



Your Ref:  
Our Ref: 12/1684

Brian Regan  
Planning Policy Manager  
Planning Policy  
5<sup>th</sup> Floor, Laurence House  
1 Catford Road  
Catford  
London SE6 4RU

30 October 2012

Dear Mr Regan

## **Lewisham Site Allocations Development Plan Document - Submission**

The following response contains comments from the TfL Borough Planning team regarding the Lewisham Site Allocations Development Plan Document, final submission. A separate response will be provided from the TfL Consents team, from a land ownership perspective.

TfL recognises that changes have been made since the proposed submission stage with respects to our previous comments and welcomes these, although we believe that further changes can still be made.

### **General Point**

TfL should be consulted when a development could affect TfL infrastructure (e.g. highway, DLR, LO and/or bus). TfL is the highway authority for the Transport for London Road Network (TLRN) and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. TfL also have a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the Strategic Road Network (SRN). Thus TfL should also be consulted about proposals which could affect TLRN and/or SRN. TfL should also be consulted about proposals which could impact upon bus or other public transport services.

### **Paragraph 1.7**

It would be useful to list, perhaps as an appendix, sites included in the Lewisham and Catford town centres Area Action Plans.

### **Rationale**

TfL suggests the final sentence of this section be amended to read, *“The London Plan identifies a southern extension to the Bakerloo Line and a southwards extension to the DLR from Lewisham. When these are progressed,*

*it will be appropriate to assess the land use **and access** implications for the AAP.”*

**Site Ref SA12 and others - Local Employment Locations**

Transport uses should be added to the list of appropriate uses at those larger sites located on or close to major roads, more distant from residents and which have the potential for transport use such as bus garages, for example SA12, 13, 50. This to accord with London Plan policies 6.2 and 6.7 (Providing Public Transport Capacity and Safeguarding Land for Transport / Better Streets and Surface Transport).

**SINC 13**

Prior to the designation of SINC 13 an assessment of the current nature conservation value of the land should be undertaken to take account of the impact of the London Overground (East London Line extension) works and the current Thameslink works. Much of the woodland referred to in the site allocations document no longer exists. The assessment should also consider how continued operational use of the land can co-exist with the designation. As owners of the land concerned both Network Rail and TfL should be involved in this assessment.

Consideration could also be given to the designation of the Lewisham owned ‘exchange’ land at the southern end of Bridgehouse Meadows adjoining the phase 2 London Overground extension as a SINC, given the recorded presence of the Common Lizard.

I hope you find these comments useful.

Yours sincerely

Nick Graham

**Assistant Planner, Borough Planning**

Email: [nickgraham@tfl.gov.uk](mailto:nickgraham@tfl.gov.uk)

Tel: 020 7126 2848