisham Education  Local Education Authority
LTC COM3 Range of leisure and entertainment spaces	Provision of additional leisure and entertainment facilities	Lewisham Planning  Lewisham Licensing	On-going	If major development schemes do not incorporate leisure and entertainment facilities as advocated in Opportunity Area policies	Review policy and implementation  Prepare briefs for specific sites	Lewisham Planning  Lewisham Licensing
LTC COM4 Major developments	Specific and cumulative community needs associated with new development	Lewisham Planning  Community Development Officers	On-going	If community needs are not met on a site-specific or cumulative town centre wide basis	Prepare specific briefs for town centre sites  Review policy and implementation	Lewisham Planning  Community Development Officers
<b>IMPLEMENTATION</b>						
LTC IMPI Monitoring	PPS6 Healthcheck monitoring  Comprehensive monitoring as set out above including S106 funds and delivery of projects	Lewisham Planning  Town centre manager  Other bodies as appropriate	On-going  As appropriate (comprehensive monitoring)  On-going (S106)	If general vitality and viability does not improve, or if monitoring suggests that specific policies are not being delivered	Review policy and implementation  See specific policies	Lewisham Planning  Town centre manager  Other bodies as appropriate



Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
LTC IMP2 Compulsory Purchase Order Powers	Delivery of site specific priorities on key sites	Lewisham Planning	On-going	If sites are coming forward in a piecemeal fashion or specific plots have a blighting effect on area-based regeneration objectives	Encourage greater proactivity in using CPO powers	Lewisham Planning
LTC IMP3 Lewisham town centre S106 pooling and priorities	Monitoring of specific contributions to initiatives set out in policy	Lewisham planning Town centre manager	On-going	If major schemes receive planning consent but do not incorporate an appropriate level of S106 contributions	Review policy and implementation (including general S106 policies in LDF)	Lewisham planning Town centre manager
LTC IMP4 Partnership and Consultation	Qualitative monitoring on an on-going basis Communication and town centre events	Lewisham Planning Town Centre Manager and Communications Team	On-going	If schemes do not embody these principles	Review policy and implementation	Lewisham Planning Town Centre Manager and Communications Team
LTC IMP5 Infrastructure and services	Delivery of required infrastructure and services	Utilities companies	On-going	If individual or cumulative development is proceeding without sufficient infrastructure / services, or if phasing of delivery lags behind the development	Review policy and implementation	Lewisham Planning
LTC IMP6 Transport Capacity	Delivery of required transport capacity	Lewisham Highways and Transport Rail and Bus Operators	On-going	If capacity is considered to be insufficient in the context of cumulative or individual development	Review policy and implementation. Potential for targeted transport strategy	Lewisham Highways and Transport Rail and Bus Operators
LTC IMP7 Education and Training Services	Contribution to local employment and educational opportunities	Lewisham Planning	On-going	If opportunities are not realised	Review policy and implementation	Lewisham Planning

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
<b>OPPORTUNITY AREA POLICIES</b>						
LTC OPP Opportunity Area Policies	Implementation of appropriate section B and section C policies	Lewisham Planning Other agencies as appropriate	Annual	If monitoring demonstrates that policies are not being implemented in a sustainable manner	Review policy and implementation as necessary	Lewisham Planning Other agencies as appropriate
<b>Overarching policies for each Opportunity Area</b>	Contribution to town centre and Opportunity Area vitality and viability	Lewisham Planning Lewisham Traffic and Parking Lewisham Education	Annual Ongoing as required for specific proposals	If monitoring demonstrates that policies are not being implemented in a sustainable manner  If development is likely to have a negative impact on vitality or viability	Review policy and implementation as necessary  Review site specific policies	Lewisham Planning Lewisham Traffic and Parking Lewisham Education
LTC OPP1 Lewisham Gateway	Town centre use floorspaces	Town centre Manager				Town centre Manager
LTC OPP 2 Lewisham Centre and adjoining land	Housing density and mix	Environment Agency				Environment Agency
LTC OPP3 Lee High Road	Monitoring of delivery of specific principles as set out in policy	Communications		If development does not contribute to the implementation of specific section B policies (e.g. residential density and mix)		Communications Team
LTC OPP4 Loampit Vale	Consultation and communications	Others as appropriate				Others as appropriate
LTC OPP5 Conington Road						
LTC OPP6 Engate Street						

Policy	Monitor indicator	Source of data	Measurement frequency	Criteria for action to be taken	Possible actions	Implementation body
<b>Site specific policies</b> LTC OPP1a LTC OPP2a to 2j LTC OPP3a to 3c LTC OPP4a to 4g LTC OPP5a to 5c LTC OPP6a (i.e. site specific policies within each Opportunity Area)	Contribution to town centre, Opportunity Area and site-specific vitality and viability  Town centre use floorspaces  Housing density and mix  Monitoring of delivery of specific principles as set out in policy	Lewisham Planning  Lewisham Traffic and Parking  Lewisham Education  Town centre Manager  Environment Agency  Others as appropriate	Annual  Ongoing as required for specific proposals	If monitoring demonstrates that policies are not being implemented in a sustainable manner  If development is likely to have a negative impact on vitality or viability  If development does not contribute to the implementation of specific section B policies (e.g. residential density and mix)	Review policy and implementation as necessary  Review site specific policies  Consideration of preparation of development briefs	Lewisham Planning  Lewisham Traffic and Parking  Lewisham Education  Town centre Manager  Environment Agency  Others as appropriate