

Marine Wharf West: Delivery Strategy

The Spatial Strategy in Section 6 of the Council's emerging Core Strategy identifies five strategic sites which are located within Regeneration and Growth Areas and which are to play a crucial role in place making by creating new places and enabling a transformation of the wider area, and achieving the Council's Corporate Strategic aims for the regeneration of the Borough. The application site is one of such strategic sites. These sites will deliver a comprehensive range of regeneration outcomes in the borough's most deprived areas focused on the provision of significant numbers of new homes to meet local housing need and contribute to Lewisham meeting its housing target; a range of economic, employment and training opportunities focusing on flexible business and light industrial uses, which contribute to the continuing functioning of the Lewisham and London economy; accessibility improvements (public transport, pedestrian and cycle); infrastructure provision (physical, social and green); and public realm improvements.

The strategic sites are to act as a catalyst for regeneration of the area and to this end, and in view of the importance and complexity of the strategic sites and to ensure a comprehensive approach to their development, certain requirements are set out in the draft Core Strategy. These are contained in Policy 'Strategic Site Allocation 1' (SSA 1) in the draft Core Strategy. In addition to the requirement for a site masterplan for each of the strategic sites, SSA 1 requires:

- c. a **Delivery** strategy to identify how the development will be implemented and managed once occupied (including housing stock and publicly accessible space), any matters to be resolved such as land assembly and preparation, infrastructure requirements and delivery, development phasing and likely need for planning obligations (including financial contributions) and/or conditions. It will also identify the likely need for public sector intervention, by which agency and when.

Thus, in order to progress the current application in relation to the Marine Wharf West site and before the application can be reported to LB Lewisham's Strategic Planning Committee, the applicant, Berkeley Homes (Urban Renaissance) Ltd, is required to submit a Delivery Strategy which satisfactorily demonstrates how the comprehensive development of the site will be achieved in a timely manner which achieves the policy objectives outlined above. Such Delivery Strategy must be robust and be supported by proper and credible evidence and must encompass the following:

Land Assembly

Confirmation that the applicant owns the freehold of the entire application site and that there are no leasehold or other third party interests that would prevent or limit the implementation of the proposals as submitted.

Land Use Mix and Phasing Strategy

Confirmation of how the development will be phased including the mix of uses to be brought forward in each phase and a financial cash flow model to support this strategy.

The phasing strategy will need to demonstrate that there is a reasonable prospect that the site will be developed comprehensively in a timely manner. Projected timescales must be included. Supporting evidence should demonstrate that the proposed location and mix of residential (market and affordable) and non-residential uses is commercially viable on a phase-by-phase basis, and if not what measures and controls are proposed to ensure that should the land be sold prior to completion of the development then the undeveloped phases would be built out in accordance with the planning permission.

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Infrastructure Delivery and likely Section 106 requirements

The Delivery Strategy should also identify the key infrastructure requirements (including social infrastructure) in relation to the development and the phasing strategy should address delivery of such infrastructure at appropriate trigger points throughout the development, including proposed controls to ensure such delivery.

Delivery of any other identified likely Section 106 requirements should also be addressed and proposed timescales/triggers included.

Housing:

Evidence of demand for the proposed market housing (taking account of proposed dwelling mix).

Evidence of demand for the proposed Social Rented/Intermediate housing component (taking account of proposed dwelling mix), including the acceptability of the proposed housing typologies to RSLs that currently work with LB Lewisham as Housing Authority.

Evidence of discussions with RSLs and/or the HCA regarding grant funding for the proposed affordable housing, the current status of those discussions and how this is reflected in the financial appraisal.

Non-Residential Uses

Evidence of demand for the proposed non-residential floorspace including the status of discussions with prospective tenants (whether private or public sector) and outline of business model for on-going occupation of that space.

Management and Maintenance:

A proposed management and maintenance strategy for the site including roads, publicly accessible routes and open space and communal residential amenity/play space. Such management and maintenance strategy shall set out not only how the relevant areas are to be physically managed and maintained, but also how and by what type of organisation the management and maintenance will be undertaken and how it is proposed to be funded.

Other Legal Agreements and Consents:

Confirmation that there are no other legal impediments to the comprehensive development of the site e.g. restrictive covenants, rights of light issues and other legal agreements/easements with third parties. Where there are such impediments, details as to the strategy for removing them to ensure the development can proceed in a comprehensive manner

Confirmation as to the requirement for any statutory infrastructure agreements in connection with the development, e.g. highways agreements under Sections 38/278 of the Highways Act, agreements required with statutory undertakers.

Where agreement is required, the Delivery Strategy shall identify what these are and the current status of negotiations, including evidence of discussions with the highway authority, statutory undertakers and the status of any agreements required with them to implement the development.