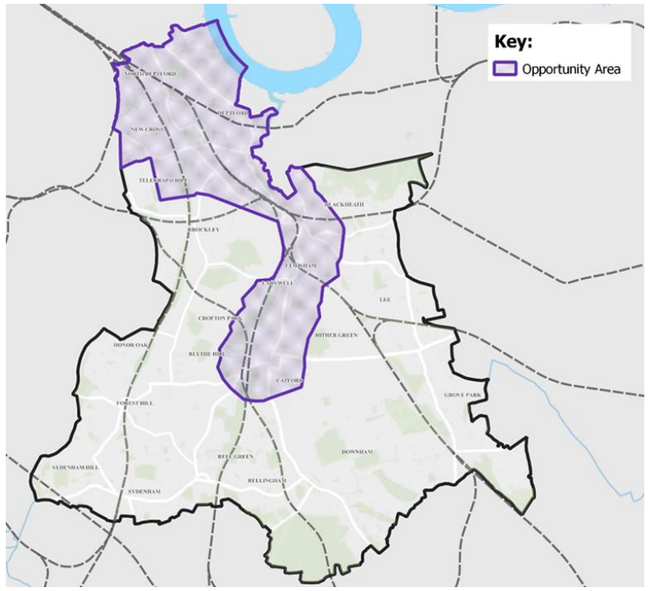
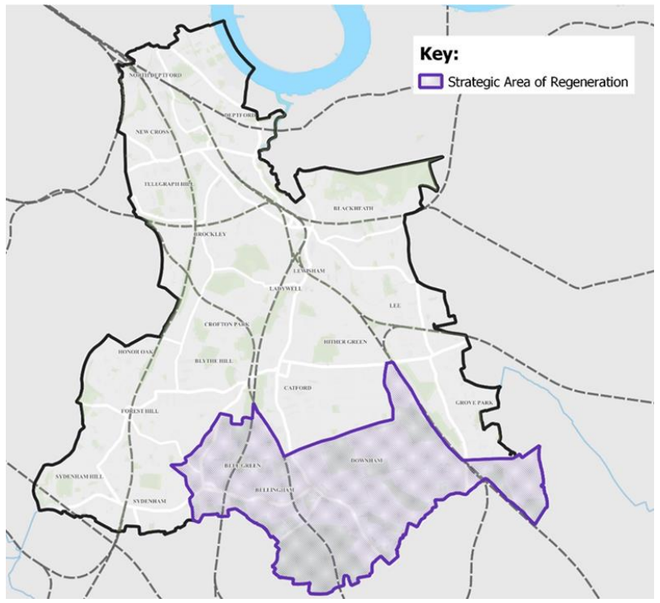
Appendix – Main Modifications

The main modifications are presented in the conventional form of ~~strikethrough~~ for deletions and <u>underlining</u> for additional text.

The sections, policies and paragraph numbering refer to the submission version of the Plan, and do not take account of the deletion or addition of text.

Main Mod Ref	Section, Policy and/or Paragraph	Main Modification
Chapter 1 – About Lewisham's Local Plan		
MM1	Paragraph 1.25	Neighbourhood plans are required to be consistent with the strategic policies in Lewisham's development plan and should only include non-strategic policies, as set out in the NPPF. The Council publishes details of the Borough's emerging and made neighbourhood plans on its website - Lewisham Council - Neighbourhood plans. At the Local Plan's adoption, the Borough's neighbourhood planning position was as follows: • Bell Green – a neighbourhood area has been designated around the Bell Green gyratory, following an application for a Neighbourhood Area and Forum. • Corbett Estate Neighbourhood Forum and Area – in 2015 the Mayor of Lewisham designated the Corbett Estate as a neighbourhood area and has also designated a neighbourhood forum for this area. These have subsequently lapsed. • Crofton Park and Honor Oak Park – a referendum on the Crofton Park and Honor Oak Park Neighbourhood Plan was held and the Plan was adopted in May 2022. • Deptford Neighbourhood Action neighbourhood forum and area - the Mayor of Lewisham designated the Deptford Neighbourhood Action community group (DNA) as a neighbourhood forum and area in February 2016. These have subsequently lapsed. • Grove Park - a referendum on the Grove Park Neighbourhood Plan was held and the Plan was adopted in August 2021. • Lee - a referendum on the Lee Neighbourhood Plan was held and the Plan was adopted in February 2024. • Sydenham Hill Ridge – a neighbourhood area and forum has been designated.
Chapter 2 – Lewisham Today and Planning Ahead		
MM2	New Section and Paragraphs in Chapter 2	Health and Wellbeing Securing improved and accessible infrastructure networks that support the continued health and wellbeing of residents and communities remains a key objective for successful and sustainable place-making across Lewisham. This is not limited to investment in conventional healthcare provision such as hospitals, surgeries, dentists, and clinics, and consequently the new Local Plan considers this a common thread throughout all of its content. Nevertheless, it is acknowledged that Lewisham's residents and communities have distinct healthcare needs, such as those related to obesity, diabetes, hypertension and stroke and a higher rate of some mental health conditions, which can be addressed and overcome through investment in healthcare facilities. Consequently, place-making will seek to secure an appropriate level of provision for the required social infrastructure to support planned-for growth.
Chapter 3 – Vision, Strategic Objectives, and the Spatial Strategy		
MM3	Figure 3.2	Figure 3.2: Proposed Growth Strategy plan Amend Figure 3.2 to delete reference (in legend) to ~~Transport Corridor Improvements~~ and replace with Growth Corridor.

MM4	Figure 3.3	Figure 3.3: Borough-wide Spatial Strategy plan Amend Figure 3.3 Spatial Strategy to include Opportunity Areas and Strategic Areas of Regeneration.  

MM5	Policy OL1	Policy OL1 Delivering an Open Lewisham (spatial strategy) Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham,~~ B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure, I Ensuring high quality education, health and social care. ~~A~~ The Council will work positively and alongside local communities, community groups, and other public and private sector stakeholders to realise the Vision for Lewisham and to address the strategic objective for 'An Open Lewisham as part of an Open London'. Good Growth will be delivered in the Borough by: a. Directing new development to Growth Nodes, Regeneration Nodes and well-connected sites, including in Lewisham's Opportunity Areas of New Cross/ Lewisham/Catford and Deptford Creek/ Greenwich Riverside, and carefully managing growth in these locations in response to local character; b. Directing new development and investment to the Borough's strategic Area for Regeneration, and other local areas for regeneration, and coordinating the delivery of this investment to help tackle the environmental, social and economic barriers that affect the lives of people in these areas, and ensure equality of opportunity; c. Directing new residential, commercial, community, leisure and cultural development to Lewisham's town and local centres in order to support their vibrancy, vitality, viability and long-term resilience, and through this process: i. Enable Lewisham Major Centre to cement its position as a centre of sub-regional significance and be designated as a Metropolitan Centre in a future review of the London Plan; ii. Facilitate the comprehensive regeneration of Catford Major Centre to reinforce its role as the principal civic and cultural hub within the Borough; ~~and~~ iii. Ensure the District Centres at Blackheath, Deptford, Downham, Forest Hill, Lee Green, New Cross and Sydenham retain their ~~distinctive - character~~ distinctive character whilst evolving in their function as key hubs of community, cultural and commercial activity; and iv. In all other locations, small scale residential development (0.25 ha or less) in existing residential areas, will be positively considered where the site is located within PTALs 3-6 or within 800m distance of an existing railway station or town centre boundary. Such proposals will be considered in accordance with the approach towards small housing sites. Proposals involving larger windfall sites will be considered in accordance with relevant local plan policies, specifically in respect of their impact on the wider townscape character and their ability to access transport and infrastructure networks. d. Directing new development along the A21 Corridor and other strategic Growth Corridors to support growth, along with using the Healthy Streets Approach to enhance the quality of places and improve connections within and between neighbourhoods; e. ~~Securing the delivery of~~ Enabling new and improved infrastructure as a catalyst for investment and to unlock the development potential of sites across the Borough. The delivery of the Bakerloo line extension will both support and enable growth in Opportunity Areas and Lewisham's southern areas, including Bell Green and Lower Sydenham;

		f. Making the best use of land and space by prioritising the redevelopment of brownfield land of low or negligible ecological value and enabling the sensitive intensification of established residential neighbourhoods and commercial areas, including through the development of small sites; g. Ensuring all new development proposals follow the design-led approach to make the optimal use of land, respond positively to local distinctiveness (including the historic, cultural, natural and built environment), and helps to secure inclusive, safe, liveable, walkable and healthy neighbourhoods; h. Protecting, enhancing and connecting Lewisham's network of green infrastructure (including trees, parks and open spaces, water spaces and biodiversity), as well as improving the population's access to it by walking and cycling; and i. Ensuring that a strategic and coordinated approach is taken by the Council and its partners to respond to the climate emergency and requiring new development to integrate measures for climate change adaptation and mitigation.
MM6	Paragraph 3.6	This is the overarching policy for the Local Plan and is the starting point for achieving the Vision for Lewisham and responding to the plan's strategic objectives. It sets out the spatial strategy for the Borough. This is the land use and planning framework for the Council and its partners to manage growth and development, as well as to guide new investment up to 2040. The policy provides a key link between the Local Plan and the London Plan. It will help to ensure that Good Growth is delivered in a way that responds to Lewisham's distinctiveness. The Spatial Strategy seeks to achieve this objective by identifying a hierarchy of places across the Borough where good growth will be directed. This includes those places identified on Figure 3.3 as being regeneration nodes, growth nodes, strategic areas of regeneration and growth corridors.
MM7	New	The Local Plan's Spatial Strategy identifies four places as Regeneration Nodes across the Borough. These are Lewisham and Catford Major Centres, Deptford District Centre, and Bell Green Local Centre. The Regeneration Nodes are shown on Figure 3.3 and identified under Schedule 11 Table 21.11. They are already sustainable and successful places that have the capacity to be the focus of future growth during the plan period. They already have a sustainable mix of residential, main town centre and employment uses and good public transport connections that can be future improved through the delivery of good growth. The Local Plan's Spatial Strategy, planning policies and site allocation seek to direct future good growth and investment towards these places. Their highly sustainable nature provides them with the potential capacity to facilitate the delivery of good growth at higher intensities, at specific locations where the Local Plan and its supporting evidence demonstrate that this is possible.
MM8	New	Growth Nodes The Spatial Strategy's good growth hierarchy continues by directing future development towards the seven Growth Nodes located across the Borough. These are Forest Hill, New Cross, and Lee Green District Centres; Bellingham, Evelyn, and Grove Park Local Centres; and Surrey Canal Strategic Industrial Location. They are shown on Figure 3.3 and identified under Schedule 11 Table 21.11 – with Lee Green District being expressed by two separate buffer zones. The Local Plan seeks to direct a proportionate level of good growth towards these location that reflects their potential capacity as defined by their character and infrastructure.
MM9	Paragraph 3.15	Growth Corridors 3.15 The delivery of Good Growth will require that people are enabled to live car-free lifestyles and travel mainly by walking, cycling and public transport. To make this happen Lewisham will need to be supported by an excellent public transport system along with a network of high quality walking routes and cycleways. The Local Plan identifies several Growth Corridors that extend across the Borough, including the A2/ A21 Corridor shown on Figure 3.3. The Corridors follow the existing A-road network and take advantage of the public transport opportunities that are in place along their alignments. These Corridors are identified under Schedule 11 Table 21.11. Good connections to and between town centres, parks and green spaces and residential areas are integral to liveable neighbourhoods. Also, the long-term viability of Lewisham's town centres and other employment locations will rely heavily on their capability to be accessed safely and easily by all.
MM10	New Paragraph	Strategic Area of Regeneration The Local Plan continues to identify a Strategic Area of Regeneration in the South and East of the Borough. The detail approach for this Area is set out under the Lewisham East Area Policy LEA 3 Strategic Area for Regeneration, Grove Park; and Lewisham South Area Policy LSA 2

		Strategic Area for Regeneration. The designated Area being shown in full on Figure 17.4. The Area seeks to deliver the Local Plan's Strategic Objectives for an open Lewisham; the delivery of new housing with a focus upon genuinely affordable homes; a thriving local economy that tackles inequalities; a greener borough; responding to the climate emergency; celebrating the Borough's local identity; delivering healthy and safe communities; and securing the timely delivery of infrastructure.
MM11	New Paragraph	Proposals for good growth being delivered across the Strategic Area for Regeneration will tackle the inequalities and the environmental, economic, and social barriers that contribute to its deprivation and secure its sustained regeneration. This will be achieved through partnership approaches that ensure public and private sector investment is secured. The Local Plan highlights the need that investment is coordinated to successfully deliver regeneration and area improvements in collaboration with the local communities that will serve and benefit.
MM12	Paragraph 3.18	3.18 It is imperative that everyone in Lewisham is able to share in the opportunities and benefits that growth and regeneration bring. The Council will continue to work with its key stakeholders and development industry partners to deliver the infrastructure Lewisham's neighbourhoods and communities need. This includes maintaining the valued partnerships with neighbouring boroughs. We have prepared an Infrastructure Delivery Plan (IDP) which will be used to inform planning and investment decisions. This will help us to secure infrastructure where and when it is needed. Further details are set out in Part 4 of the Local Plan.
Part Two – Managing Development **Chapter 5 – High Quality Design**		
MM13	Policy QD1	QD1 Delivering high quality design in Lewisham Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, F Celebrating our local identity, G Healthy and safe communities. Using the design-led approach A Development proposals must follow a design-led approach that considers supporting guidance provided by the National Design Guide to contribute to delivering high quality, inclusive, safe, healthy, liveable and sustainable neighbourhoods in Lewisham ~~This requires the consideration of design options at the early stage of the development process informed by an understanding of the site and its local context, including through effective engagement with the local community. These design options should then be used to determine the most appropriate form of development that responds positively to the local context, along with the optimal use of land to~~ and support the delivery of the spatial strategy for the Borough. Distinctive and valued places B Development proposals must demonstrate an understanding of the site context and respond positively to Lewisham's local distinctiveness by providing for buildings, spaces and places that reinforce and enhance local character. This includes the special and distinctive visual, historical, environmental, social and functional qualities of places that contribute to local character, identity, sense of community and belonging. C To successfully respond to local distinctiveness development proposals must be designed to address: a. Natural features including trees, landscape, ecology, biodiversity, topography, open spaces, waterways, drainage and flood risk; b. The prevailing or emerging form of development (including urban grain, building typology, morphology and the hierarchy of streets, routes and other spaces); c. The proportion of development (including height, scale, mass and bulk) within the site, its immediate vicinity and the surrounding area; d. Building lines along with the orientation of and spacing between buildings; e. Strategic and local views, views in and out of a site ~~vistas~~ and landmarks; f. Townscape features;

		g. The significance of heritage assets and their setting; h. Architectural styles, detailing and materials that contribute to local character; ~~and~~ i. Microclimate and noise, air and water quality; and j. Uses including community facilities, cultural assets and local facilities. Places for people D Development proposals must put people at the centre of the design-led approach, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to people of all backgrounds, ages and abilities. Development should be designed and built to a human scale by responding to the ways in which people move through, engage with and experience their surroundings. E Development proposals must be designed to facilitate good physical and mental health, support the wellbeing of the population and foster community cohesion by providing: a. Buildings and spaces that are inclusive, intuitive to use, comfortable, safe and secure; b. A high quality public realm that maintains and wherever possible enhances access to green and open spaces; c. Positive and active frontages that generate visual interest and which have a positive relationship with the public realm, particularly at the street-level; d. Well-integrated, dedicated space and equipment for relaxation, social interaction and physical activity, including where appropriate space for play and informal recreation; and e. A high standard of amenity. Well-functioning and resilient places F Development proposals must be well-integrated within their neighbourhood. They must provide a positive and coherent relationship with all land uses and spaces within the site and its surroundings having ~~r4egard~~ regard to: a. The compatibility of land-uses and activities within and surrounding the development; b. The need to ensure that neighbourhoods are well-connected both by encouraging and enabling movement by walking, cycling and the use of public transport; and c. The efficient servicing and effective management of buildings and the public realm, including for delivery and servicing vehicles. G Development must be appropriately supported by infrastructure. Development proposals will be expected to consider, and be linked to, the provision of future planned levels of infrastructure along with the timing of the delivery of this infrastructure. Where there is insufficient capacity of existing infrastructure to support a development proposal, applicants will be required to work with infrastructure providers to ensure sufficient capacity will exist at the appropriate time, including through the phasing of development. H Development proposals must be designed to mitigate climate change and integrate adaptation measures to make neighbourhoods and properties more resilient to its impacts, including by maximising opportunities for urban greening, with reference to other Local Plan policies. Delivering high quality development I Development proposals must include a Design and Access Statement to demonstrate how the design-led approach has been applied to deliver high quality development. J Development proposals will be expected to have regard to and address: a. Supplementary Planning Documents and Guidance published by the Council and the Mayor of London respectively, along with other good practice guidance; and b. ~~Feedback~~ Any feedback received from the Council including through its Pre-application Advice Service and where appropriate, Lewisham's independent Design Review Panel.

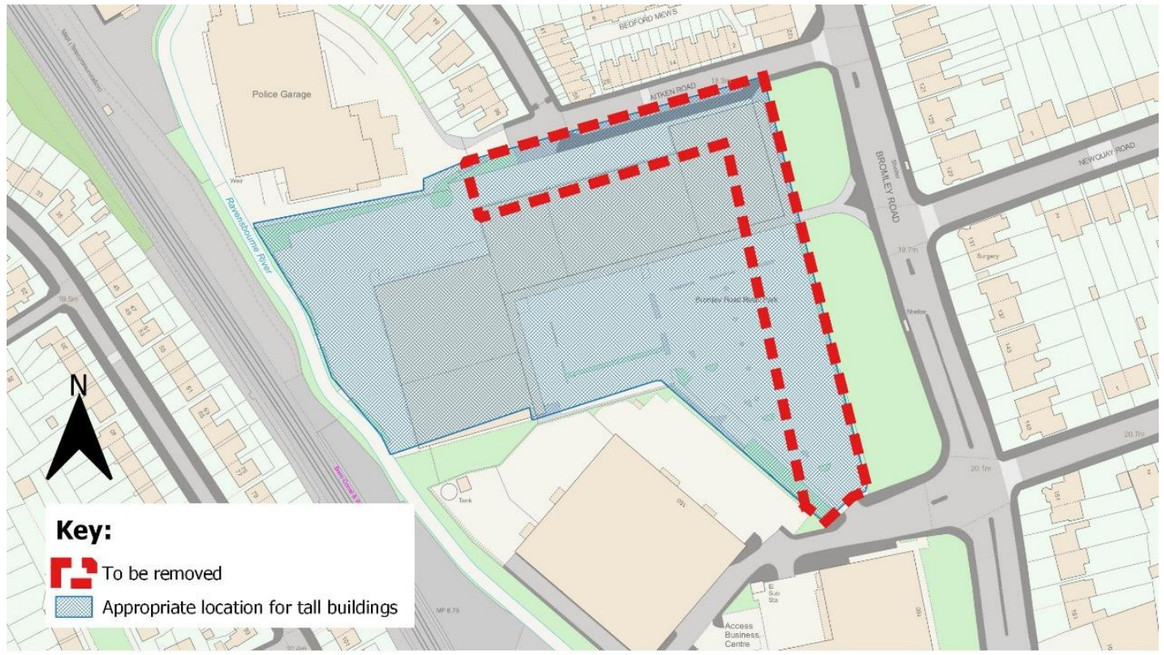
		K Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site, as well as to consider design options that respond positively to this context. ~~Development proposals that can demonstrate~~ Public engagement with the local community and other key stakeholders should occur early on and at key stages in the design process for a scheme and be proactive and inclusive. ~~and effective engagement with the local community and other key stakeholders will be considered more favourably than those that cannot.~~
MM14	Paragraph 5.5	~~We will publish~~ The Council will consider additional ~~a package of planning~~ design guidance and design codes to support the implementation of the Local Plan as required ~~and~~ to ensure clarity in our expectations for new development. Key existing design guidance is ~~documents are~~ signposted throughout the Local Plan. ~~They~~ This should be read in conjunction with the National Design Guide, The London Plan, the suite of London Plan Supplementary Planning Guidance, London Plan Guidance and other sources of good practice guidance, where appropriate, including ~~the Government's National Design Guide and~~ that published by Historic England. Development proposals should provide the following ten characteristics of well-designed places, as described in the National Design Guide: - • Context – enhances the surroundings • Identity – attractive and distinctive • Built form – a coherent pattern of development • Movement – accessible and easy to move around • Nature – enhanced and optimised • Public spaces – safe, social and inclusive • Uses – mixed and integrated • Homes and buildings – functional, healthy and sustainable • Resources – efficient and resilient • Lifespan – made to last
MM15	Policy QD2	QD2 Inclusive and safe design Non-strategic Policy Strategic Objectives: G Healthy and safe communities. A It is imperative that people of all backgrounds, ages and abilities are able to move with ease throughout the Borough, and within buildings and spaces, as well as to feel safe in their surroundings wherever they are. ~~Development proposals must include an~~ An Inclusive Design Statement should be a component of Design and Access Statement when a Design and Access Statement is required. ~~development~~ An Inclusive Design Statement ~~should~~ ~~to~~ demonstrate how ~~they~~ the design of a scheme will contribute to delivering inclusive, accessible, safe and secure environments in Lewisham. B Development proposals must respond positively to the diversity and varied needs of Lewisham's population and promote social cohesion by: a. Ensuring buildings and spaces are designed to be entered, used and exited safely, easily and with dignity for all; b. Ensuring buildings and spaces are designed to be inclusive to all with no disabling barriers that inhibit, restrict or prevent convenient access and use, including by occupants of different tenure types; c. Incorporating measures that allow for easy adaptation of buildings and spaces to help meet the different and changing needs of users over the lifetime of the development; d. Delivering a high quality public realm, in line with Policy QD3 (Public realm and connecting places); and

		e. Applying 'Secured by Design' principles. C Where development proposals incorporate perimeter or external gates, the use of these must be justified for reasons of public health and safety. Where gates are considered by the Council to be acceptable in principle, these must be of a high quality design and sensitively integrated into the development. Planning contributions and/or legal agreements may be used to secure the appropriate management of gates, and to help ensure they do not unnecessarily restrict public access to buildings and spaces, including the public realm. Accessible and inclusive housing D To help ensure that housing is designed to meet the varied requirements of Lewisham's resident population development proposals incorporating new residential units must ensure that: a. At least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings'; and b. All other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. E Development proposals for housing must be designed to maximise tenure integration and be 'tenure neutral', having regard to the National Design Guide or latest equivalent. F Where development proposals for housing include provision of communal private amenity space or facilities this should be designed and appropriately managed in a way that allows for access by all residents occupying the development, regardless of tenure. Adapting historic buildings and other heritage assets G Where adaptations to an historic building or other heritage asset is proposed to make the building or space more inclusive and safe, development proposals will be supported where they preserve or enhance the significance of the asset and its setting.
MM16	Policy QD3	QD3 Public realm and connecting places <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>D A greener borough,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Development proposals must use the design-led approach to secure a ~~high quality~~ <u>high-quality</u> public realm. They must respond positively to the role of the public realm in contributing to local distinctiveness and supporting inclusive, safe, accessible, attractive and well-connected places and spaces. B Development proposals must respond positively to the movement and connective function of the public realm. They should be designed to enable and encourage movement by walking, cycling and the use of public transport, and also seek to reduce vehicular dominance and speeds. Proposals must ensure that the public realm provide for coherent relationships with surrounding buildings and land-uses, and good connections within and between neighbourhoods. C Development proposals must address legibility and permeability of the public realm, both within a site as well as its immediate and wider surroundings, taking account of the movement patterns and desire lines of people within an area. Consideration should be given to the location of street crossings and other measures to promote safe access for all, such as way-finding markers and signage, external lighting, ramps, lifts, dedicated cycle lanes, bridges, underpasses and, where appropriate, railway arches. D Development proposals must investigate and maximise opportunities to enhance the public realm. They should seek to:

		a. Improve connections to existing or planned transport and community infrastructure, including open space; b. Make provision for cycle parking infrastructure and bus stops; c. Enhance and where appropriate help to reinstate connections that make a positive contribution to the locality, including those that are of local importance and historic significance; d. Integrate wider pavements, or widen pavements where these already exist; e. Avoid or remove barriers that unnecessarily impede or restrict movement and accessibility, and adversely impact on public safety; and f. Integrate trees and other urban greening measures. E Development proposals should be designed to establish or reinforce a clearly defined public realm that helps to support the function of different uses within an area and protects local amenity. F Development proposals should deliver a vibrant public realm that promotes opportunities for relaxation, social interaction and physical activity for people of all ages and abilities. They should seek to create welcoming environments that attract people into public spaces and encourage their enjoyment within them during different times of the day and night, and throughout the year. This includes consideration of how the local microclimatic impacts on people's health and comfort. Development proposals must make provision for public realm that is appropriate and proportionate to the ~~uses(s)~~ use(s) involved along with the location, nature and scale of development, including consideration for: a. Public conveniences, including toilets and changing facilities, particularly for families with children and those with specialist needs; b. Free drinking water fountains; c. Sensitively integrated lighting; d. Shading and shelter to protect and provide comfort from direct sunlight, rain and wind; e. Public art; f. Benches and other types of seating; g. Formal and informal play space, addressing the needs of people of different ages and abilities; and h. Adaptable space to support events and activities (such as markets, civic and cultural events) and infrastructure to support these, such as connections to power and water. G Public realm should be sustainability designed and constructed, including by maximising opportunities for urban greening and mitigating the impacts of climate change, with reference to other Local Plan policies. Priority should be given to the use of high quality and durable materials, with permeable or semi-permeable surfaces integrated wherever possible. Public art H Development proposals~~, particularly~~ for major development, should investigate opportunities to integrate public art to enhance the legibility of the public realm, enhance the distinctiveness of buildings and spaces, and to help to foster a sense of place. The use of local artists for public art commissions is strongly encouraged. I Public art, including installations, proposed to be integrated as part of a development, or within the public realm, should be appropriately located in a prominent position and be sensitively sited and/or fixed to a building in a manner that: a. Responds positively to the site context and local character, including historic character and the significance of heritage assets; b. Enhances the legibility of the public realm; and c. Does not adversely impact on amenity. J Where public art is proposed to be provided, the location, siting and general design of the art, along with long-term management and maintenance arrangements, must be agreed by the Council prior to its installation. Effectively managing the public realm K Development proposals must ensure that appropriate management and maintenance arrangements are in place for the public realm. Where provision is made for privately owned public space this should be managed in the same manner as public space, ensuring the space is inclusive and access is not unreasonably restricted. Management Plans will be required for Major development and other proposals with

		significant elements of public realm. Planning contributions and/or legal agreements may be used to secure the appropriate management of the public realm.
MM17	Policy QD4	QD4 Building heights <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>B Housing tailored to the community with genuinely affordable homes,</u> <u>F Celebrating our local identity.</u> A Tall buildings are substantially taller than their surroundings and cause a significant change to the skyline. Within Lewisham Tall Buildings are defined as buildings which are 10 storeys or 32.8 meters measured from the ground level to the top of the building (including any rooftop equipment), or greater. Development proposals for tall buildings will be assessed against and must comply with London Plan policy D9 (Tall buildings) and the following: B Tall buildings should only be developed in locations identified as appropriate for tall buildings on the Policies Map (i.e. Tall Building Suitability Zones). Development proposals for tall buildings outside of these zones will be resisted. C Within those locations identified as appropriate for tall buildings, the maximum height of buildings shall not normally be more than: a. 80.8 meters (25 storeys) to 151.2 meters (48 storeys) in Deptford / North Deptford b. 52.0 meters (16 storeys) to 112.8 meters (35 storeys) in Lewisham Town Centre c. 39.2 meters (12 storeys) to 64.8 meters (20 storeys) in Catford d. 64.8 meters (20 storeys) to 96.8m (30 storeys) in Deptford Creekside e. 32.8 meters (10 storeys) to 48.8 meters (15 storeys) in New Cross and New Cross Gate f. 32.8 meters (10 storeys) to 39.2 meters (12 storeys) in Bellingham and Lee Green g. 39.2 meters (12 storeys) to 52.0 meters (16 storeys) in Lower Sydenham / Bell Green proposed opportunity area. Refer to figures 5.3 to 5.10 for further details. <u>Although maximum heights are provided for each of the Tall Building Suitability Zones, proposals will still be expected to include robust design justifications for the heights proposed. This will include the testing of possible impacts upon key views.</u> D Development proposals for tall buildings will only be permitted where they are in a Tall Building Suitability Zone, align with the appropriate height ranges set out above and it is demonstrated that the development: a. Will contribute to delivery of, and is not at odds with, the spatial strategy for the Borough; b. Is of an exceptionally good design and architectural quality; c. Is sensitive to the site's immediate and wider context with reference to Figure 5.2 (Tall Building Sensitivity Plan), including the distinctiveness of Thames Policy Area in line with Policy LNA4 (Thames Policy Area and Deptford Creekside); <u>Conservation Areas; Listed Buildings, The Maritime Greenwich World Heritage Site the London View Management Framework, Strategic and Local Views and Landmarks; Areas characterised by consistent building heights and topography. Some sites within more sensitive areas may still be identified as appropriate for tall buildings further to granular analysis of the sites and their immediate context and sensitivities. This is inclusive of any possible impacts upon existing trees.</u> d. Will not result in any unacceptable adverse visual, functional, environmental and cumulative impacts, with reference to the requirements of London Plan policy D9 (Tall Buildings); e. Will make a positive contribution to the townscape and skyline; f. Will not adversely impact on strategic and local views, vistas and landmarks, including strategic background views, with reference to Policy QD5 (View management); g. Will preserve or enhance the significance of heritage assets and their setting; and

		h. Provides a high quality public realm in line with Policy QD3 (Public realm and connecting places). Where appropriate, development will be required to make provision for free to enter, publicly-accessible areas that are incorporated into the building. E Development proposals for tall buildings should incorporate sensitively designed measures to ensure public safety at height such as barriers, rails and anti-climb equipment. These must be considered as part of the overall design-led approach and contribute positively to the skyline. F Tall buildings must be delivered through a masterplan process in order to ensure that they are appropriately located, designed to a high quality standard and effectively managed over the lifetime of the development. The requirements for masterplans are set out in Policy ~~DM4~~ DM3 (Masterplans and comprehensive development).
MM18	Figure 5.1 Figure 5.7	Figure 5.1: Tall Building suitability plan Amend the extent of the tall building suitability plan to address an identified error which appears to show the tall building suitability designation extending beyond the Borough boundary into Bromley. Figure 5.7: New Cross and New Cross Gate tall building suitability zones Show land to north of Achilles Street as being included within an appropriate location for tall buildings, so that the boundary reflects that shown in Lewisham's North Area Site Allocation 13 Achilles Street.
MM19	Figure 5.6	Figure 5.6 Catford tall building suitability zone Amend the tall building suitability zone for Laurence House to exclude the overflow car park. Amend the extent of the tall building suitability zone for Catford Island to identify that the site's periphery has capacity for a maximum of 16 storeys rather than 6 storeys.

		Amend map to remove part of the land west of Culverley Green Conservation Area from the Appropriate Location for Tall Buildings Area as indicated below. 
MM20	Policy QD5	QD5 View management <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>F Celebrating our local identity.</u> A Strategic views include <u>views of</u> significant buildings, urban landscapes and riverscapes. There are a number of strategic views including London Strategic Views (London View Management Framework) and Lewisham Local Views which help to define the character of London and contribute to the Borough's local distinctiveness <u>- see Figure 5.11: London strategic views and Lewisham local views</u>. <u>The London View Management Framework Landmark viewing corridors and the London Views Management Framework wider setting consultation areas together make up the Protected Vistas of the London View Management Framework views and</u> ~~These strategic views, including their Protected Vistas,~~ will be managed positively in conformity with the London Plan and the London View Management Framework <u>LPG</u>. These strategic views, including their Protected Vistas, will be managed positively in line with the London Plan and its associated London View Management Framework. B Local Landmarks within the Borough are strategically important to Lewisham's distinctiveness. Designated Local Landmarks, along with the vistas towards these, will be managed positively <u>and are listed in Schedule 1 in Part 5.</u> C Development proposals ~~must~~ <u>should</u> not harm and, ~~wherever possible~~, <u>should</u> seek to make a positive contribution to the characteristics and composition of London Strategic Views and Lewisham Local Views, including their protected vistas and landmark elements. Development proposals should also seek to preserve or where possible enhance <u>the</u> ~~a viewer's ability to recognise and appreciate the~~ <u>view and the appreciation of</u> landmark elements within these views

		D Development proposals affecting London Strategic Views, Lewisham Local Views and Local Landmarks will be assessed having regard to their contribution to preserving and enhancing local distinctiveness and: a. The need to ensure there is no detrimental impact on the foreground, middle ground and background of the designated view; and b. Compliance with the principles and policies for managing views set out in London Plan Policies HC3 (Strategic and Local Views) and HC4 (London View Management Framework). E Development proposals should use the design-led approach to explore opportunities to enhance public access to viewing locations within the Borough and to create new local views and vistas, particularly where the comprehensive redevelopment of sites is proposed.
MM21	Figure 5.11	Figure 5.11: London strategic views and Lewisham local views Correctly label the 'Local Views' in Figure 5.11 London strategic views and Lewisham local views in accordance with the Local Views listed in Schedule 1. Remove the 'Workshop View Locations' and 'Workshop View Orientations' identified in Figure 5.11 London strategic views and Lewisham local views.
MM22	Paragraph 5.39	There are also a number of important Lewisham Local Views that warrant protection and positive management. In addition, a number of Local Landmarks have been designated because they add to the distinctive character and quality of the Borough and provide points of visual interest. These Local Views and Landmarks are listed in Figure 5.11 and Part 5 of the Local Plan. <u>The Council is committed to undertaking a comprehensive assessment of potential important Local Views as part of its on-going plan-making responsibilities. It is anticipated that this could include consideration of Views identified in Conservation Area Appraisals, and those identified during evidence gathering and public consultation stages of the local plan-making process. This assessment could be undertaken as part of an update to the Characterisation Study, or as a standalone piece of work to produce a separate Supplementary Planning Document and will involve further engagement with local stakeholders.</u>
MM23	Policy QD6	QD6 Optimising site capacity <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>B Housing tailored to the community with genuinely affordable homes,</u> <u>F Celebrating our local identity.</u> A Development proposals must use the design-led approach to make the best use of land and optimise the capacity of a site, with reference to Policy QD1 (Delivering high quality design in Lewisham). B To establish the optimum capacity of a site consideration must be given to the appropriate development density having regard to: a. The type and nature of uses proposed; b. The site context, with reference to the site's immediate and surrounding area, taking into account: i. Location setting; ii. Local distinctiveness and character, including heritage assets, with consideration given to the prevailing and/or emerging form and proportion of development in the area; c. Public Transport Access Levels, taking into account current levels and future levels expected to be achieved by the delivery of planned public transport infrastructure; and d. Capacity of infrastructure to support the land uses and density proposed, having regard to the individual and cumulative impacts of development.

		C Development parameters for specific sites are set out in this Local Plan (Part 3 - site allocations). Where development proposals do not accord with the indicative capacity set out in a site allocation policy, they will only be supported where it is clearly demonstrated the optimal capacity for the site will be achieved, having regard to (A) and (B) above.
MM24	Paragraph 5.44	Development proposals must demonstrate how they will deliver the optimum capacity of a site. The optimum capacity is one that is derived through careful consideration of density taking into account the site's local character, the types of uses proposed, access to public transport and the infrastructure available to support the development. The optimum capacity is not the maximum capacity or density. The indicative capacities identified for the site allocations provide a starting point for this process and are not intended to be a cap on potential development quantum. Development proposals should provide evidence of an options appraisal, undertaken at the early stage of the design process, which demonstrates the approach to achieving the optimum capacity. This requirement may be applied flexibly taking into account the location, nature and scale of development. For instance, for householder and other smaller developments a planning statement may be sufficient.
MM25	Policy QD7	QD7 Amenity and agent of change Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities, G Healthy and safe communities. A Development proposals must clearly demonstrate how noise and other nuisances will be mitigated and managed. B Development proposals must comply with the Agent of Change principle in accordance with the London Plan. C Development proposals must use the design-led approach to protect and wherever possible enhance amenity whilst ensuring no unacceptable adverse impact on amenity, both for users of the development and those properties likely to be affected by the development, by ensuring: a. Appropriate provision of privacy is made, ensuring development does not result in unreasonable levels of overlooking; b. Adequate provision for outlook, and demonstrate how this has been optimised; c. Adequate levels of ventilation, daylight, sunlight and open aspects including provision of private amenity space where appropriate; d. New noise sensitive development is sited away from existing noise generating uses and activities, or where this is not possible, providing adequate separation and acoustic design measures; e. Existing green and open spaces ~~are maintained as tranquil and quiet areas; can effectively~~ can effectively maintain their existing uses; and f. Development does not prejudice the use of playing fields. D A Noise Impact Assessment and/or Vibration Impact Assessment must be submitted with applications for developments likely to involve a significant noise or vibration generating use. Artificial lighting E Development proposals must be designed to mitigate and manage light pollution by ensuring that lighting is: a. Appropriate for its purpose in its setting; and b. Designed and operated to minimise and control the level of illumination, glare, angle and spillage of light, particularly to protect sensitive receptors such as residential properties and natural habitats, including water habitats. ~~Energy efficient.~~ F Development proposals adjacent to the River Thames must ensure that artificial lighting will not have an adverse impact on river navigation.

		G Development proposals should seek opportunities to enhance the function, safety and appearance of the public realm through sensitively integrated external lighting, where appropriate, having regard to (E) above. Considerate construction H All new developments must make reasonable efforts to mitigate and manage traffic generation along with noise and other nuisances during the construction phase. Applicants and/or developers are encouraged to register with the Considerate Constructors Scheme or equivalent. Major development proposals must submit a Construction Method and Management Plan.
MM26	Policy QD8	QD8 High quality housing design <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>B Housing tailored to the community with genuinely affordable homes,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities.</u> A High quality design is integral to ensuring housing that meets the diverse and changing needs of Lewisham residents over their lifetimes. All development proposals for housing must ensure provision for adequately-sized rooms and living spaces, comfortable and functional layouts and well-integrated amenities. This includes development proposals for new-build housing, changes of use, alterations and extensions. B Development proposals for housing must meet, and wherever possible seek to exceed, the housing standards set out in the London Plan, including the minimum <u>space</u> standards for: a. Private internal space, having regard to: i. Internal floor area and built-in storage area; ii. Bedroom size; iii. Ceiling height b. Private outside space, having regard to: i. Outside space adequate for the intended number of occupants; ii. Minimum depth and width of balconies or other private outdoor spaces; c. Communal amenity space; and d. Children's play space, having regard to Policy CI 3 (Play and informal recreation). C Development proposals for housing ~~must~~ <u>should</u> address the qualitative design aspects set out in the London Plan Policy D6 (Housing quality and standards) and corresponding Table 3.2 within the London Plan, covering the detailed considerations for: a. Layout, orientation and form; b. Outside amenity space; and c. Usability and ongoing maintenance. D Development proposals for housing ~~must~~ <u>should</u> be designed to be inclusive, accessible and safe to all, with reference to Policy QD2 (Inclusive and safe design). E Development proposals for housing must be designed to protect and enhance amenity of building occupants, as well as that of adjoining site users and uses, in line with Policy QD7 (Amenity and agent of change). They must ensure adequate provision of natural light with reference to the latest Building Research Establishment (BRE) good practice guidance, currently BR209: Site layout planning for daylight and sunlight, or suitable equivalent.

		F Development proposals for housing must be designed to be 'tenure blind' and 'tenure neutral' to ensure that houses across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards, access and amenity provision. Further details on 'tenure neutral design are set out in Policy QD2 (Inclusive and safe design). G Development proposals for housing ~~must~~ should maximise the provision of dual aspect dwellings and seek to minimise the provision of single aspect dwellings, in particular north-facing dwellings. ~~Proposals for single aspect dwellings, particularly north facing dwellings will be resisted and only be permitted where it can be suitably demonstrated that the development will provide a more appropriate design solution than a dual aspect dwelling, having:~~ Proposals for single aspect dwellings should have particular regard to: a. Site or building size, layout and orientation; b. Outlook for occupiers; c. Microclimate management including for heating, cooling and ventilation; and d. Amenity including adequate privacy and protection against exposure to odour, noise, light and air pollution. H The Small Sites SPD provides guidance on delivering housing on sites of 0.25 hectares or less and how to respond to common site constraints for infill sites within existing residential areas.
MM27	Paragraph 5.67	Dual aspect dwellings with opening windows on at least two sides have many benefits for the amenity of building occupiers, including for daylight, outlook and natural ventilation. Single aspect dwellings do not offer the same benefits, particularly for natural ventilation, which is problematic in terms of climate change adaptation. Single aspect dwellings should be avoided where they are north facing, contain three or more bedrooms, or exposed to noise and air pollution levels above which significant adverse effects on health and quality of life occur. The design of single aspect dwellings must demonstrate that all habitable rooms and the kitchen are provided with adequate passive ventilation, privacy, daylight and outlook, and that the unit's microclimate will be appropriately managed. Policy QD8 should be read in conjunction with Policy QD6 Optimising Sites.
MM28	Policy QD9	QD9 Building alterations, extensions and basement development Non-strategic Policy Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, F Celebrating our local identity. A Development proposals for building alterations, extensions and basements must be designed to a high quality standard and have regard to the Council's Alterations and Extensions SPD. B Development proposals for building alterations and extensions will only be supported where they: a. Respect and complement the form, proportion, setting, period, architectural characteristics and detailing of the original building and the site; b. Use high quality, durable and matching or complementary materials; c. Maintain and wherever possible enhance, and do not adversely impact on, the architectural integrity of a group of buildings as a whole, or cause an incongruous element in terms of the important features of an area's character; and d. Do not adversely impact on, or result in the loss of, the amenity of neighbouring properties, including back gardens. C Innovative and contemporary designs will ~~only~~ be supported where they ~~are of an exceptional design quality and~~ comply with (B) above. D Roof extensions on the street frontage of a building, particularly within predominantly residential street, should be avoided in favour of extensions to the rear of the building. Development proposals for roof extensions on the street frontage will only be supported where it is demonstrated that there is a clear design rationale, a design options appraisal has been undertaken that demonstrates an extension to the rear of building is not feasible or appropriate, and other policies are satisfied.

		E Residential extensions should retain an accessible and functional private garden area which is appropriate in size in relation to building and the intended number of occupants of the dwelling. ~~Development proposals should seek to retain 50 per cent of the original garden area~~. F New units ~~or rooms~~ created by a residential alteration or extension must meet and, where possible, exceed the housing quality standards outlined in Policy QD8 (High quality housing design). ~~ensure adequate living and amenity space for all intended occupiers.~~ Basement development G Proposals for basement development must include a Basement Impact Assessment. H Basement development will ~~only~~ be permitted where it can be suitably demonstrated that the development: a. Is sensitively integrated into the site, proportionate to host building (including the original building in the case of a basement extension) and avoids harm to local and historical character; b. Will not adversely impact on the structural stability of the host building, neighbouring properties, infrastructure and the public realm, taking into account local geology; c. Will not result an increase to flood risk whilst ensuring users of the development will be safe from all sources of flooding. d. Will not adversely impact on the natural environment; and e. Will not adversely impact on the amenity of neighbouring properties on occupation and use, and minimise impacts on amenity during construction. I Proposals for residential basement development extending beneath the garden area must demonstrate that: a. There will be no loss of or harm to trees of value, including amenity and townscape value; and b. The development will maintain adequate soil depth satisfactory for landscaping, taking into account impacts on and requirements of neighbouring properties. J Development proposals for basements including habitable rooms for housing, or other sensitive uses, must ensure safe access and egress for all likely users of the development. ~~K Development proposals for basements including toilets, bathrooms or other waste outlets must install an appropriate pumped device to protect occupiers and the property from sewer flooding.~~ Light wells K Development proposals for light wells must respect the architectural and historical character of the host building and its wider setting, and not adversely impact on the amenity of neighbouring properties. Light wells should be sensitively integrated and designed to avoid the loss of amenity space, including garden land. Proposals that will result in an excessive or harmful loss of amenity space will be resisted.

MM29	Policy QD10	QD10 Infill and backland sites, garden land and amenity areas Non-strategic Policy Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, F Celebrating our local identity. A Well-designed development ~~Development~~ proposals on infill and backland sites, garden land ~~(including back gardens)~~ and amenity areas that are sensitive to local context can play an important role in delivering new housing as set out in Policy HO2 (Optimising the use of small housing sites). Development proposals will ~~only~~ be supported where: a. The use is appropriate to the site and will not result in an unreasonable adverse impact on the amenity of neighbouring land uses and properties, including their rear gardens; b. The requirements for Neighbourhood Open Space are adequately addressed, where relevant, with reference to Policy GR3 (Open Space); and c. The development has a clear urban design rationale, having regard to the Council's Small Sites SPD. B Where the requirements of (A) above are satisfied, development proposals must: a. Be of a high quality design and respond positively to the site context and local character, including historical character; b. Be sensitively integrated into the site, including by responding to the sizes and proportions of adjoining and neighbouring buildings, as well as the spaces between buildings; c. Retain trees and integrate high quality landscaping, in line with Policy GR5 (Urban Greening and Trees); d. Ensure safe and convenient access for all users of the development; and e. Make adequate arrangements for servicing the building and site. Infill sites C Development proposals within street frontages and on street corners will only be supported where they: a. Make a positive contribution to local character, including historical character; particularly by responding to the distinctive character of the street and street frontage; b. Maximise opportunities to ~~repair harmful breaks~~ restore local character and repair street frontages, or the appearance of existing buildings which detract from ~~the~~ positive local character ~~of the street frontage~~; c. Are sensitively integrated into the street frontage, including by respecting the proportions and spaces of and between existing buildings; and d. Retain appropriate garden space for adjacent residential properties. Backland sites D Development proposals on backland sites ~~will only be supported where they E do~~ should not introduce gates or other design features that unnecessarily restrict or prevent public access to or through the site unless they are required for security and privacy. Garden land (including back gardens) E Garden land makes an important contribution to the character and amenity of Lewisham's neighbourhoods, and often has biodiversity value. The use of garden land for new development should therefore be avoided. F Development proposals that will result in the loss of garden land within enclosed perimeter blocks, including proposals for separate dwellings, ~~forms of housing that will result in the loss of garden land, including private back gardens of perimeter blocks,~~ will be strongly resisted. ~~This includes the development of back gardens for separate dwellings in perimeter forms of housing.~~ The loss of garden land within enclosed perimeter blocks will only be considered acceptable in exceptional circumstances where: a. The proposal is for comprehensive redevelopment of a number of whole land plots; and

		b. The requirements of (A) and (B) above are satisfied Amenity areas G Development proposals on amenity areas of landscaped open space adjoining existing residential buildings will only be supported where they: a. Repair, reinstate or re-provide active street frontages; b. Retain existing private garden space; and c. Apply inclusive and safe design principles, and seek opportunities to enhance natural surveillance.
MM30	Policy QD11	QD11 Shopfronts <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>C A thriving local economy that tackles inequalities,</u> <u>F Celebrating our local identity.</u> A Shopfronts (including their signs, canopies and security installations) must be designed to a high quality standard. Development proposals for shopfronts will only be supported where they do not adversely impact on local character, amenity and public safety. B Development proposals for new shopfronts or alterations to existing shopfronts must: a. Retain, refurbish or reinstate shopfronts, or associated elements of architectural interest where these contribute to the distinctive visual or historic character of a building, townscape or area; b. Be of a proportion, scale and quality that responds to the character of the host building and, where relevant, adjoining properties; c. Use high quality materials and colours that are sensitive to local character; and d. Retain or provide glazed shop windows. C Within Conservation Areas and residential areas, internally illuminated box fascia signs and projecting signs will not be permitted unless they successfully relate to the design and detailing of buildings and contribute positively to the distinctive character of a group of buildings or street. D Development proposals for open shopfronts without a stall riser and glazed screen will be resisted. E Development proposals for shopfront canopies that are fixed in the ‘down’ position will be resisted. Retractable canopies may be acceptable where they are designed to provide sufficient clearance. F Shopfront security features, including roller grilles and shutters, must not be visually intrusive, create blank frontages or detract from the character of the host building and townscape. Where such installations are considered necessary development proposals should seek to use internally located, open mesh security shutters and boxes. G Where proposals require a new shopfront as part of a mixed-use scheme, including re-provision of an existing unit, development will be expected to make provision for shopfront fit out. H Development proposals for shopfronts must apply inclusive and safe design principles. They should retain and wherever possible enhance street level access and entrances, including access to upper floor residential, commercial and community uses. <u>I For shopfronts in Conservation Areas and Areas of Special Local Character or of Listed or Locally Listed Buildings, original historic shopfront windows and framework features should be retained or restored, where appropriate.</u>

MM31	Paragraph 5.89	Contemporary shopfront designs will be supported in appropriate locations. All new and altered shopfronts should apply inclusive and safe design principles. If a shopfront is replaced or altered, the design should respect the characteristics of the host building ~~and.~~ For shopfronts in Conservation Areas and Areas of Special Local Character or of Listed or Locally Listed Buildings, ~~where appropriate,~~ original historic shopfront windows and framework features should be retained or restored, where appropriate.
MM32	Policy QD12	QD12 Outdoor advertisements, digital displays and hoardings Non-strategic Policy Strategic Objectives: F Celebrating our local identity. A Outdoor advertisements, digital displays and hoardings should contribute to attractive and safe environments. Development proposals for these types of installations will be supported where they are designed to a ~~high quality~~ high-quality standard, appropriately sited, and adequately maintained throughout their operation to ensure: a. There is no adverse impact on local character, appearance or visual amenity on the site or surrounding area; b. Heritage assets and their setting and preserved or enhanced; c. They do not result in the unsightly proliferation or dominance of signage and displays in the vicinity of the site; d. There is no harm to public amenity, including by way of excessive illumination and visual intrusion of light pollution into adjoining or neighbouring properties and public spaces; e. There is no adverse impact on public or highway safety; and f. There is no harmful impact on trees, especially those with Tree ~~Protection~~ Preservation Orders (TPOs).
Chapter 6 - Heritage		
MM33	Policy HE1	HE1 Lewisham's historic environment Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, F Celebrating our local identity. A The Council will seek to preserve or enhance the value and significance of Lewisham's historic environment and its setting by: a. Collaborating with stakeholders to identify, assess, monitor and review heritage assets and understand their importance to both the Borough and the nation; b. Celebrating Lewisham's historic environment and ensuring that it is central to reinforcing sense of place and place making; c. Ensuring the significance of the Borough's heritage assets is fully understood, positively valued and that their contribution to sustainable neighbourhoods and communities is recognised, including by preparing a Heritage Strategy; d. Requiring that heritage meaningfully informs the design of development proposals, and only supporting development that preserves or enhances the significance of heritage assets and their setting; e. Promoting heritage-led regeneration and urban renewal as a means to retain, reveal or reinstate significant aspects of the Borough's historic environment; f. Requiring development proposals to demonstrate that all reasonable measures have been investigated to avoid harm to heritage assets; and g. Using planning powers available to appropriately manage new development in sensitive places and to remedy harmful unauthorised works. B All development proposals in the historic environment should assess whether the site, building or structure is - or could be - identified as a heritage asset i.e. a building, monument, site, place, area or landscape identified as having a degree of heritage significance meriting consideration in planning decisions. This includes assets that are designated (e.g. Listed Buildings, Conservation Areas, Registered Parks and Gardens, Scheduled Ancient Monuments) as well as those that are non-designated (e.g. Locally Listed Buildings, Areas of Special Local

		Character and Archaeological Priority Areas). The Council will consider the significance of the asset and the impact of the proposals on its special interest. Any harm should be clearly and convincingly justified~~ and will be weighed against the public benefit of the proposal~~. C Proposals for works that could impact on a heritage asset are required to be accompanied by a Heritage Statement. This should be compiled with reference to relevant and available sources of historic environment information, including Conservation Area Appraisals, and: a. Explain the significance of the asset and its setting; b. Set out how the asset has informed the design of the proposal; and c. Assess the impact of the proposal on the asset. D Where a development proposal conflicts with the Development Plan but will secure the preservation of a heritage asset that is otherwise not financially viable to repair, the Council will assess whether the benefits of the proposal outweigh the disbenefits of departing from those policies.
MM34	Paragraph 6.8	Not all heritage assets are currently known, documented or fully understood. Buildings, structures or sites may be identified as non-designated heritage assets through the development process. For example, new information may be revealed by local groups through the consultation process or during preliminary site investigations undertaken by an applicant. This may also apply to those heritage assets of an archaeological nature, which may only become revealed and understood through the development process. In these circumstances we may seek amendments to proposals to ensure that the significance of an asset is appropriately preserved or enhanced.
MM35	Paragraph 6.10	Proposals that may cause harm to the significance of heritage assets should be clearly and convincingly justified through the information provided in the Heritage Statement. Where the loss or harm to a heritage asset is suitably justified and planning consent is granted, a programme of building recording of a level appropriate to the significance of the building and the extent of loss may be required. Archaeology revealed through the delivery of development will also be recorded. Such measures will help to mitigate impacts of development and will normally be sought by way of a planning condition.
MM36	Policy HE2	HE2 Designated heritage assets Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London~~ Borough of Lewisham~~, F Celebrating our local identity. Maritime Greenwich World Heritage Site Buffer Zone A Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of the Site's 'Outstanding Universal Value', including its setting and the views to and from it. All proposals will be considered having regard to the Maritime Greenwich World Heritage Site Management Plan and the official UNESCO Statement of Outstanding Universal Value. Conservation Areas B Within Conservation Areas development proposals (including alterations and extensions to existing buildings) will only be supported where they: a. Preserve or enhance the ~~special~~ character ~~and~~ or appearance of the Conservation Area having particular regard to: i. Townscape, buildings, rooflines and the relationships between buildings; ii. Plot coverage and open spaces, including gardens; iii. Scale, form, elevational hierarchy, fenestration pattern, ornamentation and materials; iv. Trees, topography, boundaries and other landscape features; and v. Views, from the public and private realm, including streetscape views and views across rear gardens and public open spaces;

b. ~~Do not result in an adverse impact on the special characteristics of a Conservation Area, taking into account if the development in isolation would lead to minor degree of harm but cumulatively the degree of harm would be greater and would adversely affect the character and appearance of the Conservation Area.~~ Any harm to the Conservation Area must be clearly and convincingly justified and demonstrated to be outweighed by public benefit.

c. Development proposals that would result in substantial harm to the significance of a Conservation Area and its setting will be strongly resisted, in line with national planning policy.

d. Development does not individually, or cumulatively, harm the character or appearance, or significance of the Conservation Area.

C Development proposals for bin sheds and bike stores should be located at the side or rear of properties where a front access to the side and rear and sufficient space exists.

D Development proposals for the retention, refurbishment and reinstatement of features that are important to the significance of a Conservation Area will be supported. The Council will require the retention of architectural and landscaping features, such as front gardens and boundary walls, important to an area's character or appearance, if necessary, by the use of Article 4 Directions.

E Proposals for the redevelopment of sites, buildings and structures that detract from the ~~special characteristics~~ significance of a Conservation Area will only be supported where they will complement and positively impact on the character and significance of the area.

F Development proposals involving the demolition of buildings or structures that have been identified to make a positive contribution to the character or appearance of a Conservation Area will be resisted. Assessment of proposals will be in accordance with the NPPF.

G Development proposals on sites adjacent to a Conservation Area must not have a negative impact on the setting or significance of the Conservation Area.

Listed Buildings
H Development proposals that would result in substantial harm to the significance of a Listed Building and its setting will be strongly resisted, in line with the NPPF. Any harm must be clearly and convincingly justified, and demonstrated to be outweighed by public benefit, in accordance with the NPPF.

I Development proposals involving Listed Buildings (including alterations, extensions, refurbishment and repairs) will only be supported where:

a. They relate sensitively to the building, and preserve or enhance its significance;
b. The setting of Listed Building is preserved or enhanced to better reveal the significance of the asset;
c. Important views, both of and from, the Listed Building are protected; and
d. Less than substantial harm to the Listed Building is avoided, or where this is not possible, then any harm is clearly and convincingly justified, and demonstrated to be outweighed by public benefit, in accordance with the NPPF.

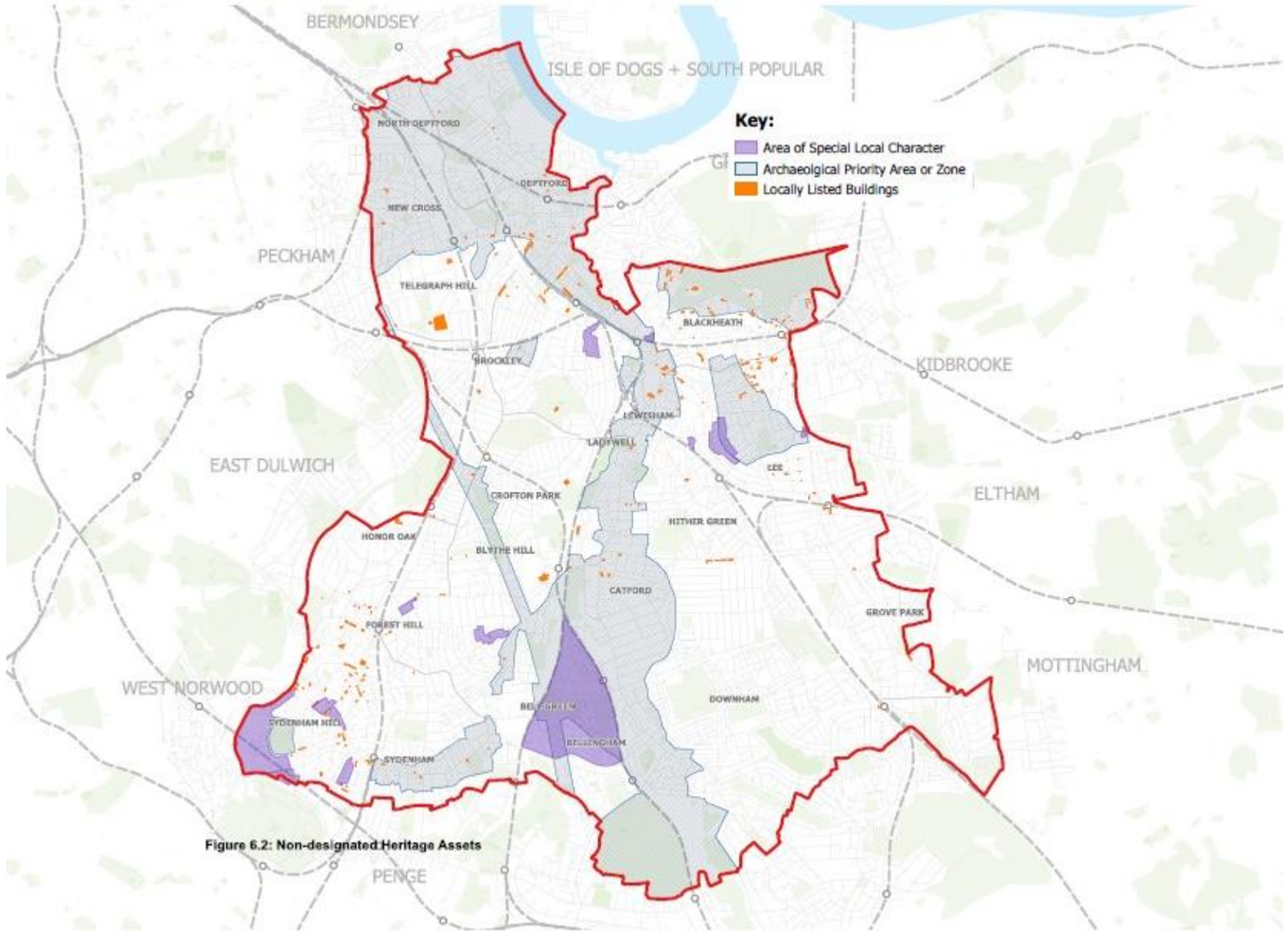
J Development proposals within the curtilage of a Listed Building should be sensitively designed and provide an appropriate site-specific response to :

a. Preserve the integrity of the relationship between the Listed Building and its site and setting; and
b. Ensure there is no adverse impact on the future viability of the Listed Building.

Scheduled ~~Ancient~~ Monuments
K Proposals for development or work that is expected to affect a Scheduled ~~Ancient~~ Monument will be assessed ~~in consultation with Historic England~~ on the disturbance and impact that they may cause, both above and below ground, and applications for planning permission should be submitted in parallel with applications for Scheduled Monument Consent.

		L Archaeological investigation will be expected to be undertaken prior to the submission of an application. The results of this investigation should demonstrably inform the proposed development or works. Where consent is granted, conditions may be used to secure further detailed investigations and appropriate mitigation works, along with a programme of recording, interpretation and dissemination of evidence found during the investigations. Development will be expected to preserve significant archaeological remains in situ. M Development proposals that would result in harm to the significance of a monument or its setting will be required to provide clear and convincing justification, and demonstrate that the harm is outweighed by public benefit, in accordance with the NPPF. Registered Parks and Gardens and London Squares N Development proposals will be expected to safeguard the features which form part of the special character or appearance of a Registered Park, Garden or Square. They should also ensure development does not detract from the layout, design, character, appearance and setting of the asset, or harm key views into and out of the space.
MM37	Figure 6.1	Figure 6.1:~~Conservation Areas and World Heritage Site Buffer Zone~~ Designated heritage assets Add Registered Parks and Gardens to Figure 6.1.
MM38	New Paragraph	Evidence demonstrates that many of the buildings in the Borough's conservation areas play an important role in shaping the areas character and evidencing its history and where they do, they will be referred to as buildings that make a positive contribution. The extent to which their contribution is considered as positive will depend not only on their street elevations, but also their integrity as historic structures and the impact they have in three dimensions, as well as specific features such as a distinctive roofscape or skyline, or rear elevations seen from gardens, alleys, and yards. These buildings will be assessed against criteria set out in Historic England guidance and will be identified in the Conservation Area's Appraisal. Buildings that have been systematically assessed and subsequently identified as making a positive contribution to conservation areas will be treated as non-designated heritage assets.
MM39	Paragraph 6.31	Registered Parks and Gardens and London Squares 6.31 The inclusion of a site on the Register of Parks and Gardens or listed as a London Square is a material consideration in determining a planning application. The significance of the site includes the contribution made by boundary walls, buildings and features within it, as well as historic landscaping schemes and planting. Social, cultural and artistic values are likely to be important alongside historic and architectural values. London Squares will be included on the Policies Map. This is inclusive of two previously omitted London Squares, located at Lewisham High Street (East) and Somerset Gardens.
MM40	Policy HE3	HE3 Non-designated heritage assets Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, F Celebrating our local identity. Locally listed buildings and other non-designated assets A Development proposals will only be supported where they preserve or enhance the significance of a locally listed building or other non-designated heritage asset, and the asset's setting. In particular, proposals for the sensitive retention, refurbishment and appropriate re-use of non-designated assets will be considered favourably. B ~~Proposals that unjustifiably~~ Where proposals harm the significance of a non-designated heritage asset and or its setting ~~will be refused~~ the scale of any harm or loss and the significance of the heritage asset will be considered and a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the heritage asset.

		C Non-designated heritage assets may be identified during the development management process, in line with Policy HE1 (Lewisham's historic environment) where based on sound evidence. Areas of Special Local Character D Within Areas of Special Local Character development proposals must: a. Preserve the characteristics that contribute to the area's significance, which may include the spatial, architectural, townscape, landscape or archaeological distinctiveness; b. Secure the retention of unlisted buildings where these contribute positively to the local distinctiveness of the area; and c. Ensure development in its setting preserves the area's special local character. Archaeology E Development proposals affecting archaeological interests will be assessed having regard to the impact on the significance of the archaeological asset and its setting. Development proposals should refer to the Greater London Historic Environment Record (GLHER) to assess the likelihood of archaeological deposits being present on a site. Known areas with high likelihood of archaeological deposits are identified as Archaeological Priority Areas (APAs). F In order to ensure assets are appropriately identified and managed the Council will: a. Require the necessary level of assessment, investigation and recording, in consultation with the Greater London Archaeological Advisory Service (GLAAS) for development proposals that affect, or have the potential to affect Lewisham's archaeological heritage; and b. Expect applicants to have sought pre-application advice from GLAAS before designing a programme of archaeological investigation. ~~.~~ G Development proposals that have the potential to affect archaeological interests must be accompanied by an Archaeological Statement, which should be submitted as part of the Heritage Statement and refer to any relevant information in the GLHER. With the advice of GLAAS, the Council may require a further site specific survey and/or intervention. This should be set out in a Written Scheme of Investigation which ensures adequate arrangements for: a. Investigation, recording, and archiving of assets of archaeological importance, whether of national or local importance; b. Seeking opportunities to integrate archaeological evidence into the development, including through design and interpretation material; and c. Public engagement, including dissemination of the findings to further understanding of the historic environment. H Priority should be given to the preservation and management of an archaeological asset and its setting in situ, commensurate with the significance of the asset. If this is not possible, sites should be excavated, deposits removed, a report produced, significant finds archived and the results disseminated, as required by condition. I As remains may on occasion come to light unexpectedly, the Council may use conditions to require notification, recording or preservation in the event of remains being found.

MM41	Figure 6.2:	Figure 6.2 Non-designated ~~Heritage Assets~~ heritage assets Remove Registered Parks & Gardens. Add Locally Listed Buildings. 
MM42	New Paragraph	Archaeological Priority Areas Where non designated heritage assets of archaeological interest (e.g. Archaeological Priority Areas) are demonstrably of equivalent significance to Scheduled Monuments these should be treated in accordance with the policies for Designated Heritage Assets (as per NPPF (September 2023) Paragraph 200 Footnote 68).
MM43	New Paragraph	Historic England's 2023 review of the Lewisham's Archaeological Priority Areas identified two sites that fell within Tier 1. The definition of Tier 1 is a defined area which is known, or strongly suspected, to contain a heritage asset of national significance or is otherwise of very high archaeological sensitivity. Consequently, Tier 1 defines heritage assets to which policies for designated heritage assets would apply.

MM44	New Paragraph	The two Tier 1 sites in Lewisham are: 1.The site of the Royal Dockyard, Deptford which falls within a site called Convoys Wharf, contains the remains of a Scheduled Ancient Monument (SAM) named the Tudor Naval Storehouse and extensive archaeological remains, all of which are contained within a Tier 1 APA. 2. The site of the Roman Bathhouse in Grove Park was identified in the Archaeological Priority Areas Review 2023 as Tier 1.
Chapter 7 – Housing		
MM45	Policy HO1	HO1 Meeting Lewisham's housing needs Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes. Lewisham's housing target A The Council will work positively and proactively with stakeholders, including development industry partners, to facilitate a significant increase in the delivery of new homes to help meet Lewisham's housing needs. Development proposals must make the best use of land and optimise the capacity of housing sites in order to ensure: a. The London Plan ten-year target is ~~exceeded~~ sought through the delivery of ~~at least~~ 16,670 net housing completions during 2019/20 to 2028/29 (equivalent to 1,667 p.a.) and b. The NPPF 15-year target is exceeded through the delivery of at least ~~27,730~~ 30,376 net housing completions from the anticipated start date of the ~~local plan~~ Local Plan, ~~2023/24 to 2037/38~~ 2025/26 to 2039/40 (equivalent to 1,667 net completions p.a. plus additional completions ~~during the first five years~~ during the remainder of the Plan period to cater for the current backlog (~~461~~ 231 p.a.) and the application of a ~~5%~~ 20% buffer during the first five years (~~83~~ 380 p.a.)). B The Council will keep under review the Local Plan's strategic housing target and performance against ~~the~~ delivery ~~of this~~. Where changes to the London Plan borough-level housing targets are made the local plan review process will be used to ensure Lewisham's Local Plan remains in general conformity with the London Plan. Increasing housing supply C A carefully managed uplift in the delivery of new housing development across the Borough, with priority given to genuinely affordable housing*, will be achieved by: a. Directing new housing development to Opportunity Areas, Growth Nodes, Regeneration Nodes, Growth Corridors, town centres and other well-connected and sustainable locations, consistent with the spatial strategy for the Borough set out in Policy OL1 (Delivering an Open Lewisham); b. Allocating strategic sites for new housing, including mixed-use development, and supporting development proposals where they comply with the site allocation requirements and resisting proposals that are at odds with these; c. Facilitating the sensitive intensification of established residential areas and supporting the development of small sites for housing, in line with Policy HO2 (Optimising the use of small sites); d. Undertaking a programme of housing estate maintenance, renewal and regeneration that ensures high quality housing provision, results in no net loss of affordable housing and delivers net gains in affordable housing wherever possible; e. Ensuring that all development proposals make the best use of land and optimise the capacity of housing sites, in line with Policy QD6 (Optimising site capacity); f. Making the best use of the existing housing stock, including by using available tools to bring vacant units back into use and to regulate the use of homes for short-stay visitor accommodation; g. Refusing development proposals that will result in the net loss of housing unless:

		h. It is suitably replaced at existing or higher densities with at least the equivalent amount of new residential floorspace; or i. The proposal is for strategic infrastructure that demonstrably meets an identified need and is necessary to support delivery of the spatial strategy for the Borough; and ii. Ensuring the phasing of development corresponds with the delivery of infrastructure required to support growth and to speed up the rate of delivery of new homes where planning consent has been granted. Inclusive and mixed neighbourhoods and communities D Development proposals for housing must demonstrate how they will contribute to and support inclusive and mixed neighbourhoods and communities across Lewisham. Details should be set out in the Inclusive Design Statement which must be submitted in accordance with Policy QD2 (Inclusive and Safe Design). E Development proposals must deliver an appropriate mix of housing within the site and local area. The appropriate mix should be established on a case-by-case basis having regard to the site's location and character, the nature and scale of development proposed, along with: a. The strategic target for 50 per cent of all new homes delivered in the Borough to be for genuinely affordable housing; b. The required mix of tenure types for affordable housing, with reference to Policy HO 3 (Genuinely affordable housing); c. The need to secure provision of a mix of unit sizes to meet local need, with reference to the target unit size mix for affordable housing set out Table 7.1; d. The need for provision of family housing units (3+ bedrooms), with a reasonable proportion of family units to be delivered on major developments of 10 or more dwellings; and e. The delivery of liveable and sustainable neighbourhoods that are appropriately supported by community facilities and other infrastructure. F Development proposals comprising solely of studios and/or 1 bedroom, 1 person units, or those that will result in an overconcentration of 1 or 2 bedroom units on an individual site, will be refused unless it can be suitably demonstrated that the housing provision: a. Is located in an area with higher Public Transport Access Levels (i.e. PTAL 3-6); and b. Forms part of a larger development, or is located within an area for which a masterplan has been adopted or endorsed by the Council, that includes provision for a mix of unit sizes, including a reasonable amount of family-sized units (3+ bedrooms); or c. Is sited in a local area that consists predominantly of family housing units, and would therefore provide for a balance in the mix of unit sizes in the area; or d. Is the only housing format deliverable owing to site size, site configuration or other development constraints, and where a studio unit is proposed, it is of an exceptional design quality. Housing choice G To help ensure that local residents and other people have access to a wide range of suitable housing provision, the Council will: a. Seek that development delivers a wide range of genuinely affordable and other housing products, including market housing, to meet the needs of households of different sizes and income levels; b. Support development proposals that meet the needs of specific groups including: families with children, older people, people with disabilities, students and vulnerable people; c. Promote and support innovative housing designs, such as modular housing, particularly where these address acute or specialist local housing needs; d. Support appropriate proposals for self-build or custom build housing, and seek to identify land to help facilitate such development where a need is clearly established; and e. Encourage developers and agents to market new housing units for sale or rent to existing local residents and people with a local connection before advertising them more widely to others. H Development proposals for Build to Rent housing will be assessed in accordance with London Plan policy H11 (Build to Rent). They must demonstrate that all such provision qualifies as Build to Rent by meeting the criteria set out in London Plan. Where the criteria are not met proposals will not be considered as Build to Rent and will be assessed against other relevant Local Plan policies.

<table>
<tr><td></td><td></td><td>Table 7.1 Target unit size mix for affordable housing

<table>
<tr><th>Tenure Type</th><th>1 Bed</th><th>2 Bed</th><th>3 Bed</th><th>4 or More Beds</th></tr>
<tr><td>Social / London Affordable Rent</td><td>19%</td><td>36%</td><td>32%</td><td>13%</td></tr>
<tr><td>Intermediate</td><td>10%</td><td>40%</td><td>35%</td><td>15%</td></tr>
</table>

New footnote: In Lewisham ‘genuinely affordable housing’ means housing at social rent levels or GLA’s London Affordable Rent level and below, aiming for target rents. All other housing products below market levels, whether for sale or rent, are defined as intermediate housing and should not be conflated with genuinely affordable housing.</td></tr>
<tr><td>MM46</td><td>Paragraph 7.2</td><td>In order to address the identified housing needs for the region, the London Plan sets out 10-year housing targets. It then directs local authorities to include the relevant borough-level targets within their local plans. Boroughs are also required to set a positive planning framework to meet and wherever possible exceed the London Plan housing targets. For Lewisham, the 10-year strategic housing target for the period 2019/20 to 2028/29 is 16,670 net housing completions (equivalent to 1,667 net completions p.a.). The latter being inclusive of a 10-year target (2019/20 - 2028/29) for net housing completions on small sites (below 0.25 hectares in size) set out under London Plan Policy H2 Small Sites. This identifies a small sites target for Lewisham of 3,790 new additional homes. The supply of housing during the 10 years is likely to fall short of the target, due to a variety of external factors such as stalled sites, applications being re-submitted for consented schemes and an under supply of 3,471 housing completions during years 2020/21 to 2022/23 compared to the London Plan annual target. To rectify this, the backlog associated with the latter will be catered for during the remainder of the Plan period (2039/40). The London Plan does not set housing targets past this period however it provides a direction for borough local plans where targets are needed beyond 2029. In light of this direction and local evidence on land availability, it is considered appropriate for the Local Plan to ‘roll-forward’ the borough’s London Plan annual housing target. This will also ensure that the NPPF requirement to identify land for homes is satisfied. Accordingly the 5-year target from the anticipated start date of the ~~plan~~ Local Plan in ~~2023/24~~ 2025/26 – is ~~11,060~~ 11,390 and the 15-year target is ~~27,730~~ 30,376 net housing completions. This is equivalent to 1,667 net completions p.a. plus additional completions during ~~the first five years~~ the remainder of the Plan period to cater for the current backlog (~~462~~ 231 p.a.) and to provide a ~~5%~~ 20% buffer during the first five years (~~83~~ 380 p.a.).</td></tr>
<tr><td>MM47</td><td>Paragraph 7.4</td><td>The Local Plan identifies specific site allocations which have the potential capacity to deliver ~~24,413~~ 26,017 net new homes over the lifetime of the Plan. When combined with other large, consented sites, a large windfall site and the trend-based windfall delivery rates in the Borough, there will be sufficient capacity to provide a supply of 5.00 deliverable years and ~~to~~ exceed the ~~10 year London Plan target and the~~ NPPF housing target over a ~~five and~~ 15-year period. However, the phasing of development will be an important consideration. There is a critical need for strategic transport infrastructure, particularly the Bakerloo line extension, to unlock the development potential of areas and to optimise the capacity of sites. A Housing Trajectory is included in an Appendix to the Local Plan which sets out details on the expected phasing of housing delivery over the plan period.

50 In line with NPPF (~~2021~~September 2023) paragraph 74 a ~~5%~~ 20% buffer has been applied ~~to ensure choice and competition in the market for land~~ as there has been under delivery of housing over the previous three years.</td></tr>
<tr><td>MM48</td><td>Policy HO2</td><td>HO2 Optimising the use of small housing sites

Strategic Policy

Strategic Objectives:
A An open Lewisham as part of an open London ~~Borough of Lewisham~~,
B Housing tailored to the community with genuinely affordable homes,
G Healthy and safe communities.</td></tr>
</table>

		A The development of small sites will play an important role in increasing housing supply in Lewisham and supporting provision for a wide range of high quality and affordable homes. The London Plan identifies a small sites target for Lewisham of 3,790 new additional homes to be delivered during the period until 2029. This has been carried forward, in the housing trajectory, to the end of the plan-period. Figure 7.1 Small-site housing opportunities identifies where this could happen. However, sites that fall outside of identified opportunity areas may also be suitable for small site intensification. Conversely small sites located within the identified opportunity areas do not necessarily have an automatic right to be developed as such. Opportunities should be taken to optimise the capacity of small sites for new housing development across the Borough, including through: a. Redevelopment of vacant and underused brownfield sites, and ancillary buildings such as garages; b. Housing conversions; c. Housing alterations and extensions; and d. Infill and backland development. B To help facilitate the appropriate development of small sites for housing the Council has prepared the Small Sites SPD and the Alterations and Extensions SPD. Development proposals should have regard to this guidance, where relevant, and demonstrate how it has been used through the design-led approach. C Development proposals for housing on small sites will only be supported where they help to facilitate the delivery of the spatial strategy for the Borough, contribute to the London Plan small site target through the delivery of 379 units on small sites per annum and: a. Are appropriately located for residential use; b. Are of a high quality design with accommodation that meets the relevant standards for living and amenity space, with reference to Policy QD8 (High quality housing design); c. Respond positively to local character, including historical character and heritage assets; d. Protect and enhance biodiversity and green infrastructure, and further maximise opportunities for urban greening; e. Make provision for affordable housing, in line with Policy HO3 (Genuinely affordable housing); f. Protect and do not result in unreasonable adverse impacts on local amenity; g. Do not result in the loss of community infrastructure, with reference to Policy CI1 (Safeguarding and securing community infrastructure); and h. Do not prejudice the delivery of site allocations in the Local Plan. D Neighbourhood forums are strongly encouraged to identify locations and allocate sites appropriate for housing development, including small sites, within neighbourhood plans. Housing conversions E In order to maintain a supply of housing suitable for families, development proposals for the conversion of a single family dwelling, or self-contained unit with 3+ bedrooms, into smaller self-contained residential units (including flats) will only be supported where: ~~a. The gross internal floor space of the original dwelling is 130 sq. metres or greater;~~ ~~b~~ a. A family sized unit (3+ bedrooms) is re-provided, unless it is demonstrated that the property is not suitable for family accommodation due to environmental or other site constraints; ~~c~~ b. All housing units benefit from a layout and configuration that is practical for residential occupation, with reference to other policies on high quality design; ~~d~~ c. In the situation garden land or other dedicated private outdoor amenity space is available, the extent of and access to this private amenity space is maintained for the existing family unit, and wherever possible, made accessible to residents in other units; and ~~e~~ d. The development will not result in an adverse impact on local character. F Development proposals for the conversion of properties into Houses in Multiple Occupation will be considered against Policy HO8 (Housing with Shared Facilities - Houses in Multiple Occupation).

MM49	Policy HO3	HO3 Genuinely affordable housing Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes. A The strategic target is for 50 per cent of all new homes delivered in Lewisham to be genuinely affordable*. The Council will seek the maximum amount of genuinely affordable housing to be delivered on new housing developments. Development proposals that deliver high quality affordable housing through the Fast Track Route, as detailed in HO3. Part F, to achieve a minimum 35 per cent affordable housing will be considered favourably. Development proposals involving new housing will only be supported where the site capacity has been optimised and delivery of affordable housing maximised. B The affordable housing requirement will apply to all forms of conventional housing in the C3 Use Class, unsecured student accommodation and, where appropriate, specialist and supported accommodation. Affordable housing requirements for Purpose Built Student Accommodation are set out in Policy HO7 (Purpose Built Student Accommodation). C The affordable housing requirements for major developments (large sites) will apply in circumstances where development has already been permitted and 10 or more dwelling units will be delivered taking into account: a. New residential units that are proposed which would result in an uplift in the overall number of units on the site of the extant permission; and b. Development that is proposed on an adjacent site which by virtue of its layout, design and use is functionally related to the extant permission and would result in an uplift in the overall number of units across the sites. D Applicants will be expected to make all reasonable efforts to secure grant funding to deliver an increase in affordable housing beyond the level that would otherwise be achievable. The Council will work positively with development industry partners to help identify opportunities to secure grant funding to deliver more genuinely affordable housing in Lewisham. Development proposals will be considered favourably where they demonstrably deliver the maximum viable amount of affordable housing whilst meeting the minimum threshold level of affordable housing without public subsidy, as set out in HO3.~~F~~ Part F, and secure grant funding to deliver provision of genuinely affordable housing additional to this level. Large sites (major developments) E Development proposals for new housing, including mixed-use developments, with site capacity to accommodate 10 or more dwelling units must deliver the maximum amount of genuinely affordable housing, taking into account: a. Their contribution to the Borough's strategic affordable housing target, based on habitable rooms, subject to viability; b. The need for provision of a mix of secure housing tenures, with the affordable component sought to be provided on the basis of a tenure split of 70 per cent genuinely affordable (social rent or London Affordable Rent) and 30 per cent intermediate (London Living Rent or shared ownership); c. The preferred housing size mix for affordable housing, as set out in Table 7.1; d. Availability of public subsidy; and e. Other planning benefits that may be achieved, having particular regard to the delivery of the spatial strategy for the Borough. F A threshold approach to viability will be applied to major development proposals, in accordance with London Plan policy H5 (Threshold approach to applications), taking into account the different routes to affordable housing delivery (i.e. Fast Track Route and Viability Tested Route). In Lewisham, the threshold level of affordable housing on gross residential development is set at: a. A minimum of 35 per cent; b. A minimum 50 per cent on public sector land; and

c. A minimum of 50 per cent for Strategic Industrial Locations and Locally Significant Industrial Sites where development would result in a net loss of industrial capacity.

G Where the Viability Tested Route is used, and in other circumstances where a Viability Assessment is submitted to support the level of affordable housing provision made by a development proposal, this must be based on a standard residual valuation approach, with the benchmark existing use value of the land taken as the Existing Use Value (EUV) Premium or the potential for Alternative Use Value. In order to ensure transparency in the planning process the Viability Assessment must be undertaken in line with the Mayor's Affordable Housing and Viability SPG or future equivalent.

H To maximise affordable housing delivery and address economic uncertainties that may arise over the lifetime of a development proposal the use of 'review mechanisms' will be required, where appropriate, and implemented in line with the Mayor's Affordable Housing and Viability SPG.

I In order to promote inclusive and mixed communities all new affordable housing provision should be delivered on-site. Off-site provision for major development proposals will only be considered in exceptional circumstances, where it can be demonstrated to the satisfaction of the Council that:

a. It is not practical or feasible to provide affordable housing on-site due to site development constraints;
b. A higher level of affordable housing can be secured through provision on an alternative site;
c. Off-site provision is necessary to better meet priority housing need, such as for affordable family housing; and
d. The provision will better support inclusive and mixed communities.

Small sites (minor developments)

J Development proposals for new housing delivering between 2 and 9 dwelling units must make provision for affordable housing. They should seek to deliver affordable housing on-site wherever feasible Where it can be demonstrated to the satisfaction of the Council that off-site contributions are acceptable these will be secured through planning obligations, with payments in lieu calculated using Table 7.2 (Small sites affordable housing requirements) and the formula set out in Table 7.3 (Small sites affordable housing payments in lieu). ~~Further details will be set out in the Planning Obligations SPD.~~

Table 7.2 Small sites affordable housing requirements

Total number of units	Equivalent number of on-site affordable units to be used to calculate payment in lieu[1]
2	0.70
3	1.05
4	1.40
5	1.75
6	2.10
7	2.45
8	2.80
9	3.15

Table 7.3 Small sites affordable housing payments in lieu

Formula for calculating payments in lieu
X = ((A-B) x C) – ((A x C) x D)
X = the payment in lieu (£)

A = the market value of a square metre of floorspace in the development
B = the value of affordable housing per square metre of floorspace (reflecting the mix between genuinely affordable and intermediate products)
C = the number of square metres required to meet the affordable housing requirement
D = ~~additional costs to the developer (the difference between profit applied to market housing and affordable housing, and marketing costs of private housing)~~ the percentage profit applied to the market housing less the percentage profit applied to the affordable housing, plus the percentage marketing costs applied to the market housing [together reflecting the additional costs of to the developer of delivering a scheme of 100% market housing]*.

Inclusive and mixed neighbourhoods and communities
K In order to secure inclusive and mixed neighbourhoods and communities the Council may seek to alter the tenure and/or mix of affordable housing provision on a case-by-case basis. In establishing the most appropriate level of provision for a site, development proposals will be considered having regard to the existing levels of housing tenure and mix in the area (including extant permissions),

L All new affordable housing developments must be of a ~~high quality~~ high-quality design having regard to other Local Plan policies. They must be designed to be 'tenure neutral' in accordance with the National Design Guide, so that affordable units are indistinguishable from market units in terms of quality of design and materials, space standards, access and amenity. Where mixed tenure schemes are proposed these must ensure all residents of the development have access to amenities and communal spaces including play spaces, with reference to Policy QD2 (Inclusive and safe design).

Vacant Building Credit
M The application of the Vacant Building Credit (VBC) is not appropriate in Lewisham. The use of VBC will only be considered in limited circumstances, where applicants suitably demonstrate there are ~~exceptional~~ robustly evidenced reasons why it is appropriate and the following criteria are met:
a. The building is not in use at the time the application is submitted;
b. The building is not covered by an extant or recently expired permission;
c. The site is not protected for an alternative land use; and
d. The building has not been made vacant for the sole purpose of redevelopment, as demonstrated by evidence showing that the building has been vacant for a minimum continuous period of five years and has been actively marketed for at least two years therein, at realistic local area prices.

[1] The equivalent number of on-site affordable units is based on the 35 per cent affordable housing requirement of the Fast Track Route of the threshold approach set out in London Plan policy H5 (Threshold approach to applications), i.e. where 1 dwelling unit is equivalent to 0.35 affordable units.

[1] Developer profit is typically applied at between 17-20% of GDV on private housing and 6% on the affordable housing, so the increased profit arising from converting a unit from private to affordable housing would be 11% to 14% (i.e. 17% or 20% less 6%).

New footnote: In Lewisham 'genuinely affordable housing' means housing at social rent levels or GLA's London Affordable Rent level and below, aiming for target rents. All other housing products below market levels, whether for sale or rent, are defined as intermediate housing and should not be conflated with genuinely affordable housing.

New footnote: For example, if the profit applied to the market housing is 17.5% and the profit applied to the affordable housing is 6%, and the marketing costs are 3%, the percentage to be applied at D would be (17.5% - 6%) + 3% = 14.5%.

MM50	Paragraph 7.27	Contributions towards affordable housing will also be required on small sites for new development delivering between 2 and 9 dwelling units. The Local Plan Viability Assessment (2022) demonstrates that this requirement will not adversely impact on the development viability of small sites across the Borough. Development proposals should seek to deliver affordable housing on-site wherever feasible. Off-site provision will be secured through planning obligations with any payments in lieu calculated using Table 7.2 and 7.3. Further details will be set out in the future Planning Obligation SPD.
MM51	Policy HO4	HO4 Housing estate maintenance, renewal and regeneration Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, G Healthy and safe communities. A The maintenance, renewal and regeneration of Lewisham's housing estates will play an important role in helping to ensure that neighbourhoods and communities benefit from high quality living environments, housing is maintained at a decent standard and new genuinely affordable housing is delivered locally. B Development proposals involving housing estate renewal and regeneration must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration, in order to ensure: a. There is no net loss of affordable housing, and an uplift in genuinely affordable housing is delivered wherever possible; b. A range of high quality, genuinely affordable housing options are made available in the Borough; c. Existing and new public and affordable residential units achieve the Decent Homes standard; d. The development is of a high quality design and provides for demonstrable physical improvements to the housing estate and local area environment, consistent with other Local Plan policies; and e. Strong and inclusive communities can be better fostered and supported, with spaces and facilities that enhance opportunities for social interaction and integration.
MM52	Paragraph 7.42	7.42 The Decent Homes programme provides one mechanism for ~~housing improvement~~ improving the Borough's public and affordable housing stock and has been successfully delivered across ~~the Borough~~ Lewisham. The Council remains committed to improving the quality the Borough's public and affordable housing to make sure it continues to provide safe and decent homes. However, funding is limited and this type of investment may not always be feasible or viable for some houses or estates. For example, the existing condition or orientation of buildings can act as a practical constraint to refurbishment works. Nonetheless the Council has a strong record in this regard, and through Lewisham Homes, the proportion of residential units meeting the Decent Homes standard increased from 41 per cent to 94 per cent in the 10-year period from 2007.
MM53	Policy HO5	HO5 Accommodation for older people Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, G Healthy and safe communities. A The housing needs of older people will be met mainly through conventional residential accommodation in the C3 Use Class that is designed in a way that allows for easy adaptation to the different needs of users over their lifetime. This includes new build development and the appropriate retrofitting of housing units. Specialist older person's accommodation and care home accommodation should supplement conventional housing to meet the needs of Lewisham's older resident population.

		Specialist older persons accommodation B Development proposals for specialist older persons accommodation will only be supported where they: a. Respond positively to the objectives in Lewisham's Housing Strategy; b. Make provision for a mix of tenure types including affordable housing with reference to Policy HO3 (Genuinely affordable housing); c. Make provision of accessible housing, in line with Policy QD2 (Inclusive and safe design); d. Are sited at well-connected locations that are well-served by public transport and provide for good access to community facilities and services (including health and social care) appropriate to the intended occupiers; e. Are of a high quality design with fit for purpose accommodation and facilities suited to occupiers, staff and visitors, giving consideration to: i. The level of independence of occupiers and corresponding level of managed care provision or support; ii. Private, communal and public amenity space; and iii. Access, parking and servicing arrangements, including for all types of vehicles expected to access the development. Care home accommodation C Development proposals for care home accommodation in the C2 Use Class will only be supported where they are appropriately located and of a high quality design, having regard to Policy HO6.B.d-e. In addition, development proposals must ensure that 100 per cent of habitable rooms are wheelchair accessible. Loss of specialist older persons and care home accommodation D Development proposals that will result in the net loss of floorspace for specialist older persons or care home accommodation will be refused unless it can be demonstrated that: a. There is a long-term surplus of this type of accommodation in Lewisham (i.e. there is no unmet local need); or b. Adequate replacement provision will be provided on-site or elsewhere within the Borough; or c. The existing accommodation is not suitable to support the intended occupants in its current condition and/or is incapable of being maintained at an acceptable modern standard. E Where the loss of specialist older persons or care home accommodation is acceptable in line with (D) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, ensuring no net loss of affordable housing, and provide new affordable housing, where appropriate.
MM54	Policy HO6	HO6 Supported and specialised accommodation Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, G Healthy and safe communities. A Development proposals for supported and specialised accommodation will only be supported where they: a. ~~Meet an~~ Contribute towards meeting the identified need within the Borough for ~~the type of accommodation proposed~~ approximately 500 units of supported accommodation for the period until 2040; b. Make provision for a mix of tenure types including affordable housing, where appropriate, with reference to Policy HO3 (Genuinely affordable housing); c. Support mixed and inclusive neighbourhoods and communities without leading to a harmful overconcentration of supported or specialised accommodation. This will be assessed where the character of the area has changed or local amenity has been adversely impacted as a result of:

		i. Visual amenity; ii. Increased noise; iii. Vehicular traffic generation, along with car and cycle parking pressure; iv. Inadequate provision of waste management and recycling facilities; v. Additional pressure on community facilities; and vi. Anti-social behaviour and public safety. d. Are appropriately located in areas that are well-connected to services and facilities that are likely to be required by the occupiers; e. Are of a high quality design, giving consideration to the: i. Intensity of use that is appropriate to the size of the development; ii. Integration of accommodation and facilities for the specific use or group it is intended for; iii. Suitable arrangements for managed care or supervision, security and community safety; and iv. Protection of the amenity of adjoining and neighbouring uses. B Development proposals that will result in the net loss of floorspace for supported or specialised accommodation will be refused unless it can be suitably demonstrated that: a. The specific type of accommodation is no longer required for the particular use and/ or group, or other relevant groups in need of supported housing; or b. Adequate replacement provision will be provided; or c. The existing accommodation is not suitable for the support or care of the intended occupants in its current condition and format and/or is incapable of being maintained at an acceptable standard. C Where the loss of accommodation is acceptable in line with (B) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.
MM55	Paragraph 7.54	7.54 In line with the Corporate Strategy, which aims for the Borough to be a welcoming place of safety for all, and also building on Lewisham's role as a 'Borough of Sanctuary', the Local Plan broadly supports development proposals involving the retention, refurbishment and delivery of supported and specialised accommodation. Applications should clearly set out how the development will assist in meeting an identified need for the use proposed. The Lewisham SHMA confirms that the delivery of new supported and specialised accommodation remains a priority for housing stakeholders. It identifies a specific need for an additional 453 C2 residential care units, and an ongoing need for a smaller number of specialist housing units for people with additional needs. It is anticipated that this latter area of need will be met through the delivery of conventional housing stock that is appropriately adapted. It is vital that the accommodation is appropriate for the use and group(s) for which it is intended, so that the specific type of managed care or supervision required can be delivered effectively. Applicants are encouraged engage with relevant health and social care providers or stakeholders through the design-led approach. In order to secure mixed and inclusive neighbourhoods and communities, development proposals should not result in a harmful overconcentration of similar uses within an area.
MM56	Policy HO7	HO7 Purpose built student accommodation Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, G Healthy and safe communities. A Development proposals for Purpose Built Student Accommodation (PBSA) will ~~only~~ be supported where ~~it is~~ ~~demonstrated~~ they robustly demonstrate through evidence that:

		a. They help to meet an identified need for this type of housing (giving priority to the local student population), will not compromise delivery against the Borough's strategic housing target and principal need for conventional housing, and will not result in a harmful overconcentration of PBSA taking into account: i. The amount of PBSA within the Borough and the area within which the development is proposed, having regard to past delivery and consented but undelivered PBSA; and ii. The proportion of PBSA provided in relation to the overall mix of housing within the development, and where relevant a masterplan or site allocation. b. The accommodation is secured for use by students, as demonstrated by an agreement with one or more specific higher education provider(s); and c. The maximum level of accommodation is secured on-site as affordable student accommodation to ensure that it contributes to creating mixed and balanced communities, in line with national planning policy and the London Plan. The London Plan's fast-track approach will be applied to proposals where it is appropriate. B Development proposals for PBSA must be appropriately located: a. At well-connected sites that are easy to access by walking, cycling and public transport; b. Within or at the edge of town centres, or other locations that benefit from good provision of shops, services, leisure and community facilities appropriate to the student population; and c. Giving priority to sites located in proximity to the education facility the development is intended to serve, or other higher education institutions in the Borough. C Development proposals for PBSA must be of a high quality design, giving particular consideration to: a. Adequate functional living space and layout with good-sized bedrooms and well-integrated communal areas and facilities, with a recommended benchmark of 1 square metre of internal and 1 square metre of external communal amenity space per student bed; b. Inclusive and safe design, including provision for wheelchair accessible accommodation, spaces and facilities; c. Amenity of occupiers and neighbouring properties including consideration for outlook, daylight and sunlight, noise and ventilation; d. Adequate on-site cycle parking facilities; and e. Accommodation that is suitable for year-round occupation. D All development proposals for PBSA must be accompanied by a site management and maintenance plan, to be secured by planning condition. E Development proposals involving the loss of PBSA will be refused unless it can be suitably demonstrated that: a. There is no local need or demand for student accommodation to serve the existing or another higher education institution in the area; or b. Adequate replacement accommodation will be provided in an appropriate location accessible to the higher education institution it serves. F Where the loss of PBSA is acceptable in line with (E) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.
MM57	Policy HO8	HO8 Housing with shared facilities (Houses in Multiple Occupation) Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes,

		G Healthy and safe communities. A Development proposals for housing with shared facilities (i.e. Houses in Multiple Occupation) (HMOs) in the Sui Generis Use Class will only be permitted where they: a. Do not result in the loss of existing housing suitable for family occupation, which includes but is not limited to the following considerations: i. Location within a residential street or area; ii. Size and layout, including number and size of individual rooms and bedrooms; iii. Amenity space, such as access to a private garden; b. Contribute to inclusive and mixed neighbourhoods and do not result in a harmful overconcentration of HMOs. This will be assessed where the character of the area has changed or local amenity has been adversely impacted as a result of: i. Visual amenity, including impacts arising from poorly maintained properties; ii. Increased noise; iii. Vehicular traffic generation, along with car and cycle parking pressure; iv. Inadequate provision of waste management and recycling facilities; v. Additional pressure on community facilities; and vi. Anti-social behaviour and public safety. c. Are appropriately located in areas that are well-connected to local services by walking, cycling and public transport; and d. Are well-designed and provide high quality accommodation that satisfies the relevant standards for HMOs, including units that provide adequate functional living spaces and layouts. B Development proposals for small HMOs in the C4 Use Class (i.e. 3 to 6 unrelated people) within any area covered by an Article 4 Direction will only be permitted where: a. The gross original internal floorspace of the original dwelling is 130 square metres or greater; and b. The requirements of (A)(b-d) above are satisfied. C Development proposals that result in the loss of an HMO, or the self-containment of any part of an HMO, will be refused unless it can be suitably demonstrated that: a. The existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; and b. Adequate replacement provision can be secured within the Borough, having regard to the requirements of (A) above, with no net loss in HMO floorspace; or c. Any replacement use includes housing provision that meets an acute local need, particularly genuinely affordable housing, with at least the equivalent amount of residential floorspace re-provided Large-scale purpose-built shared living accommodation D Development proposals for large-scale purpose-built shared living accommodation in the Sui Generis Use Class will ~~only~~ be permitted where it is ~~suitably~~ robustly demonstrated through evidence that: a. There is an identified local market demand for the type of housing proposed and the development will not lead to a proliferation of this type of development in an area and the Borough which will compromise the delivery of conventional housing; b. Private units within the development are demonstrably not self-contained homes in the C3 Use Class or capable of being used as self-contained homes; c. There is well-integrated provision of communal facilities and services sufficient to meet the requirements of the intended number of occupiers; d. The development is appropriately located and of a high quality design, having regard to the requirements of (A) above;

		e. The development will be under single management, suitably managed and maintained over its lifetime, as evidenced by a management plan; f. All units are available to rent, with minimum tenancy lengths of no less than 3 months; ~~and~~ g. A cash-in-lieu contribution is made towards affordable housing in the C3 Use Class~~.~~: and h. The development contributes towards creating mixed and balanced communities.
MM58	Figure 7.2	Figure 7.2: Article 4 Direction on HMOs Amend figure 7.2 to show that the whole borough is covered by an HMO Article 4.
MM59	Policy HO9	HO9 Self-build and custom-build housing Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes. A The Council will keep a register of those seeking to acquire serviced plots in the Borough for their own self-build and custom-build house building. It will also seek to identify plots to help meet identified need for self-build and custom-build housing particularly where this will improve access to affordable housing. B Development proposals for self-build or custom-build housing will only be supported where they: a. Make the optimal use of land and support the delivery of the spatial strategy~~,~~; b. ~~Make~~ Where appropriate make provision for affordable housing in line with Policy HO3 (Genuinely affordable housing); and c. Are appropriately located and of a high quality design, with reference to other Local Plan policies. C Development proposals for self-build and custom-build housing must demonstrate how the design-led approach has been used. They should clearly identify whether there are any elements of the design that may require adaptation to secure the delivery of new housing.
MM60	Policy HO10	HO10 Gypsy and traveller accommodation Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, G Healthy and safe communities. A There is an identified need in Lewisham up to 2031 for 6 additional permanent gypsy and traveller pitches. To meet this need in full a site allocation policy is included in this Local Plan. B Development proposals for gypsy and traveller accommodation, including sites and pitches, must be of a high quality layout and design and make adequate provision for: a. Basic amenities including running water, sewerage/drainage, energy and waste management; b. Safe and reasonably convenient access to and from the site; c. Access, parking and servicing arrangements for all vehicles likely to use the site, including emergency services; d. A site location that is well-integrated into the locality with reasonable access to local shops, services and community facilities including education, health and social care; and

		e. Facilities to serve occupiers of the development, including where appropriate pitches, hardstanding, amenity blocks, and amenity space and play areas. C Development proposals for gypsy and traveller accommodation must not pose a risk to public health and safety, and not adversely impact on the amenity of site occupants and neighbouring properties.
MM61	Paragraph 7.85	The London Plan states that a London-wide gypsy and traveller needs assessment will be undertaken in the future. ~~The Council will monitor any changes to the London Plan to inform a future review of the Local Plan.~~ This technical work is already underway and forms part of the review of the London Plan. An assessment of gypsy and traveller accommodation needs, for London boroughs, is expected to report during the first half of 2025 and will inform the preparation of the new London Plan during 2025-30. It is anticipated that process will identify a new target for Lewisham. Once a new target has been identified/established the Council will undertake a review of the Policy HO10 within the Local Plan. That review process will respond with suitable site allocations to the scale of identified need within Lewisham. In the interim, development proposals for new gypsy and traveller sites, pitches and/or plots will be assessed against this policy.
Chapter 8 – Economy and Culture		
MM62	Policy EC1	EC1 A thriving and inclusive local economy Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham,~~ C A thriving local economy that tackles inequalities. ~~A~~ The Council will work positively with stakeholders and its delivery partners to build a thriving and inclusive local economy that provides everyone with access to high quality education, training and good job opportunities. This will be achieved by: a. Promoting and strengthening Lewisham's role in the London economy including by supporting business sectors of local importance, such as the cultural, creative and digital industries, along with expanding the role of green industries to enable the transition to a low carbon, circular economy; b. Ensuring the timely delivery of infrastructure to support business growth and development and to better enable local residents and businesses to access economic opportunities across the Borough and further afield; c. Safeguarding industrial land and making provision for vibrant and attractive employment locations, including town centres, that are well-connected and suited to the needs of modern business; d. Requiring that new employment development is of a high quality design and contributes positively to the local area; e. Retaining and securing new low-cost and affordable workspace and ensuring it is appropriately managed; and f. Ensuring residents benefit from good access to high quality jobs as well as education, skills and employment training opportunities.
MM63	Policy EC2	EC2 Protecting employment land and delivering new workspace Strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Land within Lewisham's employment land hierarchy, as set out in Lewisham's Employment Land Hierarchy, is safeguarded for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and related Sui Generis uses. Development proposals must ensure that land-uses are commensurate with the type and function of land within this hierarchy. B There is a forecast need for 21,800 square metres of net additional office employment floorspace in the Borough up to 2038. Development proposals must contribute to meeting ~~this~~ the Borough's employment need in totality by:

a. Within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), retaining and wherever possible delivering net gains in industrial capacity over the life of the Plan, including ~~by intensifying the use of land~~ through intensification, to deliver a minimum of
   i. 1,000sqm of Class B8 floorspace, and
   ii. 4,000sqm of Class B2 floorspace
b. Facilitating the delivery of new modern workspace through the comprehensive regeneration of Mixed-use Employment Locations (MEL);
c. Maximising opportunities to deliver new and enhanced workspace, including through appropriate mixed-use development in town and edge-of-centre locations and non-designated employment sites;
d. Outside of SIL, and avoiding new development that consists solely or predominantly of Class B8 storage or warehousing uses unless:
   i. The site is currently solely or predominantly in storage and warehousing use; and
   ii. Redevelopment proposals comprise of intensification of storage and warehousing uses and/or employment generating uses appropriate to the site; and
   iii. The capacity is required to meet the needs of the Central Services Area as set out in London Plan Paragraph 6.4.7.

e. Ensuring development ~~does not result in a net loss of~~ maintains the Borough's viable industrial capacity, including existing Class B2 and Class B8 capacity, whether this is existing or consented but not built, having regard to other Local Plan policies.

C Outside of designated employment areas the appropriateness of development proposals for new Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis Uses will be assessed having regard to the nature and scale of the development and:

a. Its contribution to the delivery of the spatial strategy for the Borough;
b. Compatibility of the proposed use(s) with the adjoining and neighbouring land uses, including consideration of impacts on local amenity;
c. Whether the employment provision is for temporary use; and
d. Compliance with other Local Plan policies.

D Planning conditions will be used to protect new commercial and industrial development from changes of use.

E Where new business floorspace is conditioned for a specific use, changes to another commercial or industrial use appropriate for the site and employment area will only be permitted where there is no reasonable prospect of the unit(s) being retained for the conditioned use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of ~~twelve-months~~ one year at a reasonable rental or sale value for the local area. Proposals seeking to change the use of existing business floorspace, to another commercial or industrial use will be considered against Local Plan Policies EC5 – EC8. Proposals that result in an increase in industrial capacity will be supported. ~~All such changes of use must comply with other Local Plan policies.~~

Table 8.1 Lewisham's Employment Land Hierarchy

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Type	Ref	Location	Function
Strategic Industrial Location	SIL	Bromley Road Surrey Canal Road (including Bermondsey Dive Under)	London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of the regional economy. Protected for a wide range of commercial, industrial and related uses, in accordance with the London Plan.
Locally Significant Industrial Site	LSIS	Apollo Business Centre Bermondsey Dive Under (part comprised of railway arches)	Lewisham's main local concentrations of commercial and industrial uses, which perform a niche role to support the functioning of the sub-regional and local economy. They provide workspace for micro, small and medium sized businesses, including in the cultural,

					Blackheath Hill Childers Street West Clyde Vale Endwell Road Evelyn Court Evelyn Street Lewisham Way Lower Creekside Malham Road / 118 Stansted Road Manor Lane Molesworth Street Perry Vale Stanton Square Trundleys Road Willow Way Worsley Bridge Road	creative and digital industries. Protected for commercial and industrial uses, with priority given to light industrial uses.	
			Mixed-use Employment Location	ME L	Arklow Road Childers Street East Convoys Wharf Grinstead Road Oxestalls Road Plough Way Sun and Kent Wharf Surrey Canal Triangle	Larger redundant and/or underused industrial sites where plan-led, mixed-use redevelopment is permitted to support regeneration and enable the delivery of new, modern workspace.	
			Non-designated employment site	N/A	Dispersed throughout Borough	Smaller commercial and industrial sites scattered across Lewisham, mainly serving local economic catchments, which collectively form an important component of the Borough's industrial land capacity.	
MM64	New Paragraph	The London Plan refers to what it terms the 'Central Services Area'. These are industrial property market areas that the London Plan references in relation to the Capital's Strategic Industrial Locations[1]. These include the land and uses located at Surrey Canal Road. The Plan acknowledges that industrial opportunities located within market areas could serve to support the function of London's Central Activity Zone, specifically those for sustainable 'last mile' distribution/ logistics, 'just-in-time' servicing (such as food service activities, printing, administrative and support services, office supplies, repair, and maintenance), waste management and recycling, and land to support transport functions.					
MM65	Paragraph 8.9	8.9 The London Plan provides in-principle support for the co-location of employment and other compatible uses on sites that are released from SIL and within LSIS, but only where this is facilitated through the plan-led process. Informed by findings of the Lewisham Employment Land Study (2019), the Local Plan helps give effect to London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution). Further requirements are set out in Local Plan policies EC5 (Strategic Industrial Locations) and EC6 (Locally Significant Industrial Sites) along with corresponding site allocation policies. The LSIS sites identified as having the capacity and suitability for co-location uses are: Apollo Business Centre, Blackheath Hill, Childers Street West, Clyde Vale, Evelyn Court, Lower Creekside, Perry Vale, Stanton Square, Trundleys Road, Willow Way and Worsley Bridge Road.					
MM66	Paragraph 8.10	8.10 Our expectation is that there will be no net loss of industrial capacity in the Borough and that net gains are delivered wherever possible to meet the need identified in Policy EC2. Industrial capacity in Lewisham will be calculated on the basis of the existing commercial and industrial capacity on a site which is currently in active employment use and covers Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and related Sui Generis uses. Where a proposed development site is vacant or cleared, the existing capacity should be established on the basis of the last active authorised commercial and industrial use(s) (excluding meanwhile uses). The existing capacity figure should also take into account any unimplemented authorised changes of use permitted through the Prior Approval process (which would effectively be discounted from the existing capacity). Whilst the integration of mezzanines are broadly supported by the Local Plan as a way to make a more optimal use of land, mezzanine space will be excluded from calculations of industrial capacity for the purpose of this policy.					

MM67	Paragraph 8.12	8.12 Lewisham's Employment Land Study (2019) has informed the strategic employment floorspace requirement that the Local Plan will address over the plan period. It suggests that there is additional need for some 21,800 square metres of office floorspace up to 2038. This type of floorspace is normally associated with Use Classes E(g)(i) and E(g)(ii). However, the study emphasises that office development is not a homogenous product, pointing to the wide range of workspace typologies now available (such as serviced offices, incubators, accelerators and co-working space). Further, continuing shifts in modern commercial practices mean sectors that might traditionally have been thought of as office sectors can be found occupying 'hybrid' space in re-purposed industrial premises. In short, there is increasing fluidity in the workspace market and some office uses do not fit neatly into the Use Class Order categories. Therefore, the Council will take a broader view to planning for its future employment floorspace needs. We will promote the full complement of Class E(g) uses, including E(g)(iii) light industrial uses, to ensure that the Local Plan does not unnecessarily constrain employment development. ~~Development proposals~~ Proposals for Class B2 industrial and B8 storage or distribution uses should be located within, and will be directed towards the Borough's SIL. ~~and elsewhere where specified by the Local Plan.~~ It is anticipated that proportionately, the majority of new industrial employment uses that will locate to the SILs will be defined under B2 or B8 use class. These locations may also be appropriate for compatible and complementary industrial employment uses defined under Class E(g)(ii), such as research and development of products and processes; Class E(g)ii industrial processes; and related sui generis industrial type uses outlined London Plan Policy E4. It is anticipated that within the SILs such uses will be complimentary and in the minority. In contrast, the Borough's LSIS will provide an appropriate home for proposals seeking to deliver industrial employment uses defined under Class E(g) office and light industrial; Class B2 general industrial; Class B8 storage and distribution; and related sui generis uses. It is anticipated that the precise mix of use classes that define these industrial employment uses will be assessed through decision-taking. The LSIS will not normally be considered as being appropriate locations for main town centre uses; such uses will be directed to existing and designated centres. Within the Borough's MELs, proposals for employment uses defined under Class E(g) office and light industrial will be positively considered. It is anticipated that these use classes will form the majority of employment uses being delivered within the MELs. Proposals for new main town centre uses, within MELs, may be considered appropriate where they demonstrably create a centre that serves the new community being delivered through its redevelopment. Industrial capacity will be closely monitored over the plan period to ensure our policy objectives are being realised.
MM68	New Paragraph	Following the publication of the Local Plan, the Greater London Authority published the London Industrial Land Supply Study 2020. This builds upon the London Industrial Land Supply Study 2015 and seeks to provide a comprehensive review and update of the London industrial land supply baseline. This document is strategic in scope and outputs. In order to provide a local perspective, the Council commissioned the Lewisham Industrial Employment Land Report 2023. This Study provides a more detailed, Lewisham specific assessment of data relating to demand, supply, gains, and losses. Its outputs demonstrates that the apparent losses identified by the high-level London Industrial Land Supply Study 2020 are entirely in accordance with the planned-for position. In parallel, it also demonstrates that industrial capacity across the Borough remains higher than anticipated. Nevertheless, there is no further capacity for release and that consequentially plan-making and decision-taking should seek to prevent any losses in industrial provision.
MM69	New Paragraph	The Lewisham Industrial Employment Land Report 2023 continues by exploring the scale and nature of industrial demand over the plan-period. It identifies the types of industrial and premises that will be needed by businesses. It is particularly noteworthy in describing how industrial activities are evolving. This evidence confirms the importance that new industrial activities that "service the services" have, particularly in their relationship with the Capital's Central Activities Zone, which lies to the north and north west of Lewisham. This provides opportunities for new forms of industrial uses to come forward, establish themselves and positively contribute to place-making. The intelligent management of Class E Uses – specifically those defined under Class E (g) – will make a positive contribution towards meeting shared objectives for industrial land and uses.
MM70	New Paragraph	For the purpose of monitoring the delivery of new and improved employment land and use, the Local Plan sets out a framework under Table 19.1. This identifies a series of indicators that relate specifically to the economy. These will be monitored and reported on annually in the Lewisham Planning Service Authority Monitoring Report. Data on the overall stock of industrial floorspace will be monitored using the Valuation Office Agency's Business Floorspace data. Changes in industrial floorspace at a site level and by use-class will be monitored using data from planning consents and completions. This will enable monitoring of change in the stock of industrial floorspace by type at each of the designated employment areas and for non-designated employment areas as a whole. This monitoring will be shared with the GLA.

MM71	Policy EC3	EC3 High quality employment areas and workspace Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Development proposals for Class E business (as defined under Class E (G) (i – iii)), B2 industrial and B8 storage or distribution uses and related Sui Generis industrial employment uses must be of a high quality design with well-integrated and purpose built business space. They must demonstrate how the design-led approach has been used to improve the site's suitability for business activity having regard to the type and use of space. Development proposals must: a. Optimise the use of land and maximise opportunities to increase job densities; b. ~~Make~~ Where it is practicable, make provision for an appropriate level of internal fit out beyond shell and core, including: i. Connection-ready high speed broadband; ii. Installation of mechanical and electrical services; iii. Toilets and kitchenette; ~~iv. Internal surface finishing and blinds;~~ iv. Basic fire and carbon monoxide detection; and v. Shopfronts and glazing, where appropriate. c. Make provision for flexible workspace that can be adapted to the needs of different employment uses, particularly where there is not a specified end user; d. Ensure the layout and design of development provides adequate operational space including for site access and servicing; e. Improve the attractiveness and environmental quality of the site and employment area, including high quality public realm, where appropriate; and f. Ensure a coherent and positive relationship with adjoining and neighbouring land uses and protect local amenity, with reference to other Local Plan policies. B Development proposals for new Class E(g), B2, B8 and similar Sui Generis uses over 2,500 square metres (gross external area) must include a reasonable proportion of flexible workspace or smaller units suitable for micro, small and medium sized enterprises. C Within the Forest Hill Cultural Quarter, Endwell Road LSIS and Ashby Mews non-designated employment site, development proposals for new self-contained live-work units will only be permitted where it is demonstrated that they will not adversely impact on the character, function and effectiveness of the Cultural Quarter and LSIS to accommodate commercial and industrial uses, and will not result in a net loss of industrial capacity. Development proposals for new live-work units outside of these locations will be refused.
MM72	Policy EC4	EC4 ~~Low-cost and a~~Affordable workspace Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities. A Development proposals incorporating workspace should ensure that provision is made for suitable types and sizes of units, at an appropriate range of rents, particularly to meet the needs of ~~micro, small and medium sized businesses, including start-ups~~ specific social, cultural, or economic development uses. This approach towards affordable workspace is in alignment with the London Plan.

B Where there is existing ~~low-cost~~ affordable workspace this should be retained or re-provided. The exception being when on-site retention demonstrably harms opportunities for investment and the delivery of industrial employment intensification. Development proposals should use the design-led approach to explore options for retaining, re-purposing or creating new ~~low-cost~~ affordable workspace that is designed to a high specification and will remain suitable for local businesses, including small businesses and those in the cultural, creative and digital industries. ~~Low-cost~~ Affordable workspace should be let at reasonable local market rates to encourage take-up of units and support business development, particularly by addressing financial barriers in access to workspace.

C Development proposals that incorporate an element of affordable workspace at rents maintained below the market rate for social, cultural or economic uses will be considered favourably.

D New major commercial development proposals for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis uses ~~must~~ should when demonstrably viable make provision for affordable workspace. Developments must provide at least 10per cent of the rentable floorspace (Net Internal Area) as affordable workspace at 50 per cent of market rents. Affordable workspace should be provided on-site. An exception to this approach will be where proposals demonstrate, through robust technical evidence, that the provision of new on-site affordable workspace will harm the delivery of industrial employment intensification. Off-site provision will only be acceptable where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will achieve greater economic benefits. Off-site provision will be secured through planning obligations with payments in lieu calculated using the formula set out in Table 8.2 (Affordable workspace payments in lieu). Payment in lieu contributions will be used to support the provision of affordable workspace in Lewisham. ~~Further details will be set out in the Planning Obligations SPD~~.

Table 8.2: Affordable workspace payments in lieu

Formula for calculating payments in lieu
Step 1: C = A x B Step 2: E = D x C Step 3: G = E x F Step 4: H = G – E Step 5: J = 1 / I Step 6; K = H x J
A = Total lettable employment floorspace (square metres) B = Percentage of floorspace to be discounted C = Amount of floorspace subject to discount D = Market rent per square metre before discount E = Market rent for discounted floorspace before discount F = Percentage discount G = Rent after discount H = Value of discount I = Investment Yield J = Income Multiplier K = Capital value of discount

E Where new affordable workspace is provided this must be secured for a specified period agreed by the Council In order to ensure that workspace is appropriately managed it must be provided in one of the following ways:

a. Leased and managed by an affordable workspace provider approved by the Council, with an agreed Workspace Management Plan;
b. Managed directly by the owner, where it is demonstrated to the satisfaction of the Council that they have the necessary experience and expertise, with an agreed Workspace Management Plan; and
c. Leased by the owner to an end user approved by the Council that requires non-managed workspace.

		F Development proposals that do not provide the required amount of affordable workspace must submit a Viability Assessment. The assessment will be subject to an independent appraisal paid for by the applicant. Proposals must provide the maximum viable amount of affordable workspace, the level of which will be determined by the Viability Assessment and capped at the requirement set out in (D) above. The Council will apply viability review mechanisms where development proposals do not provide the amount of workspace required by the policy. G Where there is existing affordable workspace this should be retained. Development proposals requiring planning permission that involve the loss of existing affordable workspace (including consented but undelivered workspace) will be refused unless the equivalent amount of affordable workspace is replaced on-site or re-provided elsewhere in Lewisham. Affordable workspace that is replaced or re-provided must be of at least the same quality as the existing provision and secured on equivalent terms, or alternative terms agreed by the Council. ~~In applying this policy consideration will be given to affordable workspace that has been secured on a temporary basis as a meanwhile use.~~ Proposals for meanwhile uses that secure affordable workspaces, on a temporary basis, will be assessed on their ability to contribute towards meeting demand. H Affordable workspace will be secured through the use of planning obligations and/or legal agreements. ~~Further details will be set out in the Planning Obligations SPD.~~
MM73	Paragraph 8.23	8.23 Some workspace within the Borough is considered to be low-cost. As set out in the London Plan, low-cost workspace refers to secondary and tertiary space that is available at open market rents, which is of a lower specification than prime space. This type of space is often located at the back of town centre sites, under railway arches and in smaller or constrained industrial sites. It accommodates traditional business sectors and, in Lewisham, has a key local role in supporting the cultural, creative and digital industries. Low-cost workspace has typically been scattered across town centres and areas such as New Cross and Deptford. Clusters are also present along the Overground line corridor, for example, around Forest Hill and Brockley stations. However, the availability of low-cost workspace is increasingly limited given the Borough's diminishing employment land supply, rising market rates for commercial space and competing pressure on employment sites from higher value land uses. Consequently, the new Local Plan seeks to explore opportunities for new affordable workspace. This approach is in alignment with the London Plan Policy E5, which highlights that SILs are important in meeting the needs of SMEs. The Council acknowledges that it may not always be possible for new development to deliver new affordable workspace. This is because it may harm the financial return required to offset the investment being made in the site. Consequently, in such circumstances development partners are encouraged to clearly and robustly demonstrate that their proposals for new development will deliver improvements in the on-site quality and intensity of new industrial employment provision.
MM74	Paragraph 8.27	8.27 Affordable workspace should normally be provided on-site. The policy sets out three options for delivering workspace to ensure it is appropriately secured and managed. Applicants should engage with workspace providers and representative groups, such as the Lewisham Workspace Providers Forum, early in the design-led approach. This will help to ensure the design is suited to the requirements of the end user(s) and can also assist with the identification of providers. Applications should include evidence of an agreement to lease the affordable workspace along with a Workspace Management Plan, where appropriate. In most circumstances, proposals will be required to maintain, or retain existing affordable floorspace that is already present on site. Exceptions to this approach will be considered, subject to the proposal robustly demonstrating that it is necessary to replace existing provision in order to deliver higher intensity industrial employment uses on-site. Such proposals will be supported by technical evidence that demonstrate how industrial employment intensification will be delivered on the site, and the economic benefits that it will bring to the Capital, the Central Activity Zone and the Borough. Proposals for new commercial development that deliver improved and higher intensity industrial employment uses will be positively considered, subject to meeting other Local Plan policy requirements. Flexibility may be applied for equivalent off-site contributions in exceptional circumstances, including payments in lieu, where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will provide greater economic benefits. Payment in lieu contributions, ~~which~~ will be secured using the formula set out in Table 8.2 (Affordable workspace payments in lieu). Further details will be set out in the future Planning Obligations SPD.
MM75	Paragraph 8.28	8.28 Development proposals that do not provide the required amount of affordable workspace must submit evidence of a Viability Assessment with the planning application. This must be undertaken by a suitably qualified professional, such as a member of the Royal Institution of Chartered Surveyors (RICS). The applicant's Viability Assessment will be subject to an independent appraisal paid for by the applicant. The assessment will be used to confirm the maximum viable amount of affordable workspace that should be provided, with the level capped at the

		amount set out in Policy EC4 Part D. Where the required level of affordable workspace is not provided the Council will apply early and late stage viability review mechanisms. This is to respond to economic uncertainties that may arise over the period of the development, and to ensure maximum public benefit is gained from it. The Council will consider proposals for new B2 industrial and B8 storage uses that seek to secure a lesser scale of new affordable workspace provision. This will be subject to them robustly demonstrating, through supporting technical evidence, that the provision of new on-site affordable workspace will harm the delivery of industrial employment intensification. Such proposals will be required to submit technical evidence that demonstrates how industrial intensification will be delivered across the site, and specifically how the on-site presence of affordable workspace would prejudice its timely implementation.
MM76	Policy EC5	EC5 Strategic Industrial Locations (SIL) Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Development proposals within SIL will be supported where the uses fall within the industrial-type activities specified by the London Plan Policy E4 Land for industry, logistics and services to support London's economic function. B Development proposals within or adjacent to SILs must not adversely impact on the function or effectiveness of the SIL to accommodate commercial and industrial uses or their ability to function on a 24-hour basis. C Development proposals within SIL should protect and seek to make provision for business activities and uses that support the function of London's Central Activities Zone (CAZ). Proposals that deliver sustainable 'last mile' distribution/ logistics, 'just-in-time' servicing (such as food service activities, printing, administrative and support services, office supplies, repair, and maintenance), waste management and recycling, and land to support transport functions will be supported. D The reconfiguration of the Surrey Canal Road SIL is facilitated through the Local Plan. Land at the Bermondsey Dive-Under is designated SIL to provide substitute industrial capacity for the release of SIL at Apollo Business Centre, Trundleys Road and Evelyn Court. These sites released from SIL are re-designated as LSIS where the co-location of employment and other compatible uses will be supported in line with Policy EC6 (Locally Significant Industrial Sites) and relevant site allocation policies.
MM77	8.31	8.31 Lewisham's SILs make up a significant proportion of the Borough's industrial capacity and are key areas for business activity and local jobs. They are also well-positioned to play a more integral role in supporting the London CAZ which is a driver of the regional economy. Both SILs benefit from their proximity to central London and the wider south-east of England, including good transport connections. In addition, Lewisham features growth sectors which complement the CAZ, such as the cultural, creative and digital industries. Development proposals should protect and seek to make provision for industrial employment activities and uses that support the CAZ. This includes industrial capacity for uses defined under B2 industrial, B8 storage, logistics and last mile distribution, 'just-in-time servicing' and other related functions as SIL are the most appropriate locations in the borough for these types of activities. Where it is demonstrably appropriate, this may also include the industrial employment uses that are defined under Class E (g) (ii) and (iii), and industrial employment activity that is classified as sui generis. Lewisham's SILs are inappropriate locations for the main town centre uses that are defined under Class E. Such uses will be directed towards the opportunities found in Lewisham's existing and emerging town centres.
MM78	Policy EC6	EC6 Locally Significant Industrial Sites (LSIS) Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities.

		A LSIS will be protected for Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and related Sui Generis uses, with priority being given to office and light industrial uses. Development proposals should ~~ensure that there is no net loss of~~ maintain the Borough's industrial capacity within these locations and seek to deliver net gains wherever possible. B Development proposals within or adjacent to LSIS must not adversely impact on the function or effectiveness of the LSIS to accommodate commercial and industrial uses. Lewisham's LSIS are normally inappropriate locations for proposals seeking to deliver new main town centre uses, as defined under Class E (a) – (f). C Within LSIS, development proposals for self-storage and large format storage and warehousing uses and facilities will only be permitted where: a. The requirements of Policy EC2.B(d) (Protecting employment land and delivering new workspace) are satisfied; or b. There is a demonstrable local need or market demand for the use proposed; c. The use cannot be reasonably located in a SIL, as evidenced by a detailed site selection exercise; and d. The development will include provision of a reasonable proportion of flexible workspace or units for micro, small or medium-sized businesses. D The co-location of employment and other compatible uses will only be permitted at selected LSIS in order to secure the long-term viability of LSIS and to help facilitate their renewal and regeneration. Development proposals involving the co-location of uses must not compromise the function of the LSIS in line with (B) above. Further development requirements are set out in the relevant site allocation policies. ~~for the following sites:~~ ~~a. Apollo Business Centre~~ ~~b. Blackheath Hill~~ ~~c. Childers Street North~~ ~~d. Clyde Vale~~ ~~e. Evelyn Court~~ ~~f. Lower Creekside~~ ~~g. Manor Lane (Part)~~ ~~h. Perry Vale~~ ~~i. Stanton Square~~ ~~j. Trundleys Road~~ ~~k. Willow Way~~ ~~l. Worsley Bridge Road~~ E Development proposals for the co-location of uses on LSIS sites ~~listed in EC6 Part D above~~ which result in the net loss of industrial capacity will be strongly resisted and only permitted in exceptional circumstances, where the proposal: a. Suitably demonstrates that the loss is necessary for reasons of feasibility or to secure strategic infrastructure, with reference to Policy EC6 Part G, and the amount of industrial capacity has been maximised as much as reasonably practical, including through evidence of a development options appraisal considered through the design-led approach; b. Will not compromise the function of the LSIS or preclude the delivery of the spatial strategy for the Borough; c. Delivers wider public benefit(s) to overcome the loss of industrial capacity; and d. Makes provision of at least 50 per cent affordable housing on the residential element of the development. F On LSIS where the co-location of uses is not permitted by Policy EC6.D development proposals which are not for Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and similar Sui Generis uses will only be supported where they: a. Are not residential uses; b. Are complementary and ancillary to the principal function of the LSIS in accommodating commercial and industrial uses or infrastructure necessary to support the delivery of the spatial strategy, with reference to Policy EC6.G;

		c. Will support the long-term viability of the LSIS as an employment location, including through provision of services and facilities that meet the needs of modern business; d. Will not adversely impact on the function of the LSIS or prejudice the continued operation of commercial and industrial uses on the site, within the LSIS and in neighbouring employment areas, including those outside of the Borough; e. Do not result in an overconcentration of similar uses in the LSIS and its immediate or wider surrounds; and f. Will not compromise the delivery of strategic requirements for industrial capacity, having regard to the proposal's individual and cumulative impact. G Within LSIS, development proposals for strategic infrastructure will be permitted where it is demonstrated that: a. The infrastructure is necessary to support the delivery of the spatial strategy for the Borough, taking into account the Council's Infrastructure Delivery Plan; b. The use is appropriate to the industrial location and will not adversely impact on the function of the LSIS or prejudice the continued operation of commercial and industrial uses on the site or within the employment area; and c. The loss of industrial capacity has been minimised as much as reasonably practical and efforts have been made to replace any such losses.
MM79	Paragraph 8.34	8.34 In order to make the optimal use of land there will need to be a managed process of industrial land renewal and intensification of capacity. The Lewisham Employment Land Study (2019) provides that the Borough's future requirements are primarily for office and light industrial employment uses. To ensure LSIS help to meet these identified needs we will resist development proposals that consist solely or predominantly of self-storage or large format warehousing and storage facilities (normally included in the B8 Use Class) unless sufficiently justified Storage and warehousing uses can help to support the wider regional economy, particularly the logistics sector which is vital to the long-term viability of London's CAZ. The exception to this approach is where industrial employment storage uses are subordinate, ancillary and secondary to a primary use permitted under Use Class E (g) (ii) or (iii). They also provide valuable space for smaller businesses and those requiring additional off-site provision. Development proposals must demonstrate there is an identified need or local market demand for the warehousing or storage use and that there are no suitable or available sites in SIL, where this type of development can be more appropriately located. Proposals should include evidence of market research showing there is demand for the use and where possible, a specified occupier. This will help to prevent speculative developments for which there is unlikely to be an end-user. They should also submit a detailed site survey investigating availability of suitable sites both within and in proximity to Lewisham, including in neighbouring Boroughs and the London southeast sub-region. All development proposals for storage and warehousing must deliver a reasonable proportion of flexible workspace or units to meet needs of micro, small and medium sized business, the amount of which will be considered on a case-by-case basis.
MM80	Paragraph 8.37	8.37 Whilst LSIS is protected for office and industrial employment uses it is recognised that other employment generating ~~ancillary~~ uses that are operationally ancillary to primarily industrial employment activities can help to support the attractiveness and viability of an employment site. Such uses may include small-scale workplace crèches, cafes, business services, community facilities and public amenity spaces. The acceptability of development proposals for such uses will be considered on a case-by-case basis. In all cases, proposals for such uses within LSIS must be ancillary and subservient to a clearly related primary industrial employment activity. For example, it may be permissible to allow a coffee roasting factory to have a limited public facing sales counter for product made on-site. Proposals for commercial operations that are entirely defined under Class E (a) – (f) as main town uses will not normally be considered appropriate for LSIS. Fundamentally, LSIS should remain attractive and viable places for industrial business activities.
MM81	Policy EC7	EC7 Mixed-use Employment Locations (MEL) Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A The comprehensive redevelopment of Mixed-use Employment Locations (MELs) will be supported in order to facilitate their renewal and regeneration and to secure provision for a range of commercial uses, including new modern workspace with priority given to Class E(g) office and light industrial employment uses. Those MELs that are, through their redevelopment, creating new communities may also provide

		opportunities for an appropriate and proportionate mix of main town uses, as defined under Class E (a) – (f), in order to meet the needs of their residents. All development proposals within MELs must be delivered in accordance with relevant site allocation policies and a site-wide masterplan. Development proposals must provide demonstrable improvements in the overall physical and environmental quality of the MEL and ensure that new development is well-integrated with adjoining and neighbouring land uses. B Development proposals must not adversely impact on the function or effectiveness of MELs to accommodate business uses. Development proposals must maximise the amount of Class E(g) office and light industrial uses through site redevelopment, provide a demonstrable and significant uplift in the number of jobs and make provision for high quality workspace, taking into account the operational requirements of differing land uses, in line with the Agent of Change principle and ensuring that the workspace is appropriately integrated within the MEL and its surrounding area. C Where the comprehensive development of an MEL, or a site within the MEL, has been delivered through the masterplan process all future proposals involving the redevelopment or change of use of land and floorspace must: a. Retain, and wherever possible seek to increase, the proportion of industrial capacity across the MEL, as originally approved in the masterplan and planning consent; and b. Ensure there is no net loss of existing industrial capacity.
MM82	Paragraph 8.39	8.39 Mixed-use Employment Locations (MELs) consist largely of older, poorer quality and redundant industrial land and buildings. To help facilitate regeneration in the north of the Borough the Local Plan makes provision for the plan-led consolidation and redevelopment of MELs. This will assist in tackling deprivation and inequality by improving the quality of the environment, delivering new housing (including affordable housing), jobs and training opportunities, and securing investment in infrastructure such as for public open space, community facilities and transport. The redevelopment of some of the MELs will create entirely new communities. In addition to their industrial employment capacity, these MELs will also provide opportunities for an appropriate and proportionate mix of new main town centre uses, as defined under Class E (a) – (f), that will serve their future residents.
MM83	Paragraph 8.42	8.42 Development proposals must be delivered through the masterplan process, with reference to Policy DM3 (Masterplans and comprehensive development). Proposals must demonstrate how they will maximise provision of industrial employment capacity whilst addressing the role MELs have in delivering a complementary mix of uses. This should include evidence of the site layout and design options explored through the design-led approach, along with consideration given to a different workspace typologies (for example, light industrial space or office space suitable for co-working). It also includes securing an appropriate and proportionate mix of main town centre uses, as defined under Class E (a) – (f), where they are identified as being necessary to serve the new communities being created.
MM84	Policy EC8	EC8 Non-designated employment sites Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Non-designated employment sites are those that contain or consist principally of Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and similar Sui Generis uses, and which are located outside of SIL, LSIS and MEL. These sites make an important contribution to Lewisham's local economy by providing workspace for businesses and job opportunities. Development proposals should protect and not result in the net loss of viable industrial capacity on these non-designated employment sites. B To ensure the continued viability of non-designated employment sites, development proposals for employment-led, mixed-used development will be supported where they are located within a well-connected area with high Public Transport Access Levels, or the site forms part of a cluster of commercial, industrial and/or other employment generating uses, and the development: a. Maximises the amount of industrial capacity;

		b. Provides demonstrable improvements in the site's suitably for continued employment use, having particular regard to Policy EC3 (High quality employment areas and workspace); c. Does not compromise the employment generating function of the site and any adjoining or nearby sites, particularly where they form part of a complementary cluster of uses; d. Ensures appropriate protection of amenity both for the users of the development and neighbouring properties, with reference to the Agent of Change principle; and e. Secures the provision of affordable housing for any residential element introduced, including through building conversions, in line with Policy HO3 (Genuinely affordable housing). C On all other non-designated employment sites (i.e. those which fall outside the location requirements in (B) above) development proposals must not result in the net loss of viable industrial capacity, unless it can be demonstrated that the building or site is not suitable for continued business use having regard to: a. Feasible alternative commercial, industrial and/ or employment generating uses; b. The condition of the existing building(s) and reasonable options for the refurbishment and/or reconfiguration of floorspace to enable continued occupation by employment generating uses; c. Site constraints including layout, access and compatibility with neighbouring uses; d. Long-term vacancy; and e. Evidence of recent and continuous marketing, covering a minimum period of ~~24 months~~ two-years and at an appropriate rental or sale value. D On sites where the introduction of a residential element is acceptable in line with (C) above, development proposals must make provision for affordable housing, in line with Policy HO3 (Genuinely affordable housing). E Development proposals involving the net loss of industrial capacity must make a financial contribution towards training or other employment related initiatives, in line with Policies EC10 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).
MM85	Policy EC9	EC9 Railway arches Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Development proposals involving railway arches will be supported where: a. The principal use is for an appropriate commercial, industrial, community, cultural or similar Sui Generis use, or b. An operational use associated with the railway or public highway; and c. The use will not cause harm to the amenity of neighbouring uses and properties. B Existing lower-cost or affordable workspace within railway arches should retained or re-provided, where this is compatible with upgrading the railway arch and it forms part of a wider comprehensive redevelopment, in line with Policy EC4 (Low-cost and affordable workspace). C Development proposals involving railway arches must be of a high quality design. Positive frontages must be provided in town and edge-of-centre locations and elsewhere wherever possible. Proposals must also investigate and maximise opportunities to improve accessibility by walking and cycling, including connections through arches where feasible and appropriate. D Proposals involving the comprehensive redevelopment of sites that include, or are adjacent to, railway arches must address the use of the arches through the design-led approach, and where relevant the masterplan process. E Development proposals involving railway arches must demonstrate they will not have an adverse impact on the public highway and railway network or preclude the delivery of planned transport infrastructure. Network Rail, Transport for London and the Highway Authority should be consulted on development and design options, where appropriate and/or required, through the design-led approach.

<table>
<tr><td>MM86</td><td>Paragraph 8.52</td><td>8.52 All development proposals should help to improve the quality of the environment, make a positive contribution to local character and protect the amenity of neighbouring properties. Where railways sever or impede local area connections, proposals will be expected to fully investigate opportunities to open up arches and introduce walking and cycle routes to improve accessibility. In the case of major applications, including the comprehensive redevelopment of sites, railway arches should be considered through the site masterplan process, even if the arches are not included within the development site boundary. This will help to ensure land and space is put to its optimal use and supports delivery of the spatial strategy. Applicants will be ~~expected~~ required to ~~consult~~ engage Network Rail and Transport for London on development and design options in order to ensure there is no adverse impact on the public highway and rail network, or preclude, prejudice, or delay the delivery of planned transport infrastructure, including the Bakerloo line extension.</td></tr>
<tr><td>MM87</td><td>Policy EC10</td><td>EC10 Workplace training and job opportunities

Non-strategic Policy

Strategic Objectives:
A An open Lewisham as part of an open London ~~Borough of Lewisham~~,
C A thriving local economy that tackles inequalities.

A The Council will work with stakeholders, including the Mayor of London, the London Economic Action Partnership, and Lewisham Deal Partners to support the Local Plan objectives for delivering a thriving and inclusive local economy.

B Development proposals should make reasonable efforts to actively source local businesses, recruit local workers and provide workplace training, skills development, apprenticeships and other education and training opportunities for Lewisham residents. Consideration should be given to opportunities during the construction and end-user phases of development. Development proposals that demonstrate there are suitable arrangements in place to secure local labour and workplace training will be considered favourably.

C Major development proposals must make provision for workplace training in Lewisham. A financial contribution will be required using the formula set out in Table 8.3. This will be secured by conditions or planning contributions and used to support the Council’s local labour scheme and associated projects.

D In line with other Local Plan policies, development proposals involving a net loss of industrial capacity in designated employment locations and non-designated employment sites will be resisted, unless such loss is part of a plan-led process of employment land consolidation. Where a development proposal will result in a net loss of industrial capacity, a financial contribution will be required for workplace training, using the formula set out in Table 8.3. This will be secured by conditions or planning contributions and used to support the Council’s local labour scheme and associated projects.

Table 8.3 Financial contributions for workplace training

<table>
<tr><td>Formula for calculating financial contributions for major residential development</td></tr>
<tr><td>X = A x B</td></tr>
<tr><td>X = Total financial contribution (£)
A = Financial contribution of £715 per dwelling
B = Number of dwellings</td></tr>
<tr><td>Formula for calculating financial contributions for major commercial development</td></tr>
<tr><td>X = A x B</td></tr>
<tr><td>C = Total financial contribution (£)
A = Financial contribution of £715 per job generated by the development.
B = Estimated number of jobs provided by the development</td></tr>
</table></td></tr>
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			The estimated number of jobs will be calculated on the basis of gross new employment floorspace provided by the development, taking into account the relevant land use(s) and applying the (former) HCA Employment Densities Guide (2nd Edition) or equivalent guidance agreed by the Council. Formula for calculating financial contributions for the loss of industrial capacity X = A x (B – C) X = Total financial contribution (£) A = Financial of £715 per job lost as a result of the development. B = Estimated number of existing jobs C = Estimated number of jobs provided by the development The estimated number of jobs lost will be calculated on the basis of the net loss of existing employment floorspace resulting from the development, taking into account the relevant existing land use(s) and applying the (former) HCA Employment Densities Guide (2nd Edition) or equivalent guidance agreed by the Council.
MM88	Policy EC11	EC11 Town centres at the heart of our communities <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>A An open Lewisham as part of an open London ~~Borough of Lewisham~~,</u> <u>C A thriving local economy that tackles inequalities,</u> <u>F Celebrating our local identity.</u> A Town centres are and should remain at the heart of Lewisham's neighbourhoods and communities as focal points for retail, commercial, cultural, leisure, community and civic activities. Town centres will be managed positively in order to ensure they are inclusive, diverse, attractive and vibrant places that are made more resilient and adaptable to future challenges and opportunities, including those presented by new technology and changes in consumer behaviour, such as online shopping. B Development proposals should support and help to secure the long-term vitality and viability of Lewisham's town centres by: a. Optimising the use of land within and around them; b. Maintaining and enhancing their distinctive features and characteristics where these make a positive contribution to the neighbourhood, including their built form, environmental, historic and cultural character; c. Ensuring they are inclusive, safe and healthy places by creating environments that are barrier-free and accessible to all, with high quality buildings, spaces and public realm that are designed to: i. Reduce vehicular dominance and promote and enable movement by walking, cycling and the use of public transport; ii. Encourage street level activity along with opportunities for social interaction and relaxation, including through provision of publicly accessible open space; and iii. Maximise opportunities to deliver new or enhanced green infrastructure, including by urban greening and river restoration; d. Delivering an appropriate mix and balance of residential and main town centre uses in order to attract visitors and ensure people have good access to a competitive range of services and facilities, as well as to support businesses and grow the local economy through provision of a wide range of workspaces and premises; and e. Ensuring town centres function as vibrant places of daytime, evening and night-time activities.	
MM89	Paragraph 8.59	8.59 Town centres are at the heart of Lewisham's neighbourhoods and communities. They all have distinctive features that reflect and help to reinforce the Borough's character and diversity. Town centres are also a key part of the local economy and important hubs of daytime, evening	

		and night-time activity. The delivery of the spatial strategy for the Borough is dependent on a well-functioning network of town centres. Development proposals must therefore demonstrate how they will support their long-term vitality and viability. Proposals that impact upon heritage assets found within or adjoining the Borough's town centres will be considered against the Local Plan's Heritage policies.
MM90	Policy EC12	EC12 Town centre network and hierarchy Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, F Celebrating our local identity. A Development proposals must support and reinforce Lewisham's town centre network and hierarchy. They must demonstrate how the development will maintain and enhance town centre vitality and viability commensurate with the role and function of the centre, in accordance with Table 8.2, along with responding positively to its distinctive character. B A 'town centres first' approach will be used to assess development proposals for main town centre uses, in line with the London Plan and the NPPF. The Sequential Test will be applied to ensure that main town centre uses are directed to locations within town centres or, if no suitable town centre sites are available or expected to become available within a reasonable period, to appropriate edge-of-centre locations. C The Sequential Test will not apply to Class F1 learning and non-residential institutions and Class F2 local community uses, however development proposals for these uses are encouraged to locate in town centres and other well-connected areas. D Development proposals for new main town centre uses in out-of-centre locations will be refused unless provision has been made for these uses within the Local Plan, including site allocations, or it is clearly demonstrated that no suitable town or edge-of-centre sites are available or expected to become available within a reasonable period. E Retail Impact Assessments (RIAs) will be required to be submitted with development proposals for main town centre uses of 500 square metres gross floorspace or more at edge-of-centre and out-of-centre locations, unless provision for main town centre uses has been made in a site allocation. RIAs should be proportionate to the nature and scale of development. Development proposals will be refused unless an RIA demonstrates that: a. There is an identified need and market demand for the amount and type of floorspace proposed; and b. The proposal, either by itself or in combination with other existing, committed or planned development, will not adversely impact on the vitality and viability of Lewisham's town centre network and hierarchy and its wider catchment. F Development proposals within town centres should contribute to the delivery of and support the appropriate distribution of retail uses to help ensure the Borough's future need for 8,400 additional gross square metres of retail floorspace up to 2035 is met. Proposals for new major Use Class E(a) retail development* should prioritise Lewisham and Catford Major Centres in the site selection process before considering other appropriate locations, including District Centres. G Development within Lewisham town centre and its surrounds will be proactively managed in order to secure its future reclassification as a Metropolitan centre in the London Plan. Development proposals should direct new investment and facilitate the delivery of strategic infrastructure to ensure the centre can effectively serve a local and wider sub-regional catchment, with reference to Policy LCA2 (Lewisham Major Centre and surrounds).

Table 8.4 Lewisham's Town Centre Network and Hierarchy

Classification	Location	Role/function
Major town centre	Lewisham Catford	These are Lewisham largest and most well-connected centres with a high PTAL score meaning their catchment goes beyond Lewisham into neighbouring boroughs. They provide the highest proportion of comparison retail compared to convenience retail alongside hosting a range of uses such as offices, civic functions, culture, leisure, entertainment and services.
District town centre	Blackheath Deptford Downham Forest Hill Lee Green New Cross Gate Sydenham	Smaller than major centres and spread more evenly across Lewisham, these centres are well connected, serving several local communities. Typically they provide convenience retail with some comparison retail at a smaller scale alongside culture and leisure (e.g. café, restaurants and swimming baths), services (e.g. banks) and local office functions. Some centres, however, have developed specialist shopping functions such as independent boutique shopping for instance. At the same time, others are known for their role within the creative sector or having a lively night-time economy.
Local centre	Bellingham Brockley Cross – Lee Station Crofton Park Downham Way Evelyn Street Staplehurst Road Hither Green Lane Honour Oak / Brockley Rise Grove Park Ladywell Lewisham Way New Cross Road Kirkdale	Found within various areas of Lewisham with decent transport links, these smaller centres serve the surrounding neighbourhood and complement the larger major and district centres. They consist of a small cluster of shops typically offering convenience retail (e.g. small supermarket up to around 500sqm) and services (e.g. Pharmacy and Hairdressers) together with a community anchor (e.g. Public House, Church or Cinema) attracting visitors.
Shopping parade	There are over 80 parades dispersed across the Borough	Scattered throughout Lewisham, they have been included for their role in complementing other centres higher up the hierarchy. Consisting mainly of smaller scale convenience retail (e.g. corner shops) they play a role in providing day-to-day access to some necessities within a short walking distance of residents nearby.

*New Footnote - Class E (a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public

MM91	Paragraph 8.70	8.70 With the levels of growth planned in the Borough up to 2040, it is important that neighbourhoods and local communities are appropriately supported with good provision of shops, services and community facilities. The Lewisham Retail Impact Assessment and Town Centre Trends Report (2021) ('Town Centre Trends Report') includes an assessment of retail floorspace needs in the Borough. The study has taken into account information on the impacts of Brexit and Covid-19. It indicates that there is modest long-term scope for new retail development within Lewisham, over and above existing commitments (i.e. consented but undelivered developments). The report projects that an additional 8,397 gross square metres of floorspace will be required up to 203590. This overall total comprises +10,641 square metres for convenience goods, -3,651 for comparison goods and +1,407 for food and beverage retail. Given the evolving nature of modern retail operations, the Council is committed to maintaining up to date technical evidence on this matter. Consequently, the Council is prioritising the review of the Lewisham Retail Impact Assessment and Town Centre Trends Report, inclusive of a household survey, as part of its on-going plan-making and decision-taking responsibilities. It is anticipated that a review of the Lewisham Retail Impact Assessment and Town Centre Trends Report will take place during 2026 and will inform the Council's own future plan-making in addition to the new London Plan. The site allocations included in Part 3 of the Local Plan set parameters for specific sites in order to ensure that new development contributes to meeting these identified needs. They make provision for 'main town centre uses', which include retail uses, in order to respond to the flexibility provided by the new Use Class E (Commercial, business and service uses) in the Use Classes Order. Delivery against the retail floorspace target will be reviewed in the Authority Monitoring Report.
MM92	Policy EC13	EC13 Optimising the use of town centre land and floorspace Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, F Celebrating our local identity. A Development proposals should optimise the use of land and floorspace within town centres and at edge-of-centre locations by: a. Delivering new mixed-use schemes on individual sites and through comprehensive redevelopment of multiple sites, where appropriate; b. Investigating opportunities for the reuse and reconfiguration of existing space, or the provision of new additional space above or below commercial units; and c. Avoiding designs that comprise of single-storey development. B Within town centres and edge-of-centre locations, mixed-use development proposals (including the expansion, reuse or reconfiguration of existing floorspace) will be considered having regard to: a. The role and function of the centre; b. Impact on town centre vitality and viability; c. Compatibility of the proposed use with adjoining and neighbouring uses, both in terms of land use and character; and d. Compliance with other policies. C Subject to (A) and (B) above, where a development proposal includes a residential use the development must: a. Not adversely impact on the function, appearance and character of the town centre, including its shopping and other frontages; and b. Provide adequate access arrangements for all of the building occupiers including separate secured access for the residential element. D Development proposals affecting an existing commercial unit must ensure any ancillary floorspace that is integral to business operations and viability of the unit is not compromised or lost.

MM93	Policy EC14	EC14 Major and District Centres Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, F Celebrating our local identity. A Development proposals within and at the edge of a Major or District centre must demonstrate how they will support the vitality and viability of the town centre and make a positive contribution to its local character, with reference to Policy EC11 (Town centres at the heart of our communities). Primary Shopping Areas B Primary Shopping Areas (PSAs) are the locations within Lewisham's Major and District centres where retail uses are and should be concentrated. Development proposals should support the retail function of the PSA. New Class E(a) retail uses are encouraged to locate in the PSA in order to support and enhance town centre vitality and viability through the provision of a complementary cluster of retail uses. C Development proposals for Class E and main town centre uses which do not contribute to the retail function of the PSA at the ground floor level must submit a Shopping Area Impact Statement. The statement must demonstrate that the development, whether individually or cumulatively with others, will support the retail function of the PSA and will not result in an unacceptable adverse impact on it by: a. Contributing to the vitality, viability, vibrancy and character of the PSA, including by ensuring that a range of consumer goods remain available within it, taking into account the role and function of the centre in the hierarchy; b. Providing an appropriate main town centre use at the ground floor level that will attract visitors and generate footfall within the PSA; c. Providing a positive frontage along with an active ground floor frontage in order to ensure that there is no excessively harmful break between retail uses and the continuity of the active frontage; and d. Ensuring local amenity is not unreasonably harmed by increased noise, odour, fumes and other nuisances. D In Lewisham Major centre, development proposals should support the role and function of the centre by contributing to the target for the PSA to maintain a minimum of 50 per cent of retail ~~uses~~ units as defined under Class E (a) as a proportion of all units. Development proposals that will result in the percentage of retail uses in the PSA falling below this threshold target will only be supported where the retail function of the PSA will not be adversely impacted, with reference to (C) above. E Planning conditions may be used to secure Class E(a) uses that contribute to the retail function of the PSA. Where retail development is conditioned for that use, development proposals seeking a change to another appropriate main town centre use, including full flexibility for Class E commercial, business and service uses, must demonstrate that there is no reasonable prospect of the unit being used for continued retail use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of 6-months at a reasonable market value for rent or sale to the local area. Shopping Area Impact Statements must be submitted with applications for changes to a non-retail use where appropriate, with reference to (C) above. The wider town centre area F Within a Major or District town centre development proposals for main town centre uses (as defined under Class E (a) – (g) (i)) will be supported. In accordance with national policy, it is anticipated that Class E retail uses will be directed to Primary Shopping Areas, with other Class E main town centre uses locating to appropriate locations beyond. Proposals will be supported where: a. The use will not result in a harmful overconcentration of similar uses, having regard to Policy EC17 (Concentration of uses); and b. They provide a positive frontage including an active ground floor frontage or if it can be suitably demonstrated that this is not possible a window display or other appropriate positive frontage at the ground floor~~; and~~. ~~c. They comply with other Local Plan policies.~~

		G Development proposals for residential uses on the ground floor level or below, both within the PSA and the wider town centre area, are inappropriate and will be strongly resisted. This includes proposals for the conversion of units currently in a main town centre or complementary commercial, cultural or community use.
MM94	Policy EC15	EC15 Local Centres Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, F Celebrating our local identity. A Development proposals within and at the edge of a Local Centre must demonstrate how they will support the vitality and viability of the centre and make a positive contribution to its local character, with reference to Policy EC11 (Town centres at the heart of our communities). B Development proposals incorporating small and moderately sized units for retail use are encouraged to locate in Local Centres. Where such provision already exists, this should be protected wherever possible in order to ensure a balanced mix of main town centre uses. C Major development proposals within a Local Centre must make provision for a reasonable amount of small or moderately sized units suitable for micro, small and independent businesses. Where an end-user has been secured for immediate occupation on the development's completion and requires a larger unit or floor plate, this should be flexibly designed to enable sub-division into smaller units in the future. D Development proposals involving the change of use from Class E to other main town centre uses within Local Centres will only be supported where it is demonstrated that: a. The replacement use is an appropriate main town centre, community, cultural or employment generating use; and b. An active frontage is provided at the ground floor level or if it can be suitably demonstrated that this is not possible a window display or other positive frontage. E Development proposals for the change of a main town centre use to a residential use at the ground floor level or below will only be permitted where: a. It is demonstrated through a robust and recent marketing exercise of a minimum continuous period of two-years at a reasonable local market value for rent or sale, that the unit has been vacant during this time and there is no reasonable prospect of retaining it in an appropriate main town centre, community or employment generating use; and b. There will be no adverse impact on local area character and the continuity of the shopping frontage in the Local Centre. F Planning conditions may be used to secure Class E(a) uses that contribute to the retail function of the Local Centre. Where retail development is conditioned for that use, development proposals seeking a change to another appropriate main town centre use, including full flexibility for Class E commercial, business and service uses, must demonstrate that there is no reasonable prospect of the unit being used for continued retail use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of 6-months at a reasonable market value for rent or sale to the local area.
MM95	Policy EC16	EC16 Shopping parades, corner shops and other service points Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities.

		A Retail uses located at shopping parades, corner shops and other service points (i.e. outside of Major, District and Local Centres) provide important day-to-day provision of consumer goods within Lewisham's neighbourhoods and should be protected wherever possible. B Development proposals involving the change of use from Class E to other main town centre or appropriate employment generating uses at shopping parades, corner shops and other service points will only be supported where it is demonstrated that: a. Similar alternative provision is available within the local area which can be reached safely, easily and conveniently by walking, normally within 400-800 metres; and b. An active frontage is provided at the ground floor level, or if it can be suitably demonstrated this is not possible a window display or other positive frontage. C At shopping parades, corner shops and other service points development proposals for the change of a main town centre use to a residential use at the ground floor level or below will only be permitted where: a. It is demonstrated through a robust and recent marketing exercise of a minimum continuous period of one-year at a reasonable local market value for rent or sale, that the unit has been vacant during this time and there is no reasonable prospect of retaining the unit in an appropriate main town centre, community or employment generating use; and b. There will be no adverse impact on local area character and the continuity of the frontages within the shopping parade or other frontages. D Where a development proposal involving a main town centre use is located outside of a Major, District or Local Centre and satisfies the Sequential Test, the Council may use planning conditions to secure an element of Class E(g) retail uses. This in order to ensure provision of essential daily consumer goods in the area where there is an identified need.
MM96	Policy EC17	EC17 Concentration of uses <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>C A thriving local economy that tackles inequalities,</u> <u>G Healthy and safe communities.</u> A Development proposals must not result in a harmful overconcentration of the following Sui Generis uses: a. Hot food takeaways; b. Betting offices, casinos and bingo halls; c. Payday loan shops; d. Pawnbrokers; e. Nightclubs and dance halls; and f. Drinking establishments. B The harmful overconcentration of uses will be assessed on the basis of the number of similar uses within a 400 metre radius of the development and where: a. The vitality and viability of the town centre will be adversely impacted, taking into account the function of the centre in the hierarchy; and b. The character of the area has changed or local amenity has been adversely impacted as a result of: i. Increased noise, odour, fumes and other nuisances; ii. Traffic generation including from taxis, private hire and servicing vehicles; iii. Inadequate provision of waste management and recycling facilities; iv. Anti-social behaviour and public safety. C Development proposals for uses listed in (A) must submit sufficient information to allow for an assessment of the concentration of uses, in line with the criteria in (B) above.

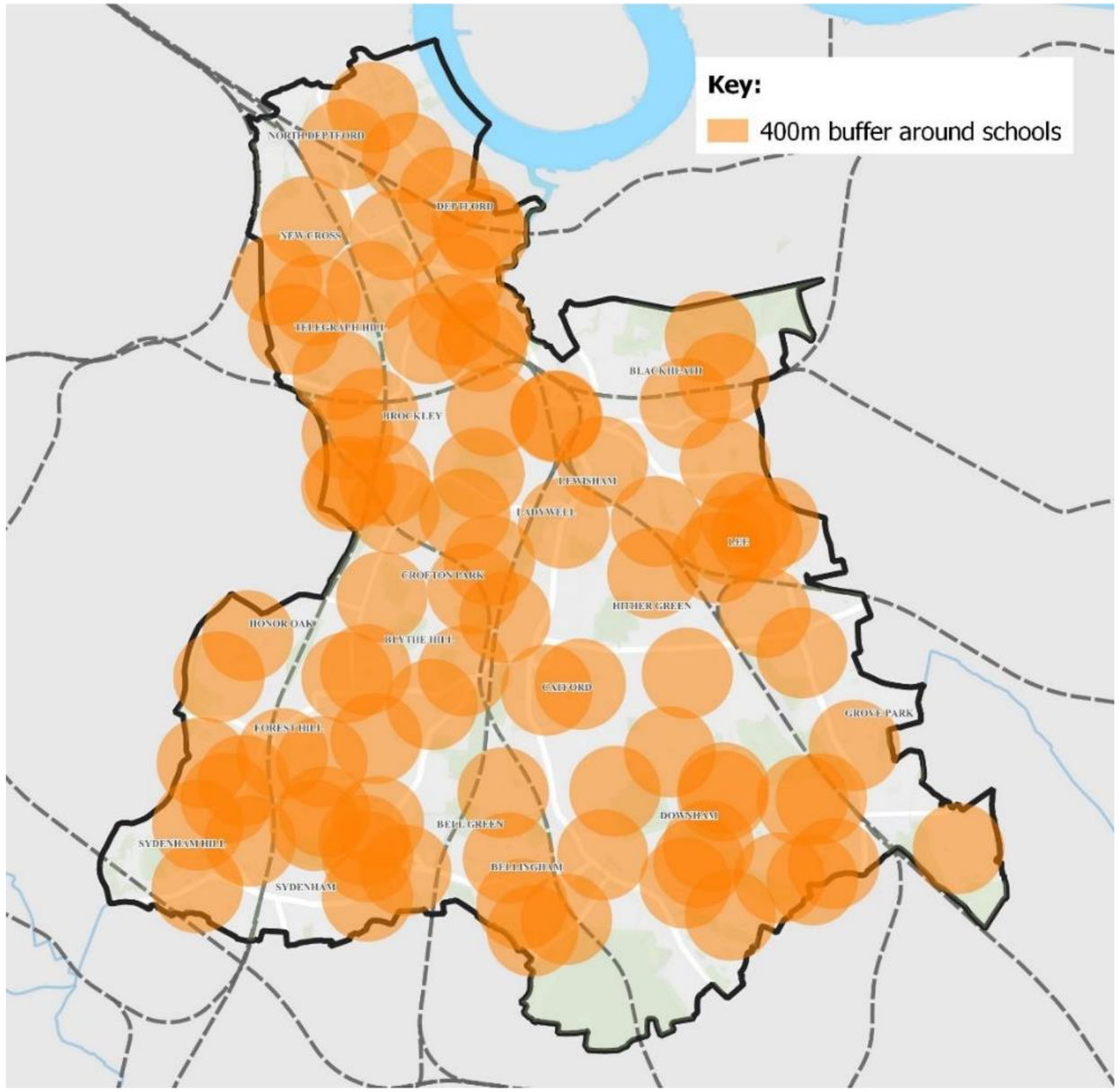
Hot food takeaways
D In addition to complying with (A) and (B) above, development proposals for hot food takeaways will only be permitted where:
a. They are located at least 400 metres away from the boundary of an existing or proposed primary or secondary school (Figure 8.12); and
b. The proportion of hot food takeaway premises in the shopping frontage complies with the thresholds set out in Table 8.3.

Food and drink services
E Development proposals for uses involving the service of food and drink must make adequate arrangements to protect and manage local amenity, in line with Policy QD7 (Amenity and agent of change).

F Where development proposals for uses involving the service of food and drink are acceptable in principle, a condition will be sought requiring the operator to achieve and operate in compliance with the Healthier Catering Commitment Standard.

Table 8.5 Shopping frontage thresholds for takeaways

Location	Threshold Applied
Primary or Secondary School	400m away from school boundary
Major/ District Centre	Proportion of ~~A5 uses~~ hot food takeaways does not exceed 5% of units
Local Centre	Proportion of ~~A5 uses~~ hot food takeaways does not exceed 10% of units
Shopping Parade (20 units or more)	Maximum of 2 units in ~~A5~~ hot food takeaway use
Shopping Parade (19 units or less)	Maximum of 1 unit in ~~A5~~ hot food takeaway use

MM97	New Figure Concentration of Uses 400m Buffer Zones	A new map, shown under new Figure 8.12, that identifies schools, take away uses and the associated 400-metre radius/ buffer. 
MM98	Paragraph 8.96	8.96 In assessing whether development proposals will lead to a harmful over-concentration of uses, we will use the policy criteria above. A 400 metre radius, established as a straight line distance from the proposed development site, is considered an appropriate range from which to assess impacts. This measure is generally accepted as 5-minutes walking distance and provides a useful benchmark against which other similar provision could be easily accessed in the locality. Development proposals must have particular regard to areas experiencing significant deprivation, where the impacts of some uses may be more pronounced. <u>Development proposals for hot-food takeaways and betting shops must submit a desktop Health Impact Assessment in line with Policy DM6 (Health Impact Assessments).</u>

MM99	Policy EC18	EC18 Culture, creative industries and the night-time economy Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, F Celebrating our local identity. Cultural and creative industries A The cultural and creative industries (including education and training facilities that support and are associated with these industries) contribute to the diversity and distinctiveness of Lewisham's neighbourhoods and play an important role in the local economy. Development proposals should support the continued growth and development of these industries by: a. Protecting existing cultural venues and uses, including by applying the Agent of Change principle; b. Making provision for new cultural venues, workspace and performance space in town centres and other appropriate locations, particularly in major development proposals and large-scale regeneration schemes; c. Designing public realm with spaces that can be adapted to support civic and cultural events, including outdoors; d. Considering the use of vacant properties and land for temporary pop-up or meanwhile uses for cultural and creative activities, having regard to Policy DM5 (Meanwhile uses); and e. Enabling the provision of high quality, fast and reliable digital infrastructure, in line with Policy TR7 (Digital connectivity). B Development proposals involving the loss of cultural venues that have heritage, economic, social or cultural value should be avoided. They will only be permitted where: a. The loss of the venue will not result in a significant adverse impact on the role and function of a Cultural Quarter or town centre; b. There is authoritative marketing evidence which demonstrates that there is no reasonable prospect of the building or space being used for a similar or alternative cultural use, covering a minimum continuous period of two-years. This must include evidence of efforts made to market the venue to the local community, relevant cultural organisations and business groups; c. The use is not a meanwhile use; and d. Where the proposal involves the demolition or loss of a building it complies with other Local Plan policies including on heritage assets and the historic environment. C Where a cultural venue is a public house, or comprises space within a public house, development proposals involving the loss of a venue will be assessed in accordance with Policy EC18 (Public houses). D The Lewisham North Creative Enterprise Zone (CEZ) is designated in the Local Plan. Development proposals should support and contribute to enhancing the cultural and creative industries within the CEZ, in line with Policy LNA3 (Lewisham North Creative Enterprise Zone). Cultural quarters E Lewisham benefits from the presence of Cultural Quarters comprising local clusters of complementary cultural, community and commercial activities. The following Cultural Quarters are designated in the Local Plan: a. Deptford Creekside; b. New Cross; and c. Forest Hill. F Cultural, community and commercial uses will be encouraged and supported within Cultural Quarters, having regard to other Local Plan policies. Development proposals should retain or make appropriate re-provision to accommodate existing cultural, community and commercial

		uses where these make a positive contribution to a Cultural Quarter. Development proposals that will adversely impact on the distinctive character and function of a Cultural Quarter, including through the loss of viable cultural venues, will be refused. G Temporary activities and meanwhile uses (such as festivals, markets, exhibitions, performances and other cultural events) will be supported within Cultural Quarters, with reference to Policy DM5 (Meanwhile Uses). Evening and night-time economy H Evening and night-time economic activities should make a positive contribution to the neighbourhoods within which they are located by: a. Supporting the local economy through provision of a wide range of employment generating uses and jobs along with opportunities to carry out business beyond normal daytime hours; b. Enhancing the vitality and viability of town centres and other employment areas; and c. Reinforcing local character and identity, and creating more inclusive communities, through provision of a locally distinctive and expanded leisure, cultural and entertainment offer. I Development proposals for evening and night-time economic activities should be directed to appropriate town centre locations, giving priority to the following designated areas of night-time activity: a. Areas with more than local significance: i. Major centres of Catford and Lewisham; ii. District centres of Blackheath, Deptford, and New Cross Gate; and iii. Local centre of New Cross Road. b. Areas with local significance: i. District centres of Deptford and Forest Hill. J Development proposals for evening and night-time economic activities located outside of town centres will only be supported where the use(s) will complement and not adversely impact on the town centre network and hierarchy. K Development proposals for evening and night-time economic activities must demonstrate that they: a. Will protect, manage and not result in an unreasonable adverse impact on local amenity ; b. Will not result in a harmful overconcentration of uses, with reference to Policy EC17 (Concentration of uses); c. Are located in well-connected places with easy to reach Night Service transport options; and d. Can be safely accessed during all hours of operation.
MM100	Paragraph 8.100	~~8.100 Placeholder - supporting text to be included (covering strategic approach and protection / loss of cultural venues)~~ 8.100 Lewisham enjoys a rich and diverse range of cultural venues. This is notably exemplified, but not exclusive to, the Borough's public houses, some famous, that have and continue to serve as live-music venues. The Local Plan seeks to protect, promote, and enhance the Borough's cultural and creative industries and their associated assets and infrastructure. This is inclusive of the Borough's public houses, in circumstances where that use/ place is a cultural venue.
MM101	Policy EC19	EC19 Public houses Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~,

		C A thriving local economy that tackles inequalities, F Celebrating our local identity. A Public houses are unique and integral features of Lewisham's neighbourhoods and cultural identity, and perform important community, social and economic functions locally. There will be a presumption in favour of the retention of public houses in Lewisham. Development proposals involving the loss of a public house that has heritage, economic, social or cultural value to the community, including through change of use or redevelopment, will be refused unless there is robust and authoritative evidence, in accordance with the advice set out under Appendix 5, to demonstrate that: a. Legitimate efforts have been made to preserve the facility as a public house, including through evidence of regular maintenance and upkeep, good management and through business diversification; b. The public house is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use, in the foreseeable future as evidenced through attempts at different business models and management, and an active marketing exercise of a minimum continuous period of three-years; and c. All feasible options for the re-provision of the public house have been fully investigated, and where these are not considered deliverable sufficient justification is provided. B Development proposals affecting a public house, including its operational and ancillary amenity space, will be refused unless there is robust and authoritative evidence to demonstrate that the viability of the pub, and its current and future operation, will not be compromised and development will not detract from the character and appearance of the building, including any features of historic or cultural significance. C Development proposals involving the replacement or re-provision of a public house must ensure the replacement facility is of a high quality design and responds positively to local character, taking into account the need to preserve or enhance the significance of heritage assets and their setting. The development proposal must provide an appropriate amount and configuration of floorspace to enable the continued viability of the public house, and should not result in a net reduction of floorspace unless this can be sufficiently justified. This includes dedicated performance space or amenity space that has been or can reasonably be used for cultural or community uses. D Where the change of use of a public house is considered acceptable by the Council, development proposals must retain the building and other associated features where these makes a positive contribution to local character, including by their historic, streetscape and townscape value. E Development proposals for new public houses will be supported where they contribute to liveable neighbourhoods by improving people's access to these community facilities and comply with other Local Plan policies.
MM102	Policy EC20	EC20 Markets Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Development proposals must protect and seek to enhance existing markets and market spaces. New markets or market spaces will be encouraged and supported where they complement Lewisham's town centre network and hierarchy, and will make a positive contribution to the culture and vibrancy of the Borough. B Development proposals for new markets or market space should be directed to appropriate town centre locations. Where new market space is proposed outside of centres, and where the Local Plan has not made provision for main town centre uses there (for example, through site allocation policies), proposals will only be supported where it is demonstrated through the sequential approach that they: a. Will not adversely impact on the vitality and viability of the town centre network and hierarchy; b. Make beneficial use of vacant or underused sites;

		c. Are located in well-connected areas with good Public Transport Access Levels; d. Can be appropriately accommodated on streets or other areas of the public realm, where appropriate; and e. Are temporary in nature. C Development proposals that are likely to affect existing markets within town centres will be considered having regard to: a. The priority given to retaining markets as part of the town centre offer and ensuring appropriate re-provision of market space, where there is a demonstrable demand; and b. The impact on town centre vitality and viability with particular consideration given to: i. Provision of a range of premises and floorspace to support small and start-up businesses; ii. Local character, including distinctive character of the market; and iii. Public realm and townscape. D Development proposals for markets and market space must demonstrate that there will not be an unreasonable adverse impact on local amenity, and not have a detrimental impact on public health and safety and the public realm.
MM103	Policy EC21	EC21 Visitor accommodation <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>C A thriving local economy that tackles inequalities.</u> A Development proposals for serviced visitor accommodation must be appropriately located at sites within or at the edge of town centres, or other sites that are well-connected by public transport. B Development proposals for serviced visitor accommodation should ensure a range of high quality provision in the Borough catered to the varying needs of visitors. Proposals will only be supported where they: a. Are proportionate to their location in terms of size, scale and function; b. Do not result in a harmful overconcentration of serviced visitor accommodation in the area; c. Comply with the relevant London Plan parking standards; d. Ensure adequate access, drop-off/pick-up and servicing arrangements; e. Are of a high quality design, ensure adequate space and amenity for occupants and provide sufficient choice for people who require an accessible bedroom; f. Make appropriate arrangements for long-term adaptability and sustainability; and g. Demonstrate that an agreement is in place to secure an operator prior to the commencement of the development. C Development proposals for serviced visitor accommodation must be designed with positive frontages, including active ground floor frontages. Where the development incorporates ancillary uses and facilities these should be made available for public use, where appropriate, and access not unreasonably restricted. D Development proposals for visitor accommodation must not result in the net loss of housing, including through the conversion or change of use of dwelling units. E The use of a residential property for ‘temporary sleeping accommodation’ (short-term let or holiday let) must not exceed 90 nights within a calendar year. F Development proposals for the conversion or change of use of serviced visitor accommodation to housing must demonstrate that the relevant Local Plan policies for housing will be satisfied including on design quality, space standards and provision of affordable housing.

Chapter 9 – Community Infrastructure		
MM104	Policy CI1	CI1 Safeguarding and securing community infrastructure Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, G Healthy and safe communities, H Securing the timely delivery of infrastructure, I Ensuring high quality education, health and social care. A The Council will work in partnership with stakeholders and its delivery partners to identify needs for community infrastructure over the plan period, and to secure the timely delivery of ~~high quality~~ high-quality infrastructure and services to meet these needs. Local needs for community infrastructure in the Borough will be considered taking into account the Infrastructure Delivery Plan along with the relevant corporate plans and strategies of the Council and other key stakeholders, including for: health and social care; education and childcare; youth and family services; play, sport and recreation;~~;~~ libraries and local history services; and burial space. Meanwhile and temporary uses should not be assessed under this policy and are dealt with under Policy DM5. B Major development proposals will be expected to, and all other development proposals should, plan positively to meet local needs for community infrastructure. Where a site allocation policy sets out requirements for community infrastructure, development proposals will be required to demonstrate how the delivery of this infrastructure will be secured through the masterplan process, with reference to Policy DM3 (Masterplans and comprehensive redevelopment). Elsewhere, development proposals must demonstrate how any additional demands for community infrastructure generated by the development will be appropriately addressed, particularly in those areas where there is an identified need for additional provision, as set out in the Infrastructure Delivery Plan. Consideration should be given to the delivery of new or enhanced infrastructure on-site or, where appropriate, off-site contributions which support the expansion of capacity of existing facilities or improvements to them. The scale of financial contributions will be considered and negotiated on a case-by-case basis considering appropriately evidenced development viability. C Development proposals on sites which have an existing community facility or use (whether in use or vacant) will be supported where they safeguard and enhance ~~community infrastructure~~ that provision. Proposals will also be supported where they demonstrably provide replacement provision of an existing community facility on a like for like basis. All proposals should take account of the latest Lewisham Infrastructure Delivery Plan. Development proposals that will result in the loss of an existing community facility, or land and buildings formerly in community use, will only be permitted where it is suitably demonstrated that: a. There is no current or future need for the existing use or an alternative community use and there is adequate alternative provision elsewhere to meet the needs of the neighbourhood and wider community~~, taking into account the Infrastructure Delivery Plan~~. ~~Applications~~ Proposals that result in a loss or decrease in scale or quantum of an existing community use must be supported by evidence of an active marketing campaign for community uses covering a minimum continuous period of ~~twelve-months~~ one year at a reasonable local market value for rent or sale. In these circumstances a financial contribution will be sought; or b. ~~There are realistic proposals for replacement provision of an equivalent or improved standard that will continue to meet the needs of the neighbourhood and wider community,~~, The proposal is part of a public service transformation programme that seeks the disposal of the use in order to enable or sustain the delivery of service improvements and related investment in community infrastructure. Proposals must include full details of the relevant transformation programme and its objectives must be submitted along with evidence that there will be not net loss of provision across the programme. Proposals that result in a loss of provision must be justified; ~~or~~ c. ~~The development is directly associated with a public service transformation programme and necessary to enable or sustain the delivery of service improvements and related investment in community infrastructure~~ D In exceptional circumstances, where ~~there~~ the requirements of (C) above cannot be satisfied, consideration will be given to the use of payment-in-lieu contributions. This will be secured through a Section 106 agreement. Receipts secured though such agreements will be used to enhance provision at an alternative community facility or use that serves the same community. Development proposals must provide evidence to demonstrate that the existing or an appropriate alternative community use is not viable.

		E Policies CI1~~.C~~ Part C and CI1~~.D~~ Part D do not apply to development proposals involving the loss of sports and recreational facilities, which will be assessed against Policy CI3 (Sports, recreation and play).
MM105	Paragraph 9.4	Development proposals involving the loss or transfer of community infrastructure within the Borough must be justified by a detailed needs assessment. The starting point for the assessment should be the IDP. Applications must provide a sufficient level of detail for the Council to assess local area impacts on infrastructure provision, taking into account the location and nature of community uses involved. Proposals are strongly encouraged to refer the relevant key plans and strategies of the Council, its delivery partners and other stakeholders. Whilst the IDP is subject to regular review it may not always reflect the latest available information for certain types of infrastructure. Unless the development proposal is demonstrably associated with a public service transformation programme, in line with Policy CI1~~.C(c)~~ Part C (b) above, or suitable replacement provision will be secured, applications must be also accompanied by evidence of an active marketing exercise covering a minimum continuous period of ~~twelve months~~ one year to help demonstrate that the site or facility is not suitable for a similar or alternative community use.
MM106	Paragraph 9.6	In limited and exceptional circumstances, where it is suitably demonstrated that the requirements of ~~(C)~~ Policy CI1 Part C above cannot be satisfied we may consider payment-in-lieu contributions. Such circumstances may arise when it is not possible to deliver provision viably or practicably on site. In these circumstances, we will require a statement clearly justifying why it is not feasible to re-provide the infrastructure, whether on-site as part of the redevelopment or off-site in kind. Where a loss is judged to be acceptable by the Council, payments will be negotiated on a case-by-case basis having regard to the type of provision in question, with contributions being invested in community infrastructure improvements within the Borough. Further details will be set out in an update to the Council's Planning Obligations SPD.
MM107	Policy CI2	CI2 High quality community infrastructure Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, G Healthy and safe communities, H Securing the timely delivery of infrastructure, I Ensuring high quality education, health and social care. Development proposals for new community infrastructure ~~(including the alteration, extension or reconfiguration of existing community infrastructure)~~, will be supported where the facility: a. Is appropriately located for the intended use; b. Is easily accessible by public transport, walking and cycling; c. Is designed to maximise the flexibility and adaptability of space to accommodate a range of community uses; d. Includes provision of well-integrated facilities that support the effective functioning and viability of the community use, such as meeting spaces, broadband connection, kitchen facilities, toilets and dedicated storage space; e. Is made available for use by the public as much as reasonably practical, and does not unreasonably restrict access to the wider community; and f. Will not result in a significant adverse impact on the amenity of neighbouring uses and properties. B Development proposals must make the best of use of land, including the public sector estate. Innovative approaches to community infrastructure provision (such as the co-location of services, shared use of facilities and development of multi-use facilities) will be encouraged and supported where other Local Plan policies are satisfied. C Development proposals for new community infrastructure must ensure that the facility will be appropriately managed and maintained over its lifetime.

		D Development proposals seeking to secure improvements to existing community infrastructure, through its alteration, extension, and reconfiguration will be supported; subject to the scheme being in accordance with other relevant Local Plan policies.
MM108	Paragraph 9.8	Community facilities should be easily accessible by walking, cycling and public transport. Development proposals are encouraged to give priority to town and local centres in the site selection process. These locations generally benefit from higher Public Transport Access Levels. Community facilities can also support the vitality and viability of town centres by encouraging visitors and linked trips. However other locations may be appropriate for new provision recognising that some community uses may not be ideally located in centres owing to space constraints, site availability or other requirements associated with the facility. All proposals must demonstrate that the site location is appropriate having regard to local need for the use, accessibility and compatibility with neighbouring land uses. Development proposals seeking improvements to existing community infrastructure should take the opportunity to consider measures that improve, where necessary, the facility's accessibility to walking, cycling and public transport networks. This must be considered in accordance with the wider objective of reducing the reliance on car-based travel.
MM109	Paragraph 9.9	All development proposals for community infrastructure must investigate and, wherever feasible, incorporate design features that allow for flexibility and adaptability of the facility over its lifetime. Consideration should be given to designs that can accommodate a wide range of community uses. Service providers and developers are encouraged to engage with each other to identify opportunities for innovative designs that enable the co-location or shared use of facilities. This can help to support the viability of community infrastructure through frequent usage (ensuring the facility is not underused during non-peak hours) and make it more adaptable to the changing needs of the community over the long term. Development proposals for education facilities, health and social care facilities, community facilities and leisure facilities must submit a desktop Health Impact Assessment in line with Policy DM6 (Health Impact Assessments).
MM110	Policy CI3	CI3 Sports, recreation and play Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals should help to ensure that people of all ages and abilities have access to a wide range of opportunities for sports, recreation and play. They should maximise opportunities to provide new or improved community infrastructure, along with public realm enhancements, so that sports and recreation facilities and play spaces can be reached safely and easily throughout the Borough. Proposals for new provisions, and enhancements to existing facilities will be designed to ensure that it is publicly accessible and inclusive so that it positively contributes to providing a wide range of multifunctional environmental, social, public health and economic benefits. Where it is appropriate and reasonable, proposals will contribute towards improvements and enhancements that increase the accessibility and capacity of existing local (to the proposal) facilities. Sports and recreation facilities. B Existing sports and recreational facilities should be retained. Opportunities to increase or enhance the accessibility and capacity of existing facilities, to meet future needs arising from growth, will be explored, assessed and where appropriate implemented. Development proposals involving the loss of such facilities will only be permitted where they comply with London Plan Policy S5 (Sports and recreation facilities). Applications will be assessed taking into account the Infrastructure Delivery Plan along with the Council's Playing Pitch Strategy, Physical Activity and Healthy Lifestyle Strategy and other strategies as appropriate. Play and informal recreation. C Development proposals that are likely to be occupied or used by children and young people must increase opportunities for play and informal recreation, inclusive of the provision of new informal recreation spaces. Where located in areas with identified deficiencies in play space, new housing development must provide demonstrable improvements in the quantity and quality of play space.

D Development proposals for new housing must incorporate well-designed and high quality formal play provision of at least 10 square metres per child. Provision should be delivered on-site and made accessible to all children in the development without being segregated by housing tenure. Off-site provision will only be acceptable in exceptional circumstances, where it can be suitably demonstrated that on-site provision is not feasible and there is existing play space, or new provision that will be secured, in proximity to the development that can be accessed safely and easily by residents of the age group it is intended for. Proposals for off-site provision, including new, or improvements to existing facilities, must demonstrate that they will meet the needs of the development, whilst continuing to meet those of existing residents. Where it can be demonstrated to the satisfaction of the Council that off-site provision is acceptable this will be secured through planning obligations and/or legal agreement, with payments in lieu calculated using the formula in Table 9.1.

Off-site provision, including the creation of new facilities or improvements to existing provision, secured by an appropriate financial contribution, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents

Table 9.1: Play space payments in lieu

Formula for calculating payments in lieu
X = ((A x B) – C)) x D
X = Financial contribution (£) A = Number of children generated by the development (child yield calculated taking into account bedroom size(s) and tenure mix) B = 10 square metres per child (play space requirement) C = Square metres of play space proposed by the development D = Average cost per square metre of play space

E All play space and provision for informal recreation must be sensitively integrated into the site and neighbourhood, and be designed to:

a. Ensure that public access is encouraged and not unreasonably restricted, and made free-to-use wherever secured as part of new housing development;
b. Provide a stimulating and pleasant environment that promotes social cohesion, including by enabling users of different ages and abilities to interact as well as to move around and play independently;
c. Provide opportunities for respite, such as benches or seating areas;
d. Enable informal supervision through passive surveillance;
e. Integrate natural features such as trees, landscaped play areas and other greening measures;
f. Maximise the use of permeable surfaces and Sustainable Drainage Systems; and
g. Where possible, ~~Site~~ site ~~outdoor communal amenity and~~ play spaces at the street ~~level~~ or ground floor level of development ~~avoiding the use of rooftops and mezzanines~~

F Where large-scale public realm is provided as part of a development proposal, this should incorporate incidental play space to make the public realm more playable. Incidental play space should supplement formal play provision elsewhere in the Borough and provide additional opportunities for physical activity.
G Development proposals including new or enhanced play space must ensure the provision will be appropriately managed and maintained over its lifetime.

H Development proposals that will result in the loss of play space, whether existing or consented but not built, will be refused unless:

a. Replacement provision of at least an equivalent amount and improved quality will be provided, either on-site or in proximity to it, within a reasonable walking distance for the intended age group; or
b. It can be suitably demonstrated that there is no ongoing or future demand for the play space, with reference to the Lewisham Play Strategy.

MM111	Paragraph 9.15	In line with the London Plan, new housing developments must provide formal play space of at least 10 square metres per child in order to address child occupancy and requirements generated by the development. Provision should be proportionally based on the number of children expected to occupy the development and an assessment of future needs. Play space should be delivered on-site. Off-site provision will only be considered in exceptional circumstances. Applicants will be required to provide evidence to demonstrate that delivery on-site is not feasible, including a design options appraisal, and that the needs generated by the development will be adequately met. Off-site provision will be more appropriate for older children and young people as they are able to travel slightly longer distances by walking and cycling. As well, suitable play provision for this group might not be compatible within the development and could be better provided elsewhere, for example, as with skateboard parks. In all cases, proposals for off-site provision, whether that is for entirely new provision, or provided through financial contributions that improve existing facilities, must demonstrate that they will meet the needs of the development proposal, whilst continuing to meet those of existing residents. This approach is in alignment with the London Plan. Off-site provision will be secured by planning obligations or legal agreements, using the formula set out in Table 9.1(Play space payments in lieu). Additional details on the play space standard and off-site provision are set out in the Council's Planning Obligations SPD and relevant London Plan guidance, currently the Play and Informal Recreation SPG.
MM112	Paragraph 9.16	All new play space should be delivered through the design-led approach with careful consideration given to the requirements of the intended users. Play space ~~and other outdoor communal amenity space~~ should be integrated at the street or ground floor level, ~~The~~ where possible as the siting of play provision on rooftops and ~~mezzanine levels should be avoided as this~~ podiums - may impede safe access and ~~lead to provision being sited where~~ result in microclimate conditions that are not ~~suitable~~ comfortable. Rooftop and ~~mezzanine~~ podium play space will only be acceptable where ~~there is~~ they have a clear design rationale and the provision is of a~~n~~ ~~exceptional~~ high quality. Developments should maximise opportunities to integrate natural or semi-natural features into play space, including tree planting and landscaped play areas. Naturalised spaces provide for stimulating and pleasant environments, enhance access to nature, and also help to reduce the need for hardstanding which is important for climate change adaptation and mitigation.
MM113	Policy CI4	CI4 Nurseries and childcare facilities Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, G Healthy and safe communities, I Ensuring high quality education, health and social care. A Development proposals for day nurseries and childcare facilities (including child minding, playgroups and related activities) must: a. Be located where they can be safely and easily accessed by walking, cycling and public transport; b. Not have an unacceptable adverse impact on the road network and ensure adequate arrangements for car parking including access, egress, cross-site movement and drop-off areas, with consideration given to needs of disabled users; c. Protect, manage and not adversely impact on local amenity; d. Respond positively to local character; and e. Secure provision of fit-for-purpose facilities to accommodate the intended use and all likely users, including suitable outside play space where appropriate. B The use of residential floorspace for day nurseries and childcare facilities will ~~only~~ be supported where it is robustly demonstrated through evidence that: a. The development will not result in the loss of a dwelling and the residual residential floorspace meets the requirements and standards for self-contained housing, as set out elsewhere in the Local Plan; b. The community use is ancillary to the residential use; c. There is a demonstrable local need or market demand for the use proposed; and d. There are no suitable and available non-residential premises to accommodate the use.

MM114	Policy CI5	CI5 Burial Space Non-strategic Policy Strategic Objectives: D A greener borough, H Securing the timely delivery of infrastructure. A The Council will help to ensure that provision is made for the different burial needs of Lewisham's communities by protecting existing cemeteries and working with stakeholders to appropriately maintain these, along with seeking opportunities to enhance the capacity of existing facilities for new burial space, where appropriate. B Development proposals involving the provision of new burial space or related facilities must demonstrate that the provision: a. Adequately meets the requirements of the various groups within the Borough, including those groups for whom burial is the only option; b. Is appropriately located and within reasonable proximity to the community it is intended to serve; c. Identifies and appropriately responds to the potential for archaeology on the site, with reference to the borough's Archaeological Priority Areas and the Greater London Historic Environment Record; ~~c.~~ d. Identifies and appropriately responds to potential flood risk and water quality issues, including through the incorporation of mitigation measures; and ~~d.~~ e. Will not adversely impact on open spaces and biodiversity, with reference to other Local Plan policies.
MM115	New Paragraph	Two of the Borough's cemeteries are identified as Tier 2 Archaeological Priority Areas: a) Hither Green Cemetery and b) Brockley Cemetery (formerly Ladywell and Deptford Cemeteries). Other Burial Grounds are included in other Archaeological Priority Areas. (See Policy HE3 E & F).
MM116	Policy GR1	GR1 Green infrastructure and Lewisham's Green Grid Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Lewisham's network of green and open spaces, waterways and green features are a fundamental component of the natural environment. This publicly accessible network makes an important contribution to the Borough's local distinctiveness including its character and heritage, and towards ensuring that the Borough continues to be open and inclusive of all. It is also integral to supporting sustainable neighbourhoods and socially cohesive communities. It does this by providing a wide range of multifunctional environmental, social, public health and economic benefits. Development proposals must protect and seek to enhance provision of green infrastructure across the Borough, including by improving or creating new links between its different elements. Development resulting in the loss of irreplaceable habitats (such as Ancient Woodland or veteran trees) will normally be refused unless there are demonstrable exceptional reasons, and a suitable compensation strategy exists. B Development proposals must investigate and maximise opportunities to enhance existing green infrastructure and create new provision on site, with reference to the All London Green Grid. Consideration should be given to the site context including its setting within the wider landscape. Development proposals must make suitable arrangements for the long-term management of green areas and planting. This includes provision of sufficient space where large canopy trees can be retained and new trees established without pressure for their future

		removal. Proposals should explore and where possible deliver opportunities that improve connections between the Borough's green and open spaces, with the specific objective of improving inclusive access that brings communities together and contributes towards healthier lifestyles. Where appropriate and necessary, proposals will be supported by a health impact assessment that considers the possible social causes of the inequalities being addressed through the improvements to green infrastructure.
MM117	Policy GR2	GR2 Open space Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Open spaces are integral components of Lewisham's Green Grid. A publicly accessible open space network makes a key contribution towards ensuring that the Borough continues to be open and inclusive of all. The network also responds to the challenge of climate change and will be protected from inappropriate development, in accordance with Lewisham's open space hierarchy. Designated Open Spaces. B Metropolitan Open Land (MOL) and Local Green Space (LGS) are afforded the same level of protection as Green Belt. Development proposals on MOL and LGS will be considered in accordance with the London Plan and national planning policies that apply to Green Belt land. C Proposals for new development should explore and where appropriate maximise opportunities to introduce new additional publicly accessible open space to meet the needs arising from development. Proposals will give priority to delivering green space, as well as improving connections to existing or planned new open spaces, particularly in areas of open space deficiency. Major developments must incorporate new publicly accessible open space unless it can be clearly demonstrated that this is not feasible, in which case off-site contributions, or delivery may be sought. Proposals will achieve this by: i. Prioritising the delivery of new publicly accessible open space on-site, ensuring that its provision is integrated into the development's design from the outset. ii. Ensuring that the design, scale, and nature of new open space is informed by and meets the needs of the end users of the wider development. Where it is possible and can be delivered simultaneously, proposals should also consider measures that address existing deficiencies (as identified under (Figures 10.5 and 10.6)). The latter will only be sought in circumstances where on-site needs and wider deficiencies are aligned and can be met without prejudice to the viability of the proposal. iii. Delivering new open space that is genuinely publicly accessible and inclusive for both those who will use the development site and those who may visit it. Access arrangements must be accessible to all possible users. New provision should be sited and located to optimise inclusive access. Proposals that could marginalise the use of the open space will be resisted. iv. In circumstances where it is demonstrably not possible to deliver new additional publicly accessible open space provision on-site, proposals must explore the delivery of appropriate improvements on existing open space provision, in the locality, that deliver an increase in their capacity to accommodate the need (in full) being generated by the development. Such proposals will be supported by appropriate and proportionate technical evidence that demonstrates how and when this will be delivered. ~~C~~ D Development proposals involving the loss of Strategic Open Space will be strongly resisted and only permitted in the following exceptional circumstances: a. Replacement provision of at least an equivalent amount (i.e. no net loss) and better quality will be provided. The replacement provision must:

		i. Be located within the Borough and in reasonable proximity to the existing open space, with equivalent or better access by walking, cycling and public transport; ii. not result in an increase in public open space deficiency; and iii. Be publicly accessible; b. The development will provide a wider public benefit which clearly outweighs the loss of the existing open space; c. There will be no adverse impact on biodiversity, with reference to Policy GR3 (Biodiversity and access to nature); d. Suitable replacement provision will be made for outdoor sports facilities or playing fields, with reference to London Plan policy S5 (Sports and recreation facilities), as well as allotments and community gardens where appropriate; and e. Where the development involves part of an area of open space the quality of any remaining open space will not be eroded by the development. ~~D~~ E Where development proposals satisfy the requirements of GR3. Part C above, the full quantity of replacement open space must be secured prior to the commencement of the development. Planning conditions and/or legal agreements will be used to ensure the open space is appropriately secured. ~~E~~ F Neighbourhood forums are encouraged to undertake detailed assessments to identify appropriate sites to designate as Local Green Space in neighbourhood development plans. Neighbourhood Open Space ~~F~~ G Development proposals involving the reconfiguration of Neighbourhood Open Space will only be supported where: a. There is no net loss of open space, including play space, and net gains are achieved wherever possible; b. There is no detrimental impact on the environmental function of the open space, including support for nature conservation; c. There will be demonstrable improvements in the quality of open space and public access to it; and d. The reconfiguration is delivered through comprehensive development, in line with a site wide masterplan, and will ensure a viable future for the open space. ~~G~~ H Development proposals resulting in the net loss of Neighbourhood Open Space will ~~be~~ only be permitted where it is demonstrated that: a. The development will provide a wider public benefit which clearly outweighs the loss of the open space; b. The development cannot feasibly be delivered without the loss of part or all of the open space; c. A design options appraisal has been used to ensure the minimal amount of open space will be lost and that any remaining open space is of a higher quality, with greater multifunctional use (for example play space, habitat creation or climate change adaptation measures); d. There will be improvements to the quality of the remaining open space; and e. Appropriate provision is made for existing play space and market space with reference to CI 3 (Play and informal recreation) and EC 20 (Markets). Ancillary uses ~~H~~ I Development proposals for ancillary uses on open space that help to improve the quality of open space and promote access to a wide range of users will be supported where they: a. Are demonstrably ancillary to the use of land as open space; b. Are necessary to facilitate or support the appropriate use of the open space; c. Do not have a detrimental impact on the environmental function of the open space, including support for nature conservation; d. Respond positively to local character, including by maintaining or enhancing the visual quality of the open space and its setting; e. Are of a scale and function that is proportionate to the nature of the open space; and

f. Are of a ~~high quality~~ high-quality design, including by following inclusive and safe design principles, and do not detract from the amenity provided by the open space.

Enhancing the quality and function of open spaces

~~I Development proposals, should maximise opportunities to introduce new publicly accessible open space, giving priority to green space, as well as improve connections to existing or planned new open spaces, particularly in areas of open space deficiency. Major developments must incorporate new publicly accessible open space unless it can be clearly demonstrated that this is not feasible, in which case off-site contributions may be required.~~

I~~J~~ With reference to Policy GR4 (Lewisham Links) development must maintain and wherever possible enhance access to and connections between the network of open spaces within and outside the Borough. Priority should be given to measures that encourage walking, cycling and other active travel modes along routes that link open spaces such as the South East London Green Chain, Waterlink Way, the Thames Path and other local elements of the All London Green Grid.

J~~K~~ Development proposals located adjacent to open space must respond positively to the character of the open space as well as protect, and wherever possible enhance, the biodiversity value and visual amenity provided by it.

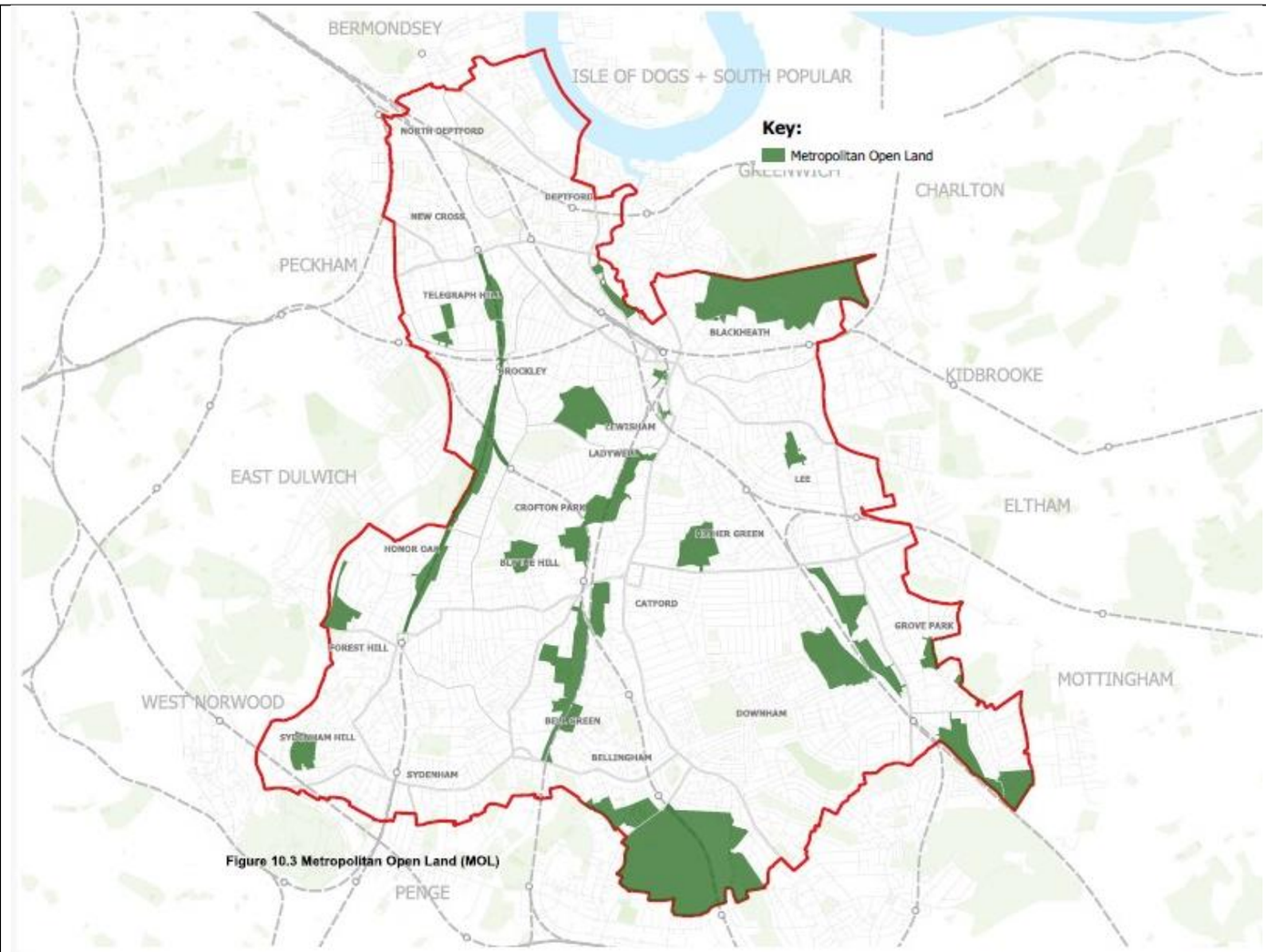
Table 10.1 Lewisham's open space hierarchy

Categorisation	Description	Primary function
Metropolitan Open Land and Local Green Space	MOL and LGS are the highest order of open space in the Borough. As set out in London Plan Policy G3 and the NPPF, they are afforded the same level of protection as Green Belt. MOL is designated on the Policies Map. LGS is designated in Neighbourhood Plans.	MOL are extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt. LGS are green spaces which are demonstrably special to a local community and hold a particular local significance because of their beauty, historic significance, recreational value, tranquillity, or richness of wildlife and biodiversity.
Strategic Open Space	Open spaces that are significant to the Borough's open space and wider green infrastructure network. Strategic Open Spaces are designated on the Policies Map.	Green spaces including: Parks and gardens, natural and semi-natural green space, green corridors, allotments and community gardens, outdoor sports facilities and playing fields and formal amenity green space.
Neighbourhood Open Space	Open spaces that make an important contribution to the liveability of neighbourhoods. These can include but are not limited to green spaces. Neighbourhood Open Spaces is not designated on the Polices Map.	Provision for children and young people, informal amenity space and civic and market squares and hard-surfaced areas designed for pedestrians.

MM118 Paragraph 10.6

As the Borough's population increases the pressure on existing parks and open spaces will invariably rise. The Lewisham Open Spaces Assessment (2020) considers the amount of open space that is needed to support the projected future population over the plan period, based on a fixed quantity standard. This suggests that a significant amount of additional publicly accessible provision will be required to maintain the

		standard over the long-term. Due to the finite availability of land and requirement to accommodate new development to meet local needs, such as for housing and workspace, there will be limited opportunities to create new larger open spaces, such as Local or District level parks. It is therefore vitally important that open spaces are protected, measures are taken to improve their function and quality, and that inclusive public access to open space is enhanced. As well, that major and other developments maximise opportunities to integrate new publicly accessible open space. Development proposals for publicly accessible open space must submit a desktop Health Impact Assessment in line with Policy DM6 (Health Impact Assessments). The Lewisham Parks and Open Spaces Strategy will support the implementation of the Local Plan. It sets out key priorities for delivering improvements to parks and access to them.
MM119	Paragraph 10.7	In accordance with London Plan policy G4 (Open space), the Local Plan sets out a hierarchy of open spaces. It also includes policies to protect these spaces commensurate with their categorisation in the hierarchy (Table 7.1). An additional open space study was prepared in 2022, which provides evidence to inform appropriate land-use designations and policies to protect and sensitively manage open and green spaces within the borough. The open space categorisations broadly reflect those set out in national and regional planning policy and guidance but they have been adapted to reflect Lewisham's local circumstances. Metropolitan Open Land and Strategic Open Space are designated on the Policies Map whilst Local Green Space is designated in Neighbourhood Plans. These strategic open spaces and their boundaries have been informed by numerous evidence base studies. Neighbourhood Open Spaces are not designated on the Policies Map. However the Local Plan recognises the important contribution these spaces make to inclusive, accessible, liveable and sustainable neighbourhoods.
MM120	Paragraph 10.8	Following a comprehensive assessment, two parcels of Metropolitan Open Land are being de-designated. These are 0.37 hectares at Lewisham Town Centre, formerly part of Charlotten Gardens, and 0.26 hectares at St Dunstan's College Playing Fields. The assessment of the two sites being de-designated concluded that the exceptional circumstances demanded by national planning policy have been met. Furthermore, the de-designation of the two parcels of Metropolitan Open Land is consistent with the approach set out in the London Plan. Given the very specific exceptional circumstances related to each of the two situations, the Mayor of London raises no objection to the proposed boundary changes. The extent of Metropolitan Open Land is shown under Figure 10.3.

		 Figure 10.3 Metropolitan Open Land (MOL)
MM121	Paragraph 10.9	10.9 The Lewisham Open Spaces Assessment provides an overview of existing open space provision across the Borough and in neighbouring authorities. It includes an assessment of public access to these open spaces and identifies areas where there are deficiencies in access to certain types of provision. Whilst all development proposals should investigate and maximise opportunities to enhance open space this is particularly important in areas of deficiency. <u>Where it is appropriate and deliverable, proposals for new development should also consider open space improvements that address existing deficiencies. This may include measures, where they are appropriate and deliverable, that increase the capacity of existing open spaces.</u> We will expect all development proposals to refer to and engage with the Open Spaces Assessment, or any subsequent update, through the design-led approach. Furthermore, proposals should refer the deficiency maps developed by Greenspace Information for Greater London (GiGL). These are regularly updated taking into account the latest available information on open spaces, and use a method of accurately mapping areas of deficiency in public access based on actual walking distances along roads and paths. <u>Where appropriate, health impact assessment prepared in support of development proposals will consider improvements to open space access that specifically seek to address the causes of localised health and social inequalities.</u>

MM122	Paragraph 10.10	10.10 New development can help to enhance access to open space even where it is not feasible to deliver new public open space on site. Through the design-led approach development proposals should seek to deliver public realm enhancements to create new routes or improve connections to existing or planned new open spaces, particularly in areas of deficiency. New provision should be sited and located, within the proposal site, to optimise inclusive public access. Proposals that marginalise or restrict the use of open space will be resisted. Planning contributions towards open space provision may be sought, particularly where development is likely to generate additional demands on existing provision such through the introduction of more residential units and households. Contributions may include measures that support public access to open space along with the functional quality and amenity value of it.
MM123	Paragraph 10.11	10.11 The NPPF enables neighbourhood forums to designate Local Green Space through the neighbourhood plan process. Local Green Space is afforded the same level of protection as Green Belt. Forums are well placed to identify high quality green spaces that are valued by the local community and whose protection will support the Local Plan. Forums are encouraged to undertake detailed assessments to justify the designation of Local Green Space using a robust methodology. Assessments should be published as part of the evidence base to support the plan-making and examination process. The Council remains committed to developing positive working relationships with neighbourhood forums and the Borough's other formally constituted community groups to deliver good quality, inclusive and accessible open space. The Council will positively consider proposals, from these groups, that demonstrably deliver such improvements. The Council will consider opportunities to work with other local community groups, such as those that focus upon maintaining and improving specific open spaces, when they arise. Such opportunities will be considered on their merits and the demonstrable benefits and value that they could secure for local communities.
MM124	Policy GR3	GR3 Biodiversity and access to nature Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, E Responding to the climate emergency, G Healthy and safe communities. A The Council will work positively with stakeholders, including the Lewisham Biodiversity Partnership, to promote and secure the conservation, restoration and management of habitats as well as the protection of species. It will prepare a Local Nature Recovery Strategy (LNRS) as part of a strategic approach to nature conservation and to deliver Biodiversity Net Gain within the Borough. B Sites of Importance for Nature Conservation (SINCs) are safeguarded in the Local Plan. Development proposals must protect and maximise opportunities to enhance the wildlife value of SINC sites. They must also protect and conserve irreplaceable habitats, protected and priority habitats and species that sit outside of the SINC network, with reference to the London Environment Strategy. C Development proposals must seek to avoid harm to biodiversity including within SINC sites and Local Nature Reserves. In line with London Plan policy G3 (Biodiversity and access to nature), where it is demonstrated that harm is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy must be applied to minimise impacts: a. Avoid damaging the significant ecological features of the site; b. Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site; and c. Deliver off-site compensation of better biodiversity value. D Development proposals that have the potential to impact on designated international or national nature conservation sites located outside of the Borough must ensure that impacts are assessed in accordance with the relevant legislative requirements. Proposals will be considered having regard to national planning policies and legislation. E In accordance with national legislation (Environment Act 2021), ~~Development~~ development proposals should seek to secure Biodiversity Net Gain (BNG). The BNG benchmark as set out in the national legislation is a minimum 10 per cent increase in habitat value for wildlife compared with the pre-development baseline, calculated using an appropriate Biodiversity Metric. Biodiversity should be fully integrated into the design-led approach with consideration given to the site context and its wider landscape setting.

		F All major development proposals and other development proposals that are likely to have a direct or indirect adverse impact on a SINC, Local Nature Reserve or other site with biodiversity interests must submit an Ecological Assessment carried out by a chartered ecologist. Major development proposals adjacent to a SINC should consult the Lewisham Biodiversity Partnership to assist with the assessment of potential impacts on the site and opportunities to enhance the site's biodiversity value. G Planning conditions and/or legal agreements may be used to secure Management Plans where these are considered necessary to support nature conservation objectives. H Development proposals that help to reduce deficiencies in the population's access to nature will be considered favourably.
MM125	Paragraph 10.13	10.13 Growth and regeneration can be compatible with nature conservation objectives when development is considered in a holistic way. Considerations for nature conservation must therefore be fully integrated into the design-led approach. Development proposals must seek to avoid harm to and protect biodiversity as well as maximise opportunities to enhance the value of habitats wherever possible. For example, this could include, where appropriate, integrated bird, bat and bee bricks, hedgehog highways and reptile refugia/log piles. Applicants ~~should~~ must refer the latest Lewisham Biodiversity Action Plan, currently A Natural Renaissance for Lewisham (2021), which sets out information on the vision and opportunities for the Borough including consideration for potential requirements for important species features such as swift bricks which are not included in the Biodiversity Net Gain calculation.
MM126	Figure 10.7	Figure 10.7: Designated nature conservation sites Amend figure to ensure that the designation of SINCs within the hierarchy is correct and to include proposed new SINCs.
MM127	Policy GR4	GR 4 Lewisham Links Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure A The Council will promote and work with stakeholders to deliver the Lewisham Links a connected network of ~~high quality~~ high-quality walking routes and cycleways, public open spaces, green spaces, nature sites and other visitor destinations across the Borough. Part 3 Lewisham's Neighbourhoods and Places illustrates the Lewisham Links for each of the character areas of Lewisham. B Development proposals must provide for public realm enhancements to support the delivery of the Lewisham Links where they are located adjacent to an existing or proposed route of the Lewisham Links, or where an existing or proposed route is located within the site. High quality public realm must be provided with reference to Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). The specific nature of public realm enhancements will be considered on a case-by-case basis and may include: a. New or enhanced footpaths or cycleways; b. Road realignment; c. Street crossings or other safety measures; d. Cycle parking including space for cycle hire; e. External lighting; f. Landscaping; g. Tree planting or other green infrastructure;

		h. Drinking water fountains; i. Public conveniences; and j. Way-finding signage. C To support the effective implementation of the Lewisham Links development proposals must have regard to the Council's Parks and Open Spaces Strategy.
MM128	Policy GR5	GR5 Urban greening and trees <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>D A greener borough,</u> <u>E Responding to the climate emergency,</u> <u>G Healthy and safe communities.</u> A Development proposals must demonstrate how the design-led approach has been used to maximise opportunities for urban greening. This includes the integration of high quality and species diverse landscaping, street trees, wildlife habitat, green roofs and walls and Sustainable Drainage Systems. They must be designed with consideration given to the site context and the wider landscape setting as well as the layout, design, construction and long-term management of buildings and spaces. B Development proposals must respond positively to landforms including by retaining or enhancing landscape features of historic, ecological and visual amenity value. C Major development proposals must increase green cover on site to achieve the recommended target Urban Greening Factor (UGF) in the London Plan, unless it can be suitably demonstrated that this is not feasible. The target UGF score is 0.4 for predominantly residential development and 0.3 for predominantly commercial development (excluding B2 and B8 uses). Existing green cover retained on-site will count towards the target score. Planning contributions may be sought where the target UGF is not achieved. D Development proposals should maximise the use of green roofs and walls. Major development proposals will be expected to demonstrate that the feasibility of integrating these measures has been fully investigated, and minor development proposals are strongly encouraged to incorporate them. Green roofs and walls will be supported where they are appropriately designed, installed and maintained. Development proposals should have regard to the latest industry good practice guidance to help ensure that green roofs and walls are designed to maximise environmental benefits and will function effectively over the lifetime of the development. E Development proposals must seek to retain existing trees as well as the associated habitat with regard for the urban forest, with reference to Policy GR3 (Biodiversity and access to nature). They should also maximise opportunities for additional tree planting particularly in urbanised locations such as streets and town centres. Development proposals must demonstrate that they will: a. Provide for the sensitive integration of all trees whilst ensuring any new or replacement on-site provision is of a high ecological quality (including appropriate species, stem girth and life expectancy) and contributes positively to the microclimate; b. Protect veteran trees and ancient woodland; c. Retain trees of quality and associated habitat, wherever possible, with appropriate arrangements to secure their protection throughout demolition, construction, and external works, to the occupation stage of development; d. Avoid the loss of, and mitigate against adverse impacts on, trees of significant ecological, amenity and historical value; e. Ensure building foundations are sufficient to be climate change resilient in proximity to trees; and f. Ensure adequate replacement tree planting where the retention of trees is not reasonably practical, with replacement provision that meets the requirements of (a) above. F Development proposals ~~should avoid, and the Council will refuse, the removal of~~ <u>must look to retain</u> protected trees (ie. those covered by a Tree ~~Protection~~ <u>Preservation</u> Order and trees within Conservation Areas) ~~and~~. Developments ~~that will have a~~ <u>should avoid imposing</u> detrimental

		impacts on the health of protected trees and the visual amenity ~~provided by them~~ they provide. The Council may identify and seek to protect trees that are of a significant amenity, heritage, ecological or other value through development management processes. G Major development proposals, and where appropriate other development proposals, will be required to submit a Landscape Design Strategy and Arboriculture Survey to demonstrate that landscaping and other urban greening measures are appropriate to the site, can be implemented effectively and will be suitably managed over the lifetime of the development.
MM129	Policy GR6	GR6 Food growing Non-strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, D A greener borough, G Healthy and safe communities. A Allotments and community gardens will be protected in order to support sustainable food growing locally and to enhance opportunities for leisure, social interaction and education. B Major development proposals for housing and proposals for community facilities are encouraged to include provision of space for community gardening and food growing. Where such existing provision exists and a site is to be redeveloped, this should be ~~retained or~~ re-provided.
MM130	Policy GR7	GR7 Geodiversity Non-strategic Policy Strategic Objectives: D A greener borough. A The Council will protect the Borough's geodiversity assets and seek to promote understanding of them by: a. Designating a Regionally Important Geological Site at Beckenham Place Park; b. Designating Locally Important Geological Sites at Old Gravel Pit, Blackheath and Buckthorne Cutting, Crofton Park; and c. Ensuring development proposals make a positive contribution to the protection and enhancement of designated geodiversity sites and other sites of geological interest.
Chapter 11 – Sustainable Design and Infrastructure		
MM131	Policy SD1	SD1 Responding to the climate emergency Strategic Policy Strategic Objectives: E Responding to the climate emergency. A Lewisham Council has declared a climate emergency. In response to this a strategic and coordinated approach will be taken to ensure that the Borough contributes significantly to mitigating climate change and is made more resilient to its environmental, social and economic impacts. Local actions are both necessary and integral to supporting wider regional and national actions to address global climate change. B To ~~help ensure~~ contribute towards ensuring that the Borough develops in a way that is environmentally sustainable all development proposals must:

		a. Help Lewisham to become a net zero-carbon Borough as part of a net zero-carbon London; b. Protect and maximise opportunities to enhance the network of green and open spaces, as well as improve linkages to and between them; c. Conserve sites of importance for biodiversity, protect habitats and species within the local ecological network, and deliver biodiversity net gain; d. Implement measures to reduce flood risk and ensure resilience against the impact of flooding, and seek to improve the quality of water bodies; e. Not adversely impact on the amenity of the local population and habitats; and f. ~~Help~~ Contribute towards London ~~to achieve~~ achieving waste net self-sufficiency by applying the waste hierarchy and circular economy principles. C A plan, manage and monitor approach will be used to support the successful transition to a net zero-carbon Borough. This approach will help to ensure that the Local Plan reflects current national and regional planning policy requirements and standards for carbon management, along with the Council's latest technical studies and strategies to deliver low and zero carbon outcomes.
MM132	Policy SD2	SD2 Sustainable design and retrofitting Strategic Policy Strategic Objectives: E Responding to the climate emergency, G Healthy and safe communities. A Development proposals must submit a Sustainable Design Statement. This should clearly set out how the design-led approach has been used to ensure the integration of sustainable design principles, including consideration of the construction and operation phases of development. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied. For major development proposals the Sustainable Design Statement should refer and complement other detailed statements including for: a. Landscape design and urban greening; b. Nature conservation; c. Energy use and heat risk management; d. Air quality; e. Flood risk and water management; f. Ground conditions; and g. Waste reduction and the circular economy. B Proposals for new self-contained major and minor residential development should seek to achieve the BRE Home Quality Mark. C Proposals for new non-residential development of 500 square metres gross floorspace or more, including mixed-use development, must achieve an 'Excellent' rating under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or future equivalent, unless it can be demonstrated that this is not feasible. Sustainable retrofitting D The use of sustainable retrofitting measures will be encouraged and supported in order to improve the energy efficiency and environmental performance of housing and other buildings, as well as the quality of living spaces for their occupants. Retrofitting measures should be integrated using the 'whole house' or 'whole building' approach, which requires an understanding of how a building has been constructed, its context and all the factors affecting energy use. E Development proposals for major residential domestic refurbishment must achieve a certified 'Excellent' rating under the BREEAM Domestic Refurbishment 2014 scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

F Development proposals for major non-residential refurbishment, including mixed-use development, will be required to achieve a certified 'Excellent' rating under the BREEAM Non-Domestic Refurbishment scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

G Where planning consent is required, sustainable retrofitting measures to existing buildings and other development will ~~only~~ be supported where other ~~Local Plan policies~~ place-making objectives are demonstrably satisfied, including ~~on~~ those that relate to the historic environment and heritage assets.

MM133 Policy SD3

SD3 Minimising greenhouse gas emissions

Strategic Policy

Strategic Objectives:
E Responding to the climate emergency,
G Healthy and safe communities.

A To help Lewisham to become a net zero-carbon Borough development proposals must be designed to reduce greenhouse gas emissions in operation and minimise energy demand (annual and peak) in accordance with the London Plan energy hierarchy.

B Major development proposals must be net zero-carbon and:
a. Meet the minimum on-site reduction of carbon emissions, of at least 35% beyond the baseline of Part L of the Building Regulations 2013, as required by the London Plan Policy SI 2 Minimising greenhouse gas emissions; and
b. Calculate and minimise emissions from any part of the development that are not covered by Building Regulations (e.g. unregulated emissions).

C Where it is clearly demonstrated that the net zero-carbon target cannot be achieved on-site, development proposals must make contributions to meet the identified shortfall through:

a. A cash-in-lieu contribution to Lewisham's carbon offset fund; and/or
b. Appropriate off-site measures where these can be demonstrated to be deliverable.

D Major development proposals are encouraged to assess embodied carbon emissions and maximise opportunities to reduce these emissions.

E Details of the approach used to meet the net zero-carbon target must be clearly set out in an Energy Strategy submitted as part of the Sustainable Design Statement.

F Development proposals should minimise energy demand of the building(s) in-use by seeking to achieve the London Energy Transformation Initiative (LETI) targets for projected Energy Use Intensity (EUI)~~, as set out in Table 11.1~~

~~Table 11.1: Targets for Energy Use Intensity by Building Type~~

~~Building type~~	~~Reduce energy consumption to:~~	~~Reduce space heating demand to:~~
~~Minor residential~~	~~35 kWh/m²/year~~	~~15 kWh/m²/year~~
~~Major residential~~	~~35 kWh/m²/year~~	
~~Commercial office~~	~~55 kWh/m²/year~~	
~~Education~~	~~65 kWh/m²/year~~	

<table>
<tr><td></td><td></td><td><strike>114 All targets are set out in kilowatt hour (kWh) per metre square (m2) per year by Gross Internal Area (GIA) and excluding renewable energy contribution. The LETI Climate Emergency Design Guide should be referred for further information.</strike></td></tr>
<tr><td>MM134</td><td>Table 11.1</td><td>Table 11.1: Targets for Energy Use Intensity by Building Type [114]
<table>
<tr><th>Building type</th><th>Reduce energy consumption to:</th><th>Reduce space heating demand to:</th></tr>
<tr><td>Minor residential</td><td>35kWh/m^2/year</td><td rowspan="4">15kWh/m^2/year</td></tr>
<tr><td>Major residential</td><td>35kWh/m^2/year</td></tr>
<tr><td>Commercial office</td><td>55kWh/m^2/year</td></tr>
<tr><td>Education</td><td>65kWh/m^2/year</td></tr>
</table>
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<tr><td>MM135</td><td>Policy SD4</td><td>SD4 Energy infrastructure

<u>Strategic Policy</u>

<u>Strategic Objectives:</u>
<u>E Responding to the climate emergency,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u>

A Development proposals must be designed in response to a site-specific assessment of the most effective and efficient energy supply options, taking into account the Council’s Energy Masterplan. For large-scale schemes such as major developments, applicants should engage at an early stage with the relevant energy suppliers and bodies to establish future energy and infrastructure requirements necessary to support the development.

B Development proposals should prioritise connection to decentralised heat networks. Major development proposals must provide a Feasibility Assessment for connecting to, and if possible extending or interconnecting, existing or planned future heat networks located on or in proximity to the site. Proposals for minor new-build development, conversions and building alterations must demonstrate that they have investigated and maximised opportunities to connect to existing heat networks.

C Where a decentralised heat network is planned or likely to be delivered in the future, development proposals should be designed to enable a cost-effective connection to it, having regard to Heat Network Priority Areas of the London Heat Map and energy masterplans.

D Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system. The heat source must be selected in accordance with the London Plan heating hierarchy

E Development proposals for CHP and ultra-low NOx gas boiler communal or district heating systems will only be acceptable where it is demonstrated that other options in the heating hierarchy have been fully investigated and are not feasible, and there will be no adverse impact on air quality. Air Quality Assessments must include full dispersion modelling to assess impacts on nearby receptors.

F Where CHP and ultra-low NOx gas boiler systems are acceptable in line with (E) above, proposals should be designed in a way that enables, and does not preclude, the decarbonisation of the site wide communal network in the future.

G Major housing development proposals must, and all minor housing proposals should, submit an estimated heat unit supply price (£/kWh), annual standing charges and projected annual maintenance costs for their proposed Energy Strategy. This should include information detailing</td></tr>
</table>

		any assumptions the calculations are based on. ~~Where it can be suitably demonstrated that other Local Plan policy requirements can be satisfied without the submission of this information at the planning application stage, the Council will seek to secure this through planning obligations or through Building Control arrangements.~~ ~~H Where site-wide communal and district heating systems are operational, heat and energy service providers are encouraged to enter into customer charters with domestic and small business customers.~~
MM136	Paragraph 11.19	All proposals for major residential and commercial development must submit a Feasibility Assessment to fully evaluate connecting to an existing or planned future heat network. The assessment should evaluate technical and financial viability and consider a range of factors included but not restricted to: capability of the network to supply part of the heat demand, location of development and distance to network pipes, physical barriers and other developments in the areas that may also be required to connect. For the purpose of this policy, a planned future network is one that is considered by the Council likely to be operational within 3 years of the grant of planning permission. All proposals for minor new-build development, extensions and alterations should also seek to secure connection to heat networks. Major development proposals must include an Energy Statement as part of the Sustainable Design Statement. This should provide sufficient information to demonstrate that feasibility has been fully investigated, having regard to the latest London Plan Supplementary Planning Guidance. Consideration of feasibility should take into account potential connections to networks both within and outside the Borough. Where it can be suitably demonstrated that other Local Plan policy requirements can be satisfied without the submission of this information at the planning application stage, the Council will seek to secure this through planning obligations or through Building Control arrangements.
MM137	Paragraph 11.23	Where site-wide communal and district heating systems are operational, heat and energy service providers are encouraged to enter into customer charters with domestic and small business customers. Heat networks and communal heating systems must be designed, constructed, commissioned and operated in accordance with CIBSE/ABE Code of Practice CP1 or equivalent. All developments that are required to connect to an existing or planned heat network in accordance with policy must demonstrate in the Energy Strategy how the scheme will comply with the above Code of Practice.
MM138	Policy SD5	SD5 Managing heat risk Strategic Policy Strategic Objectives: E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals must minimise the adverse impacts on the urban heat island through the design of buildings and spaces, as well through the use of materials and urban greening measures. B All new development must be designed to reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the London Plan cooling hierarchy. Development proposals will only be supported where there is sufficient evidence to demonstrate that priority has been given to the implementation of feasible measures at the higher level of the hierarchy. C Major development proposals must submit an Energy Statement to demonstrate how they will meet the requirements of (A) and (B) above. D Major development proposals incorporating public realm, including amenity and open space, should be designed to create a comfortable environment in the public realm through the provision of shade and other passive cooling measures, giving priority to urban greening measures.

MM139	Policy SD6	SD6 Improving air quality <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>E Responding to the climate emergency,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Poor air quality is a significant public health issue in Lewisham. All new development must use the design-led approach and integrate on-site measures to improve air quality and prevent or minimise the population's exposure to poor air quality, having regard to Lewisham's Air Quality Management Plan. B Development proposals must: a. Seek to improve air quality and be at least air quality neutral; b. Not lead to a further deterioration of existing poor air quality; c. Not create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits; and d. Not create unacceptable risk of high levels of exposure to poor air quality. C Air Quality Assessments must be submitted with proposals for: a. Major development; b. Minor development within an Air Quality Management Area and/or Air Quality Focus Area if the development is likely to adversely impact on air quality or introduce new sensitive receptors to exposure to an area of existing poor air quality; and c. Community infrastructure or other uses (including public open space) that are likely to be used by large numbers of particularly vulnerable groups, such as older people and children and young people. D Development proposals must demonstrate how they will comply with the Non-Road Mobile Machinery Low Emission Zone requirements and reduce emissions from the demolition and construction of buildings following the Mayor's 'The Control of Dust and Emissions for Construction and Demolition' SPG, or subsequent guidance. E Development proposals will be considered having regard to their individual and cumulative impacts on air quality. Proposals that do not meet the requirements of (A) and (B) above will be refused unless it can be suitably demonstrated that adverse impacts can be mitigated to an acceptable level. Mitigation should be provided on-site. In exceptional circumstances where it is demonstrated that on-site mitigation is not feasible, off-site provision may be acceptable where equivalent air quality benefits will be delivered in the area affected by the development.
MM140	Policy SD7	SD7 Minimising and managing flood risk <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>E Responding to the climate emergency,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A The Council will work in partnership with stakeholders to implement the Thames Estuary 2100 Plan. To minimise and manage flood risk development proposals must:

		a. Apply a sequential approach to the location of new development to avoid flood risk to the population and property whilst taking account of the long-term impact of climate change, b. Not increase flood risk and reduce the risk of flooding from all sources; c. Make space for water by providing an undeveloped setback from rivers and other watercourses; d. Where appropriate, carry out a condition survey of flood defence and other watercourse infrastructure and if necessary, provide for maintenance, repairs or remediation to secure its functional integrity over the lifetime of the development. This includes raising the Thames Tidal Defences in accordance with the TE2100 plan, in the case of riparian ownership of land; and e. Be designed to remain safe and operational under flood conditions. B A site specific Flood Risk Assessment (FRA) will be required for all development proposals within Flood Zone 2, 3a and 3b, all major development in Flood Zone 1, and elsewhere in the Borough where development may be at risk of other sources of flooding. The FRA must provide sufficient information for the Council to assess whether the requirements of the Sequential and Exception Tests have been satisfied. The FRA must: a. Be proportionate with the degree of flood risk posed both to and by the development; b. Take account of all potential sources of flooding both on and off-site; c. Make an appropriate allowance for the hazard posed by climate change over the lifetime of the development; and d. Have regard to the recommendations of the latest Lewisham SFRA and the Lewisham Local Flood Risk Management Strategy. C Where development proposals satisfy the Sequential and Exception Tests they must be designed to should ensure that: a. The most vulnerable land uses are directed to areas of the site that are at lowest risk of flooding; b. There is no net loss of flood storage capacity and adequate provision is made for flood storage and compensation, with priority given to on-site provision; c. There is no detrimental impact on the natural function of the floodplain and floodwater flow routes across the site; and d. Appropriate mitigation measures are incorporated to address any residual flood risk, including safe access and egress for all likely users of the development. D Development proposals must provide a site-specific Flood Emergency Response Plan to manage actual and/or residual flood risk, where appropriate.
MM141	Policy SD8	SD8 Sustainable drainage <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>E Responding to the climate emergency,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Development proposals should be located and designed having regard to the London Sustainable Drainage Action Plan, the Council's Surface Water Management Plan and Local Flood Risk Management Strategy; B Development proposals must achieve greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible, in line with the London Plan drainage hierarchy. Proposals for major development and development in a Critical Drainage Area must submit a Drainage Strategy. ~~C Sustainable Drainage Systems (SuDS) should be integrated into development wherever possible with priority given to green and blue over grey measures. All SuDS must meet the Department for Environment, Food and Rural Affairs Non-Statutory Technical Standards and be~~

		~~designed in accordance with the latest Construction Industry and Research Association (CIRIA) SuDS Manual or equivalent. Development proposals must demonstrate that SuDS will function effectively over the lifetime of development.~~ ~~D~~ C ~~SuDS~~ Sustainable Drainage Systems (SuDS) involving infiltration must not have an adverse impact on groundwater sources. Where infiltration is proposed, developers should liaise with the Environment Agency ~~should be consulted~~ to consider the suitability of SuDS having regard to the impact of drainage into the groundwater aquifer. ~~E~~ D Where it is clearly demonstrated that a greenfield runoff rate cannot be achieved or SuDS cannot be implemented due to reasons of feasibility, development proposals must: a. Ensure that surface water runoff (both in terms of volume and flow) has been reduced as much as reasonably practical; and b. Investigate and integrate measures to improve water quality. ~~F~~ E Development proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable surfacing, including on front gardens, driveways, and car parks, will be refused unless it can be suitably demonstrated that this is unavoidable. F Development industry partners are responsible for making proper provision for surface water drainage to ground, water courses or surface water sewer. Proposals for new surface water provision will not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.
MM142	Policy SD9	SD9 Lewisham's waterways Strategic Policy Strategic Objectives: D A greener borough, E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Waterways provide multifunctional social, economic and environmental benefits that support sustainable neighbourhoods and communities. The London Plan identifies the Capital's waterway network under its Figure 9.6 London's Network of Waterways (the Blue Ribbon Network). Development proposals should identify and respond positively to the unique attributes of waterways, giving particular consideration to their: a. Environmental function and ecological qualities; b. Contribution to the Borough's network of open spaces; c. Recreational and amenity value; d. Distinctive features that help to shape and reinforce the Borough's physical, cultural and historical character; e. Support for the visitor economy; and f. Potential to facilitate water transport, for both passengers and freight. B Development proposals on sites containing or adjacent to a main river, ordinary watercourse or other water space must: a. Demonstrate how the objectives of the Thames River Basin Management Plan, Vision for the Tidal Thames, London River Restoration Action Plan, Marine Plan for the South East and other relevant local guidance, including the River Corridors Improvement Plan SPD and Ravensbourne Catchment Improvement Plan, have been taken into account, where appropriate; b. Ensure that there is no adverse impact on the natural functioning of the watercourse, including by maintaining an undeveloped buffer zone with an adequate set back distance from the watercourse, as agreed with the Council and the Environment Agency; c. Investigate and maximise opportunities to enhance or restore river channels, flood flow pathways, floodplains and other natural flood management features with the objective of returning them to their natural state wherever possible;

		d. Incorporate measures to enhance the ecological, amenity, recreational and historic value of water spaces, including by enhancing public access to these spaces; and e. Contribute to a safe riverside environment by making appropriate provision for riparian life-saving equipment such as grab chains, access ladders, life buoys, along with information signage and CCTV. C Development proposals should seek to improve water quality and must ensure that there is no deterioration in the quality of a watercourse or groundwater, in line with the European Water Framework Directive 2000. D The Lewisham section of the Thames Policy Area is designated in the Local Plan, as reflected in the Policies Map <u>and Figure 15.5</u>. All new development within the Thames Policy Area will be expected to respond positively to the distinctive character and qualities of the River Thames and its surrounds, in line with Policy LNA 4 (Thames Policy Area and Deptford Creekside). E Convoys Wharf is included within London's network of safeguarded wharves. The Council will continue to safeguard Convoys Wharf taking into account the Ministerial safeguarding Direction for the wharf and extant planning consents. Development proposals involving water transport at Convoys Wharf will be supported where they comply with London Plan policy SI15 (Water transport), along with other relevant policies. F Development proposals for water and marine based residential, commercial, community, recreational and transport uses (including moorings and jetties) alongside or within a waterway will only be supported where they: a. Are demonstrably a water-dependent use; b. Are appropriately located and designed, taking into account the nature and scale of the proposed use; c. Respond positively to, and do not adversely impact on, the open character, historic setting and views of the waterway, its frontage (including foreshore) and the surrounding area; d. Do not have a detrimental impact on river navigation and flood defence infrastructure; e. Do not have a detrimental impact on the environment, including water quality in line with (B) above; f. Do not impede or compromise existing public access points to the waterway, and extend or enhance access wherever possible; and g. Ensure adequate access and servicing arrangements for all intended users of the development.
MM143	Policy SD10	SD10 Water supply and wastewater <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>E Responding to the climate emergency,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Development proposals for new water supply and wastewater facilities or the expansion of existing facilities will be supported where the development: a. Makes provision for infrastructure that is required within the Borough as demonstrated by an asset management or similar investment plan; b. Will not result in an unacceptable adverse impact on the environment, human health, public safety, amenity and local character; and c. Will be constructed in a timely and sustainable manner. B Development proposals should have regard to Drainage and Wastewater Management Plans (DWMPs) and must demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve demand arising from the development; or where such capacity does not exist and there are no programmed works, arrangements are made to ensure adequate provision prior to occupation. A Water Supply and/or Drainage Strategy may be required to demonstrate that suitable arrangements are in place to serve the development.

		C Development proposals should ensure the separation of surface and foul water systems, including by rectifying misconnections. Proposals should prioritise mains foul drainage and avoid the use of non-mains drainage for foul water disposal, particularly in Source Protection Zones. Where non-mains drainage is proposed for foul water the most sustainable drainage options must be implemented, as supported by a Drainage Strategy. D Development proposals should be designed to be water efficient, reduce water consumption and minimise pressure on the combined sewer network by integrating SuDS and complying with the London Plan requirements for water efficiency. Planning conditions will be applied to ensure that water efficiency standards are met. E Development proposals within a Source Protection Zone will only be supported where there is no risk of contamination to groundwater sources, or if a risk is identified, it is suitably demonstrated that adequate mitigation measures will be implemented. F Development proposals for piled foundations must ensure that disturbances to the ground will not lead to adverse impacts on water quality, including turbidity in the water supply. Development proposals on or in proximity to sites with contaminated land must not introduce new pathways for contamination materials to reach groundwater.
MM144	Paragraph 11.68	New residential development must meet the London Plan standard for mains water consumption, which reflects the Optional Requirement set out in Part G of the Building Regulations. <u>This is set out under London Plan Policy SI 5 Water infrastructure. All new residential developments (including replacement dwellings) will meet the Building Regulation optional higher water efficiency standard of 110 litres per person per day, using the 'Fittings Approach' in table 2.2 as set out in Building Regulations part G2. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.</u> Major non-residential development must meet BREEAM excellent standard for the 'Wat 01' water category, to achieve at least a 12.5% improvement over defined baseline performance standard. In addition, major developments and high or intense water use developments (such as hotels) should include a grey water and rain water harvesting system, and applications must provide robust justification where this is not considered feasible. Planning conditions will be used to ensure water efficiency targets are met.
MM145	Policy SD11	SD11 Ground conditions <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>E Responding to the climate emergency,</u> <u>G Healthy and safe communities.</u> A Development proposals that will enable contaminated sites to be brought back into beneficial use will be supported where the requirements of B-D below are satisfied. B Development proposals must demonstrate that any risks associated with land contamination, including to human health, public safety and the environment will be adequately addressed in order to make the development safe. C Development proposals on land which is suspected of being contaminated or potentially contaminated, or if a sensitive use is proposed, must submit a Preliminary Risk Assessment (Phase 1 Study) to identify the level and risk of contamination on the site and adjacent land, and where necessary: a. Undertake a Site Intrusive Investigation (Phase 2 Study) to provide a detailed assessment of contamination and risks to all receptors; b. Prepare a Risk Management and Remediation Strategy appropriate to the individual site circumstances; and c. Submit a Verification Plan and Closure Report prior to the occupation of the development. D Development proposals involving the storage or use of hazardous substances, or development of a site in the vicinity of a hazardous installation, will only be permitted where it is demonstrated that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, public safety and the environment.

		E Planning conditions may be applied to ensure that remedial measures will be implemented and the development is safe prior to occupation.
MM146	Policy SD12	SD12 Reducing and sustainably managing waste <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>E Responding to the climate emergency,</u> <u>H Securing the timely delivery of infrastructure.</u> A The Council will ensure that waste is sustainably managed in ways which protect human health and the environment. A circular economy approach will be promoted in Lewisham in order to conserve and make a more efficient use of resources, to achieve increases in the re-use and recycling of materials and reductions in waste going for disposal. Development proposals must apply the waste hierarchy and follow circular economy principles, in line with Policy SD 13 (Design to support the circular economy). B To help London achieve waste net self-sufficiency, meet the Borough's strategic waste apportionment target and other requirements, including the London Mayor's recycling and composting targets, the Council will work in partnership with stakeholders including the South East London Joint Waste Planning Group. The following are strategically safeguarded waste sites in Lewisham: a. South East London Combined Heat and Power (SELCHP) energy recovery facility, New Cross b. Recycling Centre (HTL Waste Management Services), New Cross c. Reuse & Recycling Centre (London Borough of Lewisham), New Cross. C Development proposals that will result in the loss of an existing waste site through a change of use will only be permitted where adequate replacement waste processing capacity is secured in accordance with London Plan policy SI9 (Safeguarded waste sites). D Development proposals for new waste management facilities will only be permitted where: a. They are required within the Borough to meet an identified strategic need, having regard to the proximity and self-sufficiency principles; b. It is demonstrated that the waste management capacity at existing safeguarded waste sites has been maximised, and there are no opportunities for appropriately increasing capacity at these sites to meet the identified need; c. They are located within a Strategic Industrial Location <u>(SIL)</u>, or involve alterations or extensions to an existing facility located outside a SIL, and have high quality supporting infrastructure necessary for the intended use; d. They achieve a positive carbon outcome or demonstrate that steps are in place to meet the minimum greenhouse gas performance target, in line with London Plan policy SI8 (Waste capacity and net waste self-sufficiency); and e. They will not result in any adverse impacts on human health, the natural environment and local amenity, having regard to relevant legislation and other development plan policies. E Development proposals for waste management facilities must be located and designed with reference to the Agent of Change principle. They should be fully enclosed on all sides and have a roof along with fast-acting doors, and must be designed with these measures where the development is likely to have a significant impact on impact on local amenity. F Where development proposals involve alterations to an existing waste management facility, they must demonstrate how they have maximised opportunities to improve the environmental performance of the facility as well as to reduce and mitigate its impact on local amenity.
MM147	Policy SD13	SD13 Design to support the circular economy <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>C A thriving local economy that tackles inequalities,</u>

		E Responding to the climate emergency. A Development proposals should apply circular economy principles in order to conserve resources and improve resource efficiency, with reference to London Plan policy SI7 (Reducing waste and supporting the circular economy). B Major development proposals should aim to be net zero-waste. Development proposals that meet the threshold for being referable to the Mayor of London must submit a Circular Economy Statement, as part of the Sustainable Design Statement, in line with London Plan policy SI7. C Development proposals must sustainably manage both the type and volume of recyclable materials and waste arising from the development during the construction and operational phases. D Development proposals must be designed to ensure adequate on-site provision for the sorting of recyclable material, composting of organic material and the disposal of general waste during the occupation stage. They must make provision for: a. Dedicated internal and external storage facilities, with flatted residential development including temporary storage space for each unit and communal storage for waste materials pending collection; b. Safe and convenient access to storage facilities, both for building occupiers and collection services; c. Well sited and designed development that avoids and mitigates adverse impact on the amenity of building occupiers and neighbouring site users and uses; and d. Separate provision for commercial and household waste where mixed-used development is proposed. E All proposals for new multi-storey development, including flatted residential development, must also make provision for sensitively designed storage and collection systems at each floor unless it is suitably demonstrated that other designs can appropriately service the development. Proposals should avoid the use of forecourts or ground floor internal waste storage where this may adversely impact on the amenity of the building's occupiers and surrounding properties F Where public realm is included as part of a development proposal appropriate provision for recycling and waste disposal facilities will be required. Provision should be sensitively located and designed with accessible and clearly legible facilities to enable the public to easily distinguish between options for sorting of recyclable material, disposal of general waste and where appropriate, composting of organic material.
Chapter 12 – Transport and Connectivity		
MM148	Policy TR1	TR1 Sustainable transport and movement Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, safe, healthy, liveable, walkable and sustainable neighbourhoods in Lewisham. Development proposals must make the most effective use of land and optimise the capacity of sites by taking into account connectivity and access to existing and planned future public transport. Priority should be given to reducing car use and both promoting and enabling movement by walking, cycling and the use of public transport. B Development proposals should seek to improve and must not adversely impact on the effective functioning and safe use of Lewisham's transport network and public realm, including walking and cycling transport infrastructure.

C ~~The land, buildings, space and supporting infrastructure required for the construction and operation of Lewisham's network of strategic and other transport infrastructure will be safeguarded, including for the schemes identified in Table 12.1.~~ Development proposals will ~~be required to~~ provide ~~adequate~~ protection for, not prejudice, and respond positively to the need to facilitate the delivery of, the Borough's network of transport infrastructure as set out in the Council's Infrastructure Delivery Plan. Land, buildings, space and supporting infrastructure required for the construction and operation of Lewisham's network of strategic and other transport infrastructure will be safeguarded under planning policy, including the schemes identified in Table 12.1. Phase 1 of the Bakerloo Line Extension is safeguarded by the Secretary of State under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The BLE safeguarded area is shown on the policy maps.

D To encourage and enable modal shift away from car use to more sustainable transport modes, as well as to tackle local deprivation by ensuring equality of access to opportunities, the Council will work positively and in partnership with stakeholders to secure improvements to the public transport network including:

a. Improvements at Lewisham's stations, including enhancements to accessibility and interchange between modes, such as step-free access;
b. Bus priority and bus stop infrastructure;
c. The use of the River Thames for passenger-based transport; and
d. Expansion of cycle hire.

~~Table 12.1: Indicative list of strategic transport schemes~~

~~Scheme~~	~~Timeframe~~
~~Public Transport~~	
~~Bakerloo Line Extension~~	~~Medium~~
~~Lewisham Station and interchange~~	~~Short to medium~~
~~Brockley Station and interchange~~	~~Medium~~
~~Surrey Canal Station~~	~~Short to medium~~
~~Metroisation' of London Overground services~~	~~Short to medium~~
~~Healthy Streets and Active Travel~~	
~~A2 New Cross Road / Amersham Gyratory removal~~	~~Short~~
~~A21 Healthy Streets Corridor ('Lewisham Spine)~~	~~Short to medium~~
~~A205 (South Circular) Re-routing (Catford)~~	~~Short~~
~~Ringway Corridor (Southend Land and Whitefoot Lane)~~	~~Medium~~
~~Healthy Neighbourhoods~~	~~Short to medium~~

E Development proposals should use the design-led approach to maximise opportunities to remove barriers to access and introduce measures that encourage and enable movement by walking and cycling. They must address the movement and connective function of the public realm along with its place qualities with reference to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods).

Assessing and mitigating transport impacts
F Transport Assessments, Transport Statements and/or Travel Plans must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including walking and cycling transport infrastructure, deliveries and servicing, and the Bakerloo line extension). These should be commensurate with the nature and scale of development proposed and provide a sufficient level of information for the Council, Transport for London and other relevant authorities to assess applications, and for development proposals to adequately address impacts at the local, network-wide and strategic level where relevant.

<table>
<tr><td></td><td></td><td>G Development proposals that do not comply with (B) and (C) above, or otherwise prohibit or prevent the necessary and safe functioning of Lewisham's transport infrastructure and network, will be refused unless it can be demonstrated that adverse impacts will be avoided or appropriately mitigated. Proposals must deliver direct mitigation measures, with suitable alternative provision that is agreed by the relevant transport authorities and service providers, including Transport for London, and/ or planning contributions, where appropriate.

H Development proposals will be assessed having regard to the cumulative impact of development including within Lewisham and neighbouring local authority areas.

I Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, planning permission will be contingent on the provision of the necessary public transport and/or walking and cycling infrastructure to cater for this demand, in line with London Plan Policy T4 (Assessing and mitigating transport impacts). Consideration will be given to both existing and planned transport infrastructure, taking into account timeframes and funding committed for any future schemes. The Council will use measures to ensure that development is appropriately phased in order to avoid excessive strain on the transport network and to ensure additional infrastructure demands arising from the development (including for community and green infrastructure) can be appropriately accommodated.</td></tr>
<tr><td>MM149</td><td>New Table</td><td>Indicative list of key planned and pipeline strategic transport schemes

<table>
<tr><td colspan="3">Planned Transport and Highways projects:</td></tr>
<tr><td>Bakerloo line extension</td><td>Medium</td><td>Public transport</td></tr>
<tr><td>Surrey Canal Road Station</td><td>Medium</td><td>Public transport</td></tr>
<tr><td>'Metroisation' of London Overground services</td><td>Medium</td><td>Public transport</td></tr>
<tr><td>A21 Healthy Streets Corridor ('Lewisham Spine)</td><td>Short to medium</td><td>Healthy streets and active travel</td></tr>
</table>

<table>
<tr><td colspan="3">Pipeline Transport and Highways projects:</td></tr>
<tr><td>Brockley Station and interchange</td><td>Medium</td><td>Public transport</td></tr>
<tr><td>Lewisham Station and interchange</td><td>Medium</td><td>Public transport</td></tr>
<tr><td>A2 New Cross Road / Amersham Gyratory removal</td><td>Medium</td><td>Public transport</td></tr>
<tr><td>Ringway Corridor (Southend Land and Whitefoot Lane)</td><td>Medium</td><td>Healthy streets and active travel</td></tr>
</table>

Project Timings: Short = within five years; Medium = within five-twenty years; and Long = beyond twenty years</td></tr>
<tr><td>MM150</td><td>Policy TR2</td><td>TR2 Bakerloo line extension

Strategic Policy

Strategic Objectives:
A An open Lewisham as part of an open London ~~Borough of Lewisham~~,
C A thriving local economy that tackles inequalities,</td></tr>
</table>

		E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A The Bakerloo line extension (BLE) is fundamental to improving public transport access as well as supporting growth and regeneration in Lewisham and London. The Council will work in partnership with stakeholders to secure the timely delivery of the BLE in accordance with the London Plan. It will also seek to maximise the opportunities associated with the BLE by directing new investment to significantly improve accessibility across the Borough, tackle deprivation and optimise the development potential of sites in proximity to the BLE. B Development proposals must demonstrate that they will help to facilitate and not preclude the delivery of the BLE, with reference to Policy TR1 (Sustainable transport and movement). They must take into account taking into account Ministerial safeguarding Directions and relevant Mayor of London / Transport for London infrastructure requirements and/ or feasibility studies associated with BLE, and should consult with relevant transport bodies at the early stage of the planning process; C Development proposals on sites located within ~~400 metres of a proposed Bakerloo line station or safeguarded area~~ the BLE safeguarded area, under the Secretary of State for Transport's BLE safeguarding directions, must (unless exempted in those directions) demonstrate that the proposed development will not preclude or delay the delivery of the BLE, will not lead to excessive cost in the delivery or operation of the Bakerloo Line, and ~~must~~ will be compatible with the BLE during delivery and operation (for example, in relation to vibration from the tunnels)~~, both during construction and in operation~~. Foundation and basement design will be particularly critical for over tunnel alignments, ground level needs at stations and for other work sites. Development proposals must also be designed to optimise the accessibility provided by the introduction of the BLE into the local area. This may include provision for new or improved public realm and transport infrastructure enhancements. Major development sites within 960m of a proposed BLE station must submit an assessment on accessibility, public realm and enhancements to public transport. D Development proposals should optimise the use of land and capacity of sites taking into account the BLE and future improvements to Public Transport Access Levels enabled by its delivery. The Council will seek to ensure that development on sites in proximity to existing, planned or potential future Bakerloo line stations is appropriately phased in order to secure the most beneficial use of land, particularly to help meet Lewisham's housing needs.
MM151	Policy TR3	TR3 Healthy streets as part of healthy neighbourhoods Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, E Responding to the climate emergency, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A The Healthy Streets Approach will be promoted and implemented in Lewisham in order to support the delivery of inclusive, healthy, safe, liveable, walkable and sustainable neighbourhoods. Priority will be given to approaches and measures that encourage and enable movement by walking, cycling and public transport, so they become people's preferred choice of travel in Lewisham. B Development proposals must demonstrate how they have applied the London Plan Healthy Streets Approach and Indicators through the design-led approach. All major development proposals must submit a Healthy Streets Assessment as part of the Transport Assessment. Proposals will be supported where they have engaged positively with the Healthy Streets Approach to deliver public realm and other improvements that support walking, cycling and the use of public transport. Cycle infrastructure must be designed in accordance with the London Cycling Design Standards.

		C The Healthy Streets Approach will have particular importance within town centres, along and around Growth Corridors and other key movement corridors that link Lewisham's neighbourhoods and town centres with each other and those outside of the Borough. This includes corridors located in areas with lower Public Transport Access Levels and areas experiencing higher levels of deprivation. Development proposals must have regard to relevant guidance that supports corridor improvements, including the Council's A21 Development Framework. D Development proposals must safeguard and contribute to maintaining and enhancing the Borough's network of walking routes and cycleways, including the Thames Path, South-East London Green Chain, Waterlink Way and other components of the Lewisham Links. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible, including the expansion of cycle hire along these routes. Development proposals that adversely impact on the safety, quality and convenience of the Borough's network of walking routes and cycleways, and associated infrastructure (including dedicated cycle parking provision), will be refused unless appropriate mitigation measures are provided. E High quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy QD 3 (Public realm and connecting places) development proposals must be designed to maximise the contribution that public realm makes to encourage and enable active modes of travel. This includes measures to reduce vehicle dominance and enhance access, permeability and connectivity to and within sites by maintaining or integrating safe and legible routes for walking and cycling along with removing barriers to movement, such as gates, guardrails and stepped kerbs. F To support the Healthy Streets Approach development proposals should provide end-of-trip facilities for cyclists that are easy to access and designed in accordance with the London Cycling Design Standards. These facilities should be provided at a level that is commensurate with the nature and scale of development and the required level of cycle parking, in line with the parking standards of Policy TR4 (Parking). G To help facilitate liveable and sustainable neighbourhoods in Lewisham, the Council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the walking and cycle environment. H Development proposals must be designed to ensure that the public realm is not adversely impacted by installations, including advertising columns, and seek opportunities to remove redundant installations wherever possible. I To help facilitate modal shift the Council will work positively with its partners and stakeholders to raise awareness of active travel and to enhance opportunities for the public to access related training and funding.
MM152	Policy TR4	TR4 Parking <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>H Securing the timely delivery of infrastructure.</u> A A carefully managed approach to parking, and particularly car parking, will be taken to support the delivery of inclusive, healthy, safe, liveable and sustainable neighbourhoods. In line with the London Plan, car-free development should be the starting point for all development proposals in places that are, or are planned to be well-connected by public transport with developments elsewhere designed to be car-lite, B Development proposals for car-free development will be supported where they are located in highly accessible and well-connected locations. Elsewhere, car-free development will be supported where it can be suitably demonstrated that: a. The development is appropriately located at a well-connected location with good walking and cycling access to local amenities and services; or

		b. The development is appropriately located within an Opportunity Area, Growth Node, Regeneration Node, Growth Corridor or town centre where the Local Plan makes provision for significant public realm enhancements that will bring about attractive conditions for walking and cycling and improve access to local amenities and services; ~~and~~ or c. There is an existing Controlled Parking Zone (CPZ), or a future CPZ can be established through planning contributions; or d. There is sufficient capacity on the public transport network or potential for active travel interventions or implementation of Low Traffic Neighbourhoods in the local area to cater to the additional demand arising from the development, taking into account existing and planned transport infrastructure~~;~~. C Development proposals must not exceed the maximum car parking standards set out in the London Plan, including for: a. Residential parking; b. Office parking; c. Retail parking; and d. Hotel and leisure uses parking (including consideration of coach parking). D Development proposals must make adequate provision for residential and non-residential disabled persons parking, recognising that car-free development has no general parking but should still provide disabled persons parking. All such provision must be in accordance with the relevant London Plan standards and the requirements for design and management of parking bays. E Development proposals must make provision for high quality and fit-for-purpose cycle parking in accordance with the London Cycle Design Standards. They must meet and wherever possible seek to exceed the minimum cycle parking standards set by London Plan (which for Lewisham are the 'higher minimum' standards). This includes sufficient provision of short and long-stay spaces along with spaces to accommodate larger cycles including adapted cycles for disabled people and cargo bikes. F Major development proposals, development proposals located within town centres and employment areas, or other developments likely to generate a significant number of visitors should integrate dedicated space for cycle hubs to accommodate provision of cycle parking including for cycle hire schemes and space for cargo bikes wherever feasible. Proposals for the comprehensive development of sites, including through masterplans, must demonstrate how they have maximised opportunities to deliver this provision in order encourage and enable cycling. G The Council will consider the need for ~~Controlled Parking Zones~~ CPZs to manage additional or new demand arising from development across the Borough, and will implement these where appropriate. H In order to manage the parking demand associated with new development the Council will consider on a case-by-case basis whether it is appropriate to require that the development is Permit Free (except for Blue Badge holders). Proposals for new car-free development must be Permit Free. ~~I Where car parking is appropriate, a minimum of 20 per cent of total car parking spaces provided on-site must have active provision of charging points for electric or Ultra-Low Emission vehicles, with passive provision for all remaining spaces. In the case that a development has a Travel Plan in place, the levels of usage of electric or Ultra-Low Emission vehicles should be monitored, with new charging points installed as demand increases.~~ ~~J~~ I Parking Design and Management Plans (PDMPs) must be submitted with development proposals that include parking. PDMPs must also be submitted for development proposals without parking but which are likely to generate a significant demand for parking or impact on existing parking provision. ~~K~~ J Development proposals for residential and commercial uses will be expected to investigate opportunities to implement rapid charging points, having regard to the Council's Low Emissions Vehicle Charging Strategy. ~~L~~ K Surface-level car parking should be designed to be permeable, with reference to Policy SD8 (Sustainable drainage)~~,~~.

MM153	New Paragraph	Car clubs can be useful in supporting car-free development. They are best implemented in association with reductions in the overall number of parking spaces being provided in an area. Simply adding car club cars to areas with lots of parking is not an effective way to reduce car ownership or use and only serves to increase the dominance of vehicles on the streets in new developments. Consequently, car clubs should be deployed as a means to reduce the overall volume of parking, specifically in locations where they can provide for occasional car use for households that are prevented from owning their own car, where parking levels are very low, and they should include electric vehicle charging points.
MM154	Policy TR5	TR5 Deliveries, servicing and construction Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities, H Securing the timely delivery of infrastructure. A Development proposals should facilitate sustainable freight, where possible, through water, rail, and road including for 'last-mile distribution'. They must also facilitate and enable safe, clean and efficient delivery and servicing for all of the development's intended occupiers and uses, including emergency services. Delivery and servicing requirements should be considered at the early stage of the design-led approach, particularly in mixed-use development, in order to ensure practical site layouts and building designs that protect local amenity and avoid or mitigate adverse impacts to the highway network. B Provision of adequate space and facilities for deliveries and servicing should be made off-street, with on street loading bays or other facilities only used where it is demonstrated this is necessary due to feasibility. Major and other larger developments should make provision for well-integrated facilities to allow for deliveries to be received outside of peak hours and for secure, temporary storage of parcels or goods. C Development proposals for commercial and industrial uses should ensure that parking provision for servicing and delivery is commensurate with the specific operational needs of the development. The level and type of parking provision will be considered on a case-by-case basis with reference to Policy TR4 (Parking). Proposals must provide evidence to demonstrate that the provision is appropriate to location, nature and scale of commercial or industrial use. D Major developments and other development proposals that are likely to generate a significant number of vehicle movements from deliveries, servicing or construction will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan as part of the Transport Assessment. This should provide a sufficient level of detail about the servicing, delivery and freight requirements of the development from the construction to occupation stages, and demonstrate that all likely adverse impacts on local amenity and the highway network have been avoided or mitigated, recognising that final details may be sought by condition. Consideration should be given to the timing of deliveries. E For major developments and other developments which are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the design-led approach and help to enable coordination and integration of servicing requirements across the site(s). Development proposals, particularly those including commercial uses, are encouraged to optimise the use of land by making provision for shared storage, micro-consolidation and distribution facilities appropriate to use(s), scale and location of development.
MM155	Policy TR6	TR6 Taxis and private hire vehicles Non-strategic Policy Strategic Objectives: H Securing the timely delivery of infrastructure. A Development proposals for offices, taxi ranks, and other operational space associated with taxis and private hire vehicle businesses (including minicabs) will only be supported where:

		a. They are appropriately located, with priority given to sites within or in close proximity to town centres and at or near stations; b. The development will not result in a harmful overconcentration of similar uses in the locality; c. It is suitably demonstrated that there will be no adverse impact on amenity and the highway network~~, including existing on-street parking provision~~; d. Walking routes and cycleways will not be adversely impacted, particularly where these are used for access to bus stops, station entrances and other public transport services; e. The development, is of a high quality design; f. Offices and ranks are accessible and safe during operational hours, including through the use of appropriate lighting and CCTV; and g. Parking spaces delivered on-site to meet the operational use of a building (including offices, hotels, community facilities and major public facilities) have active charging points for all designated taxi spaces, in line with the London Plan. B Development proposals will be assessed having regard to the cumulative impact of facilities for taxis and private hire vehicles in the locality and the London Plan strategic target to increase mode share for walking, cycling and public transport to 80% of all trips by 2041, and 90% in inner-London.
MM156	Policy TR7	TR7 Digital connectivity <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>A An open Lewisham as part of an open London ~~Borough of Lewisham~~,</u> <u>C A thriving local economy that tackles inequalities,</u> <u>E Responding to the climate emergency,</u> <u>H Securing the timely delivery of infrastructure.</u> A Digital connectivity infrastructure is necessary for access to services and other opportunities, inclusive communities and growth and diversification of the local economy. The Council will work with stakeholders to address barriers to digital access and secure the provision of high quality, fast and reliable digital infrastructure across Lewisham.~~.~~ B In line with London Plan Policy SI6 (Digital connectivity infrastructure) development proposals will be required to take appropriate measures to enable full-fibre, or equivalent infrastructure, connectivity to all end users within new development, along with meeting the expected demand for mobile connectivity generated by the development. Proposals must demonstrate that the development will be ‘connection-ready’ on first occupation. C Development proposals must demonstrate how they will improve digital connectivity on sites located in areas where full-fibre broadband, or equivalent infrastructure, is not currently available or on sites that are otherwise poorly served by broadband coverage, including in designated employment areas and town centres. Proposals must have regard to Lewisham’s Infrastructure Delivery Plan and other relevant information on broadband coverage. Infrastructure and equipment design D Development proposals for digital connectivity infrastructure and associated equipment will only be supported where it can be suitably demonstrated that: a. The infrastructure and equipment is the minimum needed to meet operational requirements, having regard to future demand or planned improvements; b. Opportunities for infrastructure and equipment sharing have been fully investigated and taken into account; c. There will be no significant adverse impact on the visual amenity of the occupiers of the host building, where relevant, and neighbouring occupiers; d. There will be no adverse impact on open space and biodiversity;

e. If located on a main road or walking route, a minimum residual footway is provided;
f. Detrimental impact on the external appearance of the host building or structure, street scene or space on which the equipment is located will be avoided or appropriately mitigated; and
g. The infrastructure and equipment is sensitively located and appropriately designed, and does not detract from local area character, having particular regard to:
i. The need to preserve or enhance the significance of heritage assets, including Listed Buildings and conservation areas;
ii. The use of design treatments to ensure the least possible visual impact, including colour, landscape and other interventions to help screen or conceal cabling and other apparatus; and
iii. The cumulative impact of telecommunications installations on a structure, site or area.

E In order to minimise visual impact all digital connectivity infrastructure and equipment should be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible.

Part Three – Lewisham's Neighbourhoods and Places
Chapter 13 – Lewisham's Neighbourhoods and Places

MM157 Paragraph 13.8

13.8 Each site allocation includes information on the development capacity of a site for different types of land uses. The process for identifying sites and the methodology used for setting capacity figures are set out in the "Lewisham Local Plan: Site Allocations Background Paper" add footnote – this should be referred for further information. The site capacities are indicative only and should not be read prescriptively for the purpose of planning applications, where the optimal capacity of a site must be established on a case-by-case basis using the design-led approach, and having regard to relevant planning policies. Table 13.1 summarises the ~~overall~~ minimum scale of delivery outcomes expected by the site allocations, both borough-wide and by character area. This demonstrates that the Local Plan has identified sites ~~with~~ to provide a supply of 5.00 deliverable years and sufficient capacity to ~~meet and~~ exceed the Borough's 15-year housing target~~s~~ as well as exceeding the needs identified in our latest Employment Land and Retail Capacity Studies[125]. This will allow for flexibility and enable the delivery of sufficient homes and non-residential floorspace, should some of the site allocations not be brought forward for development or their delivery delayed.

New footnote Correct at time of Submission in November 2023

MM158 Table 13.1

Table 13.1 Site allocations – indicative delivery outcomes over 20 year Plan period

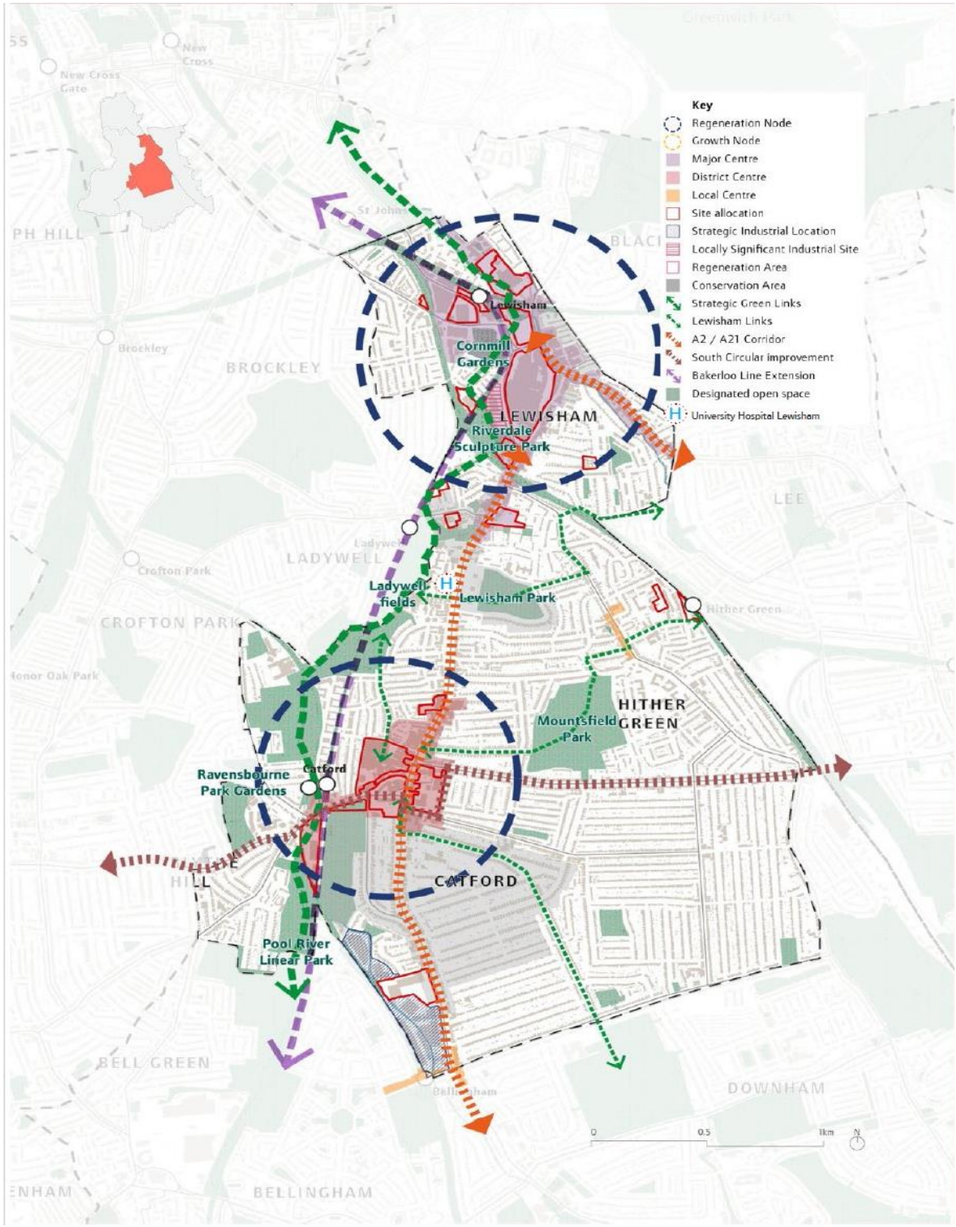
Character Area	Homes (net units)	Employment (gross floorspace m^2)	Main town centre uses (gross floorspace m^2)
Central	~~7,085~~ 7,794	~~73,714~~ 53,617	~~131,499~~ 141,208
North	~~12,921~~ 13,093	~~110,597~~ 108,987	~~124,866~~ 125,835
East	~~1,244~~ 1,444	~~5,140~~ 3,710	~~13,325~~ 14,220
South	~~2,262 – 4,736~~ 2,718 – 4,849	~~23,793~~ 23,329	~~38,648~~ 41,299
West	~~901~~ 968	~~23,985~~ 28,461	~~10,612~~ 10,235
Total for 20-year Plan period	~~24,413 – 26,887~~ 26,017 -28,148	~~237,228~~ 218,103	~~318,950~~ 332,796

		Net additional m^2 excluding consented developments		~~62,634~~ 44,829	~~32,394~~ 49,961	

Chapter 14 – Lewisham's Central Area

MM159 Key Spatial Objectives

TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO:	
1	Secure the delivery of the Bakerloo line extension and Lewisham interchange upgrade to improve public transport access within the Borough and to help unlock the development potential of the Opportunity Area.
2	Facilitate the renewal of Lewisham Major Centre into a well-connected modern metropolitan centre and employment hub. Strengthen the centre's role as a community and cultural destination, building on the presence of a thriving market at its heart. Enhance routes and permeability within and through the centre by the redevelopment of larger sites, including the shopping centre.
3	Secure the re-routing of the South Circular (A205) to enable the comprehensive regeneration of Catford Major Centre into London's greenest town centre, and reinforce and expand its role as the Borough's main civic and cultural hub.
4	Transform the A21 Corridor, South Circular (A205) and the A20 by applying the Healthy Streets Approach with public realm improvements that make walking, cycling and the use of public transport safer and more convenient. Enhance the place qualities of the A21 Corridor by integrating new high quality housing development along and around it, and redeveloping out-of-centre retail parks and buildings for a wider mix of uses.
5	Strengthen the role of Staplehurst Road and Hither Green Lane Local Centres, and other commercial areas nearby, to secure their long-term vitality and viability and to make the neighbourhood more liveable. Improve connectivity within and through Hither Green by addressing severance caused by railways and major roads, including public realm enhancements at the Hither Green station approaches and their surrounds.
6	Reinforce and enhance the character of established residential areas, local centres and parades including the contribution made by designated and non-designated heritage assets, whilst delivering new homes and area improvements through their sensitive intensification.
7	Protect and enable the renewal of industrial land at Bromley Road. Improve the quality of the townscape around Bellingham local centre, particularly at Randlesdown Road and Bellingham station approach.
8	Enhance the environmental quality and amenity value of the Ravensbourne and Quaggy Rivers. Improve public access to the rivers with new and improved routes, focussing on Waterlink Way and Silk Mills Path.
9	Protect and enhance open and green spaces, including waterways. Deliver the Lewisham Links, a connected network of high quality walking routes and cycleways that link these spaces and other key destinations.
10	Improved health across the borough through supporting the longevity of the existing University Hospital Lewisham estate through a phased masterplan approach and site wide decarbonisation strategy. Facilitate connectivity to the surrounds including the Ravensbourne River, public realm along Lewisham High Street and nearby open spaces.

MM160	Figure 14.2	Figure 14.2: Central Area key diagram Amend Figure 14.2 to identify the location of the University Hospital Lewisham Amend Figure 14.2 to the boundary of the Bromley Road SIL and Local Centre; the SIL boundary should include 4 Randlesdown Road whilst the row of retail units/takeaways should lie outside of the SIL boundary. 

MM161	Policy LCA1	LCA 1 Central Area place principles Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the Central Area. B Development proposals must help to ensure the Central Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). C Staplehurst Road and Hither Green Lane are designated as Local Centres reflecting the role they play in the provision of local services and community facilities, along with their accessible location near Hither Green station. To help secure the long-term viability of the Local Centres, development proposals should: a. Address severance caused by the railway and improve access to and along the station approaches and the Local Centres through public realm enhancements. that make walking routes, cycleways and station entrances (including at Springbank Road) safer and more legible; b. Enhance the character of the Local Centres through shopfront improvements, tree planting and, where appropriate, refurbishing or redeveloping buildings that detract from local character; and c. Facilitate the renewal of non-designated employment sites in proximity to the station to secure a complementary mix of commercial and other uses. D The distinctive character of the residential hinterland within Catford, Lewisham and Hither Green will be reinforced. To help meet the Borough's future needs, particularly for housing, sensitively designed and high quality development on small sites will be supported where this responds positively to the area's local and historic character. E The river valley network is a defining feature of the Central Area which development proposals must respond positively to by: a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Quaggy rivers, including by naturalising the rivers, wherever opportunities arise; b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; c. Facilitating the provision of new and enhanced connections to and along the rivers and river valleys, including by extending and improving the Waterlink Way. Walking routes and cycleways that enhance access to the river from the town centres of Lewisham and Catford, and the A21 Corridor, will be strongly supported; and d. Designing development with reference to the River Corridor Improvement Plan.

MM162	Policy LCA2	LCA 2 Lewisham major centre and surrounds Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Continued investment in Lewisham Major Centre to enable its future designation as a Metropolitan Centre of sub-regional significance in London is a strategic priority. To realise this objective and secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of transformational improvement to the town centre and its environment. They should deliver a complementary mix of main town uses, along with new housing, whilst ensuring that the centre's predominant commercial role is maintained and enhanced. B Development proposals will be required to help facilitate, and must not prejudice, the delivery of transport infrastructure necessary to ensure the centre can effectively serve, and benefit from, a wider sub-regional catchment and to support Opportunity Area objectives. This includes the Bakerloo line extension, Lewisham station interchange, land required for bus services, as well as new and improved walking routes and cycleways. Further requirements are set out in Policy TR1 (Sustainable transport and movement) and the site allocation policies for the Central Area. C Development proposals should respond positively to the evolving urban character of the centre and its surrounds. They must be designed with reference to their relationship with existing clusters of tall and taller buildings, the prevailing townscape and skyline, having regard to Policy QD4 (Building heights). Development must be designed to provide an appropriate transition in bulk, scale, massing, height and character from residential neighbourhoods around the centre, the edges of the centre and the centre's commercial core, with generous setbacks provided along the Ravensbourne and Quaggy rivers, main roads and other corridors for movement. D Development proposals must contribute to enhancing the public realm by applying the Healthy Streets Approach. They should promote and enable movement by walking, cycling and the use of public transport in order to make the town centre a significantly more accessible, safer, healthier and attractive place. This will require that a clear hierarchy of streets is established within the town centre and its surrounding neighbourhoods, along with a cohesive and legible network of walking routes and cycleways running through and/ or connecting key commercial destinations, public transport nodes, public open spaces and residential areas. Particular consideration will need to be given to movements to and from Lewisham station interchange, connecting Silk Mills Path and residential neighbourhoods to the north, and Lewisham Gateway and the wider town centre area to the south. E Development proposals must be designed to improve access and permeability in the town centre and its surrounding area, particularly where sites are to be delivered through comprehensive redevelopment. This includes new or enhanced east-west routes through the Lewisham Shopping Centre site, along Loampit Vale and Thurston Road, and from Silk Mills Path to Connington Road and Lewisham Road. F Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes improved access to the River Ravensbourne by extending and enhancing Waterlink Way that traverses the wider town centre area, and the River Quaggy at Lee High Road. Development proposals should make provision for attractive and robust embankments as an integral feature of the design, particularly along the River Ravensbourne in order to enhance connections from Silk Mills Path to Lewisham transport interchange and the Lewisham Gateway site, leading to the town centre and the Primary Shopping Area.

		G Lewisham market is at the heart of the town centre and will be protected as an important commercial destination, community anchor and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders. Effective management of the market and associated public realm will be essential to its long-term viability, and the Council will work with stakeholders to secure appropriate management arrangements. H Within the designated town centre area and at its edges, development proposals must provide for an appropriate mix of main town centre uses at the ground floor level. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary commercial, leisure and cultural uses elsewhere. Evening and night-time economic activities will be supported where they contribute positively to the local area, with reference to Policy EC18 (Culture, creative industries and the night-time economy). I Development proposals must make provision for positive frontages with active ground floor frontages within the town centre and at its edges. This includes along Lewisham High Street, Molesworth Street, Rennell Street and Lewisham Grove – which together help to frame the Primary Shopping Area – as well as Loampit Vale, Lee High Road and Lewisham Road. Development must reinforce or create a positive relationship with the public realm at the street or ground floor level, and where appropriate podium levels of buildings. Where new housing is proposed within the town centre this will only be acceptable on the upper floor levels. J To ensure Lewisham Major Centre maintains its role as one of the Borough's principal commercial and employment locations, development proposals must retain or re-provide existing workspace, and deliver net gains in industrial capacity wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class E(g) uses, including hybrid workspace combining office and light industrial uses appropriate to the area. Provision of workspace suitable for small and independent businesses, including units of 500 square meters or less, will be strongly encouraged.
MM163	Policy LCA3	LCA3 Catford major centre and surrounds Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Reinforcing the role of Catford Major Centre as Lewisham's principal civic and cultural hub is integral to the delivery of the spatial strategy. To realise this objective and to secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of town centre regeneration that responds positively to Catford's distinctive character. They should deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant civic, commercial and cultural role is maintained and enhanced. B Development proposals must be delivered through the masterplan process in accordance with the Catford Town Centre Framework and where appropriate, site allocation policies. C The realignment of the South Circular (A205) at Catford Major Centre will be facilitated through the Local Plan and delivered through a partnership approach with Transport for London and other key stakeholders. The road realignment will enable the comprehensive regeneration of the town centre and enhance the liveability of its surrounding neighbourhoods. Development proposals must maximise opportunities

		presented by the road realignment to make provision for safe movement along and across the South Circular and its junction at Rushey Green (A21), new and improved public realm and high quality, publicly accessible open spaces. D Development proposals should respond positively to the evolving urban character of the town centre and its immediate surrounds. Development must be designed to provide for an appropriate transition in scale, bulk, mass, height and character from residential neighbourhoods around the centre, the edges of the centre, and the centre's commercial and civic core, with generous setbacks provided along the Ravensbourne River, major roads and other corridors for movement. E Development proposals must contribute to enhancing the public realm by applying the Healthy Streets Approach. They should promote and enable movement by walking, cycling and the use public transport to make the town centre a significantly more accessible, safer, healthier and attractive place. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of walking routes and cycleways running through and/or connecting key, commercial, civic and cultural destinations, public transport nodes, public open spaces and residential areas. Particular consideration will need to be given to movements to and from Catford and Catford Bridge stations and along Rushey Green (A21). Careful consideration will also need to be given to the relationship between vehicular, pedestrian and cycle movements and access at Sangley, Brownhill and Plassy Roads, and the South Circular (A205). F Development proposals must respond positively to the historic and cultural character of the town centre and its surrounds whilst preserving or enhancing the significance of heritage assets, including by: a. Retaining the Broadway Theatre as an integral local landmark and cultural destination within the centre. Development should be designed to ensure the theatre remains a prominent visual feature marking the eastern gateway to The Broadway; b. Designing development with reference to the historic fabric of the local area. In particular, development should seek opportunities to enhance the townscape by reinstating the network of historic lanes within the town centre; and c. Addressing the relationship of new development with the Culvery Green Conservation Area to the south. G Development proposals must respond positively to the distinctive character of the Broadway and the buildings of townscape merit along it. They should reinforce and enhance ~~thefunction~~ the function of the Broadway as a key movement corridor by walking and cycling as well as a focal point of community and commercial activity. H Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Ravensbourne near Catford and Catford Bridge Stations, and to improve public access to the Waterlink Way by repairing the existing break in the path and extending the route to join with the River Pool Linear Park. Development proposals should make provision for attractive and robust embankments as an integral feature of the design to enhance connections to town centre's western gateway, Ladywell Fields and the train stations. I Catford market forms an integral part of the town centre and will be protected as an important commercial destination, community anchor and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders. J Development proposals must provide for an appropriate mix of main town centre uses. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary civic, commercial, leisure and cultural uses elsewhere. Evening and night-time economic activities should help to reinforce Catford's role as an important cultural destination, and will be supported where they contribute positively to the local area, with reference to Policy EC18 (Culture, creative industries and the night-time economy). K Development proposals must make provision for positive frontages within the town centre and at its edges with active ground floor frontages along Rushey Green, The Broadway and within the Primary Shopping Area. Development must reinforce or create a positive relationship with the public realm at the street or ground floor level, and where appropriate, podium levels of buildings. L Catford Major Centre is a key commercial and employment location. It has a unique civic and cultural function that distinguishes it from, and helps to complement, Lewisham Major Centre. Development proposals must retain or re-provide existing workspace and deliver net gains in

		industrial capacity wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class E(g) uses, including office floorspace and hybrid workspace combining office and lighter industrial uses appropriate to the area. Provision of workspace suitable for small and independent businesses, including units of 500 square meters or less, will be strongly encouraged, particularly where the space is designed to support the cultural and creative industries.
MM164	Policy LCA4	LCA4 A21 corridor Strategic Policy Strategic Objectives: D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A The transformation of the A21 Corridor (Lewisham High Street, Rushey Green and Bromley Road) and its immediate surrounds into a network of liveable and healthy neighbourhoods with a distinctive urban character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach. B Development proposals along the A21 Corridor and its immediate surrounds must contribute to enhancing the place qualities of the corridor by: a. Responding positively to the evolving urban character of the area through the sensitive intensification of sites, where appropriate; b. Ensuring that the design of new development references the historic fabric of the local area. In particular, development should seek opportunities to enhance the setting of designated and non-designated heritage assets along the route. ~~b.~~ c. Helping to establish a distinctive and legible urban grain along and around the Corridor, including clusters of development of an urban scale situated at major road junctions; ~~c.~~ d. Ensuring new development reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the Corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, particularly in town centres and edge-of-centre locations; ~~d.~~ e. Maximising opportunities to integrate tree planting and other urban greening measures; and ~~e.~~ f. Enhancing connections between the Major Centres of Catford and Lewisham, as well as neighbourhoods surrounding the Corridor, through the delivery of new and improved public realm. C Development proposals must reinforce and enhance the role of the A21 as a strategic movement corridor by applying the Healthy Streets Approach. This principal north-south route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park, Mountsfield Park and the River Ravensbourne. D Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 Corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.

<table>
<tr><td>MM165</td><td>Policy
LCA SA1</td><td>1 Lewisham Gateway
<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">Lewisham Gateway Site, Lewisham High Street, London, SE13</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 1.53</td><td>Setting
Central</td><td>PTAL
In 2015: 6b,
In 2021: 6b,
In 2031: 6b</td><td>Ownership
Mixed public and private</td><td>Current use
Transport interchange</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Lewisham Core Strategy (2011) and London SHLAA (2017)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, Strategic Open Space, Waterlink Way, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones1,2,3, Rivers Ravensbourne and Quaggy on-site, Groundwater Source Protection Zone 1, Critical Drainage Area</td></tr>
<tr><td>Planning Status</td><td colspan="5">Full application DC/06/062375 granted in May 2009. Various reserved matters and s73 minor material amendment granted April 2013 – February 2019. Phase 1 is complete and has delivered 362 residential units and 1,089m^2 of main town centre floorspace. Phase 2 <u>~~has started construction~~</u> is <u>nearing completion.</u></td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5
Yes</td><td>Years 6 – 10</td><td colspan="2">Years 11 - 15</td><td>Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
1011</td><td colspan="3">Gross non-residential floorspace
Employment 1,525
Main town centre 9,548</td></tr>
<tr><td>Remaining Net Units to be Delivered</td><td colspan="2">649</td><td colspan="3"></td></tr>
</table></td></tr>
<tr><td>MM166</td><td>Paragraph 14.24</td><td>14.24 Development guidelines

1. The design of development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area, organised around a high quality public realm.</td></tr>
</table>

2. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.

3. High quality public realm must be fully integrated into the site area. Particular attention should be given to key walking routes, including the connections between the station interchange and High Street to the south, linking Lewisham Gateway to the heart of the town centre. Proposals should also be designed having regard to their relationship with adjoining sites, including those at Loampit Vale to the east and Conington Road to the north.
4. The Rivers Quaggy and Ravensbourne pass through the site but are culverted and canalised. Proposals will be expected to investigate and maximise opportunities to reinstate the rivers and their corridors as a prominent feature in the development, along with facilitating improvements to Waterlink Way. This should be supported by delivery of a new coherent public open space which focuses on the confluence of the rivers.

5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network.

7. Development must respond positively to the St Stephen's and Belmont Conservation Areas, and the St Stephen's Church (Grade II). Clear visual links to the church, situated to the east of the site boundary, should be established and maintained.

MM167

Policy LCA SA2

2 Lewisham Shopping Centre

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Lewisham Shopping Centre, 33A Molesworth Street, Lewisham, London, SE13 7HB				
Site Details	Site size (ha) 6.38	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Main town centre uses, retail
How Site Was Identified	Lewisham Call for Sites (2015 and 2018) and London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 1, 2, 3, River Quaggy nearby, Groundwater Protection Zone 1, Critical Drainage Area, 3 Locally Listed Buildings on site				

		Planning Status: Pre-application Timeframe for Delivery: Years 1 – 5: Yes; Years 6 – 10: Yes; Years 11 – 15: Yes; Beyond 15 years Indicative Development Capacity: Net residential units: ~~1,579~~ 2,145; Gross non-residential floorspace: Employment ~~20,097~~ 0; Main town centre ~~60,291~~ 70,000
MM168	Paragraph 14.28	Opportunities 14.28 This site forms the heart of Lewisham major centre and includes the Lewisham Market. It is dominated by the shopping centre, built in the 1970s, and the Lewisham House office block. Comprehensive redevelopment of the ~~shopping centre~~ site allocation as a whole, alongside the delivery of a significant amount of new housing on upper floors will enhance the quality of town centre and help it to achieve Metropolitan centre status. Redevelopment will provide opportunities to deliver ~~modern retail and employment space~~ main town centre floorspace, ~~leisure and cultural community facilities,~~ including retail and employment, leisure, cultural and community facilities to support the long-term vitality and viability of the town centre. Development can also enable transformative public realm enhancements to improve connections throughout the wider town centre area. ~~and secure long-term future of the market.~~ The Council have secured £19m from the Levelling Up Fund, which the Council will use to fund works to enhance the market in 2024. Redevelopment of Lewisham Shopping Centre should be considerate of the emerging Lewisham Market proposals and complement its offer.
MM169	Paragraph 14.29	14.29 Development requirements 1. Landowners must work in partnership and ~~n~~ in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors together with a high quality market area. 3. Development must be designed to improve connections through the site including the creation of new east-west connections between Molesworth Street and Lewis Grove, along with a new north-south pedestrianised spine running through the site, linking the Lewisham Gateway site from Rennall Street at the north to Lewisham High Street / Molesworth Street at the south. 4. Positive frontages within the Primary Shopping Area and along key routes, with active ground floor frontages. 5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including: a. Improvements to Lewisham High Street and Market square. b. A central landscaped open space c. A network of connections linking to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath, taking into account the River Corridor Improvement Plan SPD. 6. Protect and enhance Lewisham market. 7. Provision of dedicated public toilets appropriate to the scale of development.

MM170	Paragraph 14.30	14.30 Development guidelines 1. Positive and active ground floor frontages should be an integral element of the development design. They should be accommodated adjacent to Lewis Grove and along the new north-south route through the site from Lewisham Gateway, including the junction with Molesworth Street to the south, as well as along Rennell Street and Molesworth Street. 2. A range of design treatments should be integrated along key routes to help activate frontages and create visual interest, including high quality shopfronts, building entrances and windows at the street level. Breaks should also be provided along the length of routes by the introduction of footpaths and amenity spaces, along with the interspersing of smaller business units. 3. High quality public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including at the High Street, Market Square and Molesworth Street. Public realm should also help to enhance connections to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath. 4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk. 5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the Lewisham High Street trunk sewer will not be allowed. 6. The site's relationship with the Lewisham Market and Market Square should be one of the principal considerations in the development design. 7. The design of development must respond positively to a site's position in the wider site allocation area, and to the scale and function of the High Street. The southern end of the site should operate as a transitional zone with more moderately scaled development. Comprehensive redevelopment, including the Beatties Building and Model Market, should encourage visitors into the heart of the town centre, and help to support pedestrian movement up the length of the High Street. Tall buildings may be appropriate across the site, especially at the northern end of the site and to the west along Molesworth Street. 8. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units. 9. Development must respond positively to heritage assets including: The Clock Tower, Lewisham High Street (Grade II); Church of St Saviour and St John Baptist and Evangelist (RC), Lewisham High Street (Grade II); Former Prudential Buildings, 187-197 Lewisham High Street (Grade II); and St Stephen's Conservation Area. 10. The eastern boundary of the St Stephen's Conservation Area runs along Lewisham High Street, opposite the northern portion of the site. Proposals must address impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area. 11. The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature. 12. Redevelopment and refurbishment options for the plots of land that do not fall within the ownership of the Lewisham Shopping Centre should be ~~explored, to better integrate them into~~ fully co-ordinated with a comprehensive ~~scheme for~~ approach to the wider site allocation. This includes retail units along Lewisham High Street, and the Lewisham House block where the principle of land use has already been established through the prior approval process.

MM171	Policy LCA SA3	3 Land at Engate Street

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Engate Street, Lewisham, London, SE13 7HA				
Site Details	Site size (ha) ~~0.83~~ 0.81	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Mixed public and private	Current use Main town centre uses, retail, commercial
How Site Was Identified	London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, adjacent to Strategic Open Space, ~~Bakerloo Safeguarding Direction,~~ adjacent Sites of Importance for Nature Conservation, Flood Zone 1, 2, 3, adjacent to River Ravensbourne, Groundwater Source Protection Zone 1, Critical Drainage Area, Locally Listed Buildings on site				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years ~~Yes~~	
Indicative Development Capacity	Net residential units 112		Gross non-residential floorspace Employment 6,642 Main town centre 2013		

MM172	Policy LCA SA4	4 Conington Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	209 Lewisham Road, Lewisham, London, SE13 7PY				
Site Details	Site size (ha) 1.11	Setting Central	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Main town centre uses, retail, commercial

How Site Was Identified	Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Sites (2018)	
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1, River Ravensbourne on-site, Groundwater Source Protection Zone 1, Adjacent to Strategic Open Space	
Planning Status	Full application DC/18/109184 allowed at Appeal in January 2020 and S73 application granted in December 2021. ~~Started construction.~~ Site has recently been completed.	
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 / Years 11 – 15 / Beyond 15 years
Indicative Development Capacity	Net residential units 365	Gross non-residential floorspace Employment 0 Main town centre 554

MM173 Policy LCA SA5

5 Land at Conington Road and Lewisham Road (Tesco)

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY				
Site Details	Site size (ha) 1.53	Setting Central	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Main town centre uses, retail, car park
How Site Was Identified	Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Site (2018)				
Planning Designations and Site Considerations	New Cross, Lewisham, and Catford Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Adjacent to Strategic Open Space, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1, 2, 3, River Ravensbourne on-site, Groundwater Source Protection Zone 1, Critical Drainage Area				
Planning Status	Pre-application				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 Yes	Years 11 - 15	Beyond 15 years	
Indicative Development Capacity	Net residential units ~~407~~ 451		Gross non-residential floorspace Employment 1,901 Main town centre 7,604		

MM174	Paragraph 14.44	14.44 Development requirements 1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to residential areas and public spaces. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, centred on an improved Silk Mills Path. 2. Positive frontage with active ground floor frontages along key routes. 3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including: a. ~~A new~~ New public ~~square~~ realm linked to Silk Mills Path; b. River restoration and a riverside walk 4. Development must be designed to improve to the ecological quality and amenity value of the River Ravensbourne, including a riverside walk incorporating the existing bridges with an attractive and robust embankment, taking into account the River Corridor Improvement Plan SPD.
MM175	Policy LCA SA6	6 Thurston Road Bus Station

Non-Strategic Policy	Strategic Objectives: H Securing the timely delivery of infrastructure.				
Site Address	Thurston Road, Lewisham, SE13				
Site Details	Site size (ha) 0.35	Setting Central	PTAL 2015: 5-6a 2021: 5-6a 2031: 5-6a	Ownership Private	Current use Bus station
How Site Was Identified	Strategic Planning Team (2022)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Bakerloo Line Safeguarding Direction, Appropriate Location for Tall Buildings, Adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a, Critical Drainage Area, Groundwater Source Protection Zone 1, Adjacent to Strategic Open Space.				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 Yes	Years 11 – 15 Yes	Beyond 15 years Yes	
Indicative Development Capacity	Net residential units 0		Gross non-residential floorspace Employment 0 Main town centre 0		

<table>
<tr><td>MM176</td><td>Paragraph
14.48</td><td>14.48 Development requirements

1. Applicants must consult with Transport for London and Network Rail to ensure this site makes appropriate provision for transport infrastructure and services.
2. The site is safeguarded as a temporary works site in order to deliver strategic transport infrastructure, including the BLE station box and improvements to Lewisham Railway Station.
3. The existing bus standing capacity and associated facilities must be temporarily re-located.
4. Once the site has stopped being used as a temporary works site, it must be returned to its original use as a bus station for TFL.
5. Molesworth Street car park will be used as a temporary bus facility whilst infrastructure works take place for the Bakerloo Line Upgrade and Extension and Lewisham Railway Station.</td></tr>
<tr><td>MM177</td><td>Policy
LCA SA7</td><td>7 Lewisham Retail Park, Loampit Vale
<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">Lewisham Retail Park and Nos. 66-76 Loampit Vale, Lewisham, SE13</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 1.13</td><td>Setting
Central</td><td>PTAL
2015:6b
2021: 6b
2031: 6b</td><td>Ownership
Private</td><td>Current use
Main town centre uses, retail</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Lewisham Town Centre Local Plan (2014) and London SHLAA (2017)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Bakerloo Line Safeguarding Direction, Adjacent to Site of Importance for Nature Conservation, Adjacent to Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 2, 3, Groundwater Source Protection Zone 1, Critical Drainage Area</td></tr>
<tr><td>Planning Status</td><td colspan="5">Full application DC/16/097629 granted in March 2019.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

~~Yes~~</td><td>Years 6 – 10

Yes</td><td>Years 11 - 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units

529</td><td colspan="3">Gross non-residential floorspace

Employment 0
Main town centre 4,343</td></tr>
</table></td></tr>
<tr><td>MM178</td><td>Paragraph
14.52</td><td>Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.

2. Development must not prejudice the delivery of transport infrastructure, including the Bakerloo Line extension.</td></tr>
</table>

		3. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced connections to Lewisham interchange. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including walking and cycle friendly boulevards along Loampit Vale, Jerrard Street and Thurston Road. 4. Positive frontages with active ground floor frontages along key routes. 5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including a new station square.
MM179	Policy LCA SA8	8 100-114 Loampit Vale

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	100-114 Loampit Vale, Lewisham, London, SE13				
Site Details	Site size (ha) 0.12	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Industrial, car services
How Site Was Identified	Lewisham Call for Sites (2018)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, adjacent to Strategic Open Space, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Flood Zone 3, Groundwater Source Protection Zone 1, Critical Drainage Area				
Planning Status	~~Full application DC/17/102049 granted in February 2018~~ None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10 Yes	Years 11 – 15 ~~Yes~~	Beyond 15 years	
Indicative Development Capacity	Net residential units 30		Gross non-residential floorspace Employment 298 Main town centre 596		

<table>
<tr><td>MM180</td><td>Policy
LCA SA9</td><td>9 Silver Road and Axion House
<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">Axion House, 1 Silver Road, London, SE13 7BQ</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 0.48</td><td>Setting
Central</td><td>PTAL
2015: 1b
2021: 1b
2031: 1b</td><td>Ownership
Private</td><td>Current use
Industrial, vacant land</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017).</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, adjacent to Strategic Open Space, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zones 2, 3, adjacent to River Ravensbourne, Groundwater Source Protection Zone 1, Critical Drainage Area</td></tr>
<tr><td>Planning Status</td><td colspan="5">DC/18/109972 granted in May 2020. Started construction</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5
Yes</td><td>Years 6 – 10</td><td>Years 11 – 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
141</td><td colspan="3">Gross non-residential floorspace
Employment 0
Main town centre 453</td></tr>
</table></td></tr>
<tr><td>MM181</td><td>Paragraph 14.63</td><td>14.63 Development guidelines

1. Development should respond positively to the River Ravensbourne and be designed to enhance its amenity value, with walking connections and views through the site to the river, and landscaped public realm alongside it.

2. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

3. Applicants ~~should~~ <u>must</u> work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. <u>This will include the preparation and agreement of housing phasing plan.</u> Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the Ravensbourne trunk sewer will not be allowed.</td></tr>
</table>

4. Development should maximise employment floorspace provision, including through reconfiguration of the existing buildings and spaces, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated employment floorspace.

5. An element of affordable workspace should be delivered on-site.

6. The site is situated within a predominantly residential area and consideration will need to be given to the amenity of neighbouring and surrounding properties, including for daylight and sunlight.

MM182 Policy LCA SA10

10 House on the Hill, Slaithewaite Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	47 Slaithewaite Road, SE13 6DL				
Site Details	Site size (ha) 0.31	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Overnight stay respite centre
How Site Was Identified	Strategic Planning Team (2019)				
Planning Designations and Site Considerations	Opportunity area, Regeneration Node, Archaeological Priority Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2.				
Planning Status	Pre-application				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 52		Gross non-residential floorspace Employment 0 Main town centre 0		

MM183	Policy LCA SA11	11 Church Grove Self-Build

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Land at Church Grove, London, SE13 7UU				
Site Details	Site size (ha) 0.35	Setting Central	PTAL 2015: 5 2021: 5 2031: 5	Ownership Public	Current use Vacant land
How Site Was Identified	London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, adjacent to Conservation Area, adjacent Strategic Open Space, Archaeological Priority Area, Air Quality Management Area, Flood Zones 3, Groundwater Source Protection Zone 1, Critical Drainage Area				
Planning Status	Full application DC/17/104264 granted in December 2018 and S73 DC/20/119250 granted in April 2021. ~~Started construction.~~ Site has recently been completed				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 38 ~~36~~		Gross non-residential floorspace Employment 0 Main town centre 0		

MM184	Policy LCA SA12	12 Ladywell Play Tower

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
Site Address	Former swimming pool, Ladywell Road, Lewisham, SE13 7UW

		Site Details	Site size (ha) 0.32	Setting Central	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Former swimming pool, vacant land	
		How Site Was Identified	London SHLAA (2017)					
		Planning Designations and Site Considerations	Opportunity Area, Regeneration Area, Conservation Area, Archaeological Priority Area, adjacent Metropolitan Open Land, Air Quality Management Area, Air Quality Focus Area, Waterlink Way, Flood Zones 2, 3, Groundwater Source Protection Zone 1, Critical Drainage Area, Listed Building on site					
		Planning Status	Full application DC/22/126038 and Listed Building Consent DC/22/125927 was considered at Strategic Planning Committee on 6th October 2022					
		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years		
		Indicative Development Capacity	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre 1,459			
MM185	Policy LCA SA13	13 PLACE/ Ladywell (former Ladywell Leisure Centre)						
		Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.					
		Site Address	Former Ladywell Leisure Centre, 261 Lewisham High Street, SE13 6NJ					
		Site Details	Site size (ha) 0.93	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Residential, retail, employment, community use	
		How Site Was Identified	Lewisham Town Centre Local Plan (2014) and London SHLAA (2017)					
		Planning Designations and	Opportunity Area, Regeneration Node, Adjacent to Strategic Open Space, adjacent Conservation Area, Archaeological Priority Area, adjacent Urban Green Space, Major					

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Site Considerations</td><td colspan="4">Centre, Night-time economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1, Critical Drainage Area</td></tr>
<tr><td>Planning Status</td><td colspan="4">Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent. ~~Pre-application.~~ Full application DC/22/129317 granted in October 2023.</td></tr>
<tr><td rowspan="2">Timeframe for Delivery</td><td>Years 1 – 5</td><td>Years 6 – 10</td><td>Years 11 – 15</td><td>Beyond 15 years</td></tr>
<tr><td>Yes</td><td>Yes</td><td></td><td></td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
175</td><td colspan="2">Gross non-residential floorspace
Employment 462
Main town centre 1,849</td></tr>
</table>
</td></tr>
<tr><td>MM186</td><td>Paragraph 14.78</td><td>Existing planning consent

14.78 DC/15/090792 – The construction of a four-storey building at the former Ladywell Leisure Centre, 261 Lewisham High Street SE13, comprising 24 x 2 bed-flats on upper floors (Class C3), up to 8 x commercial units on the ground floor for flexible use as retail (Class A1), services (Class A2), business (Class B1) and/or Class D1 non-residential community uses (Class D1), associated soft and hard landscaping boundary treatments, cycle parking and bin store, for a limited period of up to 4 years.

DC/22/129317 – Comprehensive redevelopment of the site (excluding the Place Ladywell plot fronting Lewisham High Street). Erection of 4 residential blocks, ranging from 3 to 7 storeys to deliver 102 residential units, improvements to and creation of new public realm, including new play space, provision of cycle and car parking and associated works. Erection of a single storey building comprising of electrical substations and storage. Re-provision of existing waste storage and cycle parking for Place Ladywell. Re-provision of existing car parking at Longbridge Way.</td></tr>
<tr><td>MM187</td><td>Policy
LCA SA14</td><td>14 Driving Test Centre, Nightingale Grove
<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">44 Ennersdale Road, London, SE13 6JD</td></tr>
<tr><td rowspan="2">Site Details</td><td>Site size (ha) 0.41</td><td>Setting</td><td>PTAL</td><td>Ownership</td><td>Current use</td></tr>
<tr><td></td><td>Central</td><td>2015: 3
2021: 3
2031: 3</td><td>Public</td><td>Driving test centre</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)</td></tr>
</table>
</td></tr>
</table>

Planning Designations and Site Considerations	Regeneration Node, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2					
Planning Status	None.					
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years		
Indicative Development Capacity	Net residential units 40		Gross non-residential floorspace Employment 1,386 Main town centre 0			

MM188 Policy LCA SA15

15 Land at Nightingale Grove and Maythorne Cottages

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. I Ensuring high quality education, health and social care.				
Site Address	Maythorne Cottages, Nightingale Grove, London, SE13				
Site Details	Site size (ha) 0.43	Setting Central	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Car services, employment, community, vacant land
How Site Was Identified	Site Allocations Local Plan (2013) and London SHLAA (2017)				
Planning Designations and Site Considerations	Regeneration Node, Adjacent to Site of Importance for Nature Conservation, adjacent to Green Corridor, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2.				
Planning Status	Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. ~~Full applications DC/18/109200 and DC/18/110288 refused in January and April 2019.~~ Full application DC/19/114830 granted in July 2020. Full application DC/19/113755 granted in November 2020. Full application DC/22/125982 granted in July 2023. Started construction.				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 - 15	Beyond 15 years	
Indicative Development Capacity	Net residential units ~~22~~ 27		Gross non-residential floorspace Employment 179 Main town centre 0		

<table>
<tr><td>MM189</td><td>Paragraph
14.87</td><td>Existing planning consent

14.87 DC/13/084806 – the demolition of MOT testing station at 35 Nightingale Grove and construction of four storey building plus basement comprising an MOT testing station and 7 one bedroom and 1 two bedroom self-contained flats.

14.88 LE/792/35/TP (lapsed) demolition and replacement of MOT, 7 x 1 bed and 1 x 2 bed.

14.89 DC/19/114830 – construction of a building on land off Springbank Road and to the rear of 41-43 Nightingale Grove comprising 2 business units (B1) and 3 one-bedroom and 3 two-bedroom flats.

14.90 DC/19/113755 – construction of three buildings at 33 Nightingale Grove to provide 16 residential units (3 one-bedroom and 13 two-bedroom flats).

DC/22/125982 – construction of a 6 storey building at comprising 27 self-contained flats, together with the provision of cycle spaces, plant store, communal and private terraces and associated landscaping.</td></tr>
<tr><td>MM190</td><td>Policy
LCA SA16</td><td>16 Land at Rushey Green and Bradgate Road (Aldi)

<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">Rushey Green, Catford, London, SE6 4JD</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 0.50</td><td>Setting
Central</td><td>PTAL
2015: 6a
2021: 6a
2031: 6a</td><td>Ownership
Private</td><td>Current use
Main town centre uses, retail, car park</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017) and Strategic Planning Team (2019)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Regeneration Node Archaeological Priority Area, Major Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 2</td></tr>
<tr><td>Planning Status</td><td colspan="5">None.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5</td><td>Years 6 – 10</td><td>Years 11 – 15
Yes</td><td colspan="2">Beyond 15 years
~~Yes~~</td></tr>
</table>
</td></tr>
</table>

		Indicative Development Capacity	Net residential units 88	Gross non-residential floorspace Employment 0 Main town centre 4,100	

MM191 Policy LCA SA17

17 Catford Shopping Centre and Milford Towers

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Catford Shopping Centre, Winslade Way, Catford, SE6 4J				
Site Details	Site size (ha) 0.50	Setting Central	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Public	Current use Main town centre uses, retail, residential, car park
How Site Was Identified	London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1, Critical Drainage Area				
Planning Status	Pre-application for part of the site at Thomas Lane Yard.				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 Yes	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 1,084		Gross non-residential floorspace Employment 5,387 Main town centre 21,546		

<table>
<tr><td>MM192</td><td>Policy
LCA SA18</td><td>Modification to the Site Allocation map and (Policies Map) to show full extent of the site allocation to include 12 Brownhill Road within the boundary.

18 Catford Island

<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">Catford Island Retail Park, Plassy Road, Catford, SE6 2AW</td></tr>
<tr><td>Site Details</td><td>Site size (ha) ~~2.28~~
<u>2.30</u></td><td>Setting
Central</td><td>PTAL
2015: 6a
2021: 6a
2031: 6a</td><td>Ownership
Private</td><td>Current use
Main town centre uses, retail, residential, car park</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017), Catford Town Centre AAP (Withdrawn), Lewisham Call for Sites (2015 and 2018) and Catford Masterplan</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1</td></tr>
<tr><td>Planning Status</td><td colspan="5">Full applications for part of the site granted in March 2019 and August 2021. Pre-application for remainder of the site</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5
Yes</td><td>Years 6 – 10
Yes</td><td>Years 11 – 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
602</td><td colspan="3">Gross non-residential floorspace
Employment 6,206
Main town centre 6,206</td></tr>
</table>
</td></tr>
<tr><td>MM193</td><td>Paragraph 14.107</td><td>14.107 Development requirements

1. Development must be delivered in accordance with the Catford Town Centre Framework, and integrate with the measures set out in the A21 Development Framework.

2. Development must not prejudice the delivery of transport infrastructure, including public realm enhancements associated with the re-alignment of the A205. <u>Developers should work in partnership with TfL to deliver improvements along the sites' frontages.</u> The siting of buildings must ensure the traffic and transport improvements along the South Circular at Sangley Road, Plassy Road and Brownhill Roads can be implemented in full.</td></tr>
</table>

		3. The site must be re-integrated with the surrounding street network to improve access and permeability in the local area, and to better integrate the site with the Primary Shopping Area. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. 4. Positive frontages with active ground floor frontages along key routes. 5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy. This must integrate provision of new public open space appropriate to the scale of development.
MM194	Policy LCA SA19	19 Laurence House and Civic Centre

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Laurence House, 1 Catford Road, Catford, London, SE6 4RU				
Site Details	Site size (ha) 2.21	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Civic offices, library, car park
How Site Was Identified	Call for Sites (2015), London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Growth Corridor, adjacent Conservation Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 2, Groundwater Source Protection Zone 1, Critical Drainage Area, 1 Listed Buildings on site				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10 Yes	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 262		Gross non-residential floorspace Employment 12,935 Main town centre 6,017		

MM195 Policy LCA SA20

Modification to the Site Allocation map (and Policies Map) to show the extent of the MOL to reflect TFL's most current proposals.

20 South Circular

Non-Strategic Policy	Strategic Objectives: D A greener borough, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	South Circular, Catford, London				
Site Details	Site size (ha) ~~0.43~~ 0.26	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Transport infrastructure
How Site Was Identified	Strategic Planning Team (2022)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, Adjacent to Metropolitan Open Land, Waterlink Way, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2, 3a, 3b, Critical Drainage Area				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 0		Gross non-residential floorspace Employment 0 Main town centre 0		

MM196 Policy LCA SA21

21 Wickes and Halfords, Catford Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	1-7 Catford Hill, Catford, London, SE6 4NU				
Site Details	Site size (ha) 2.06	Setting Central	PTAL 2015: 4-6b 2021: 4-6b 2031: 4-6b	Ownership Private	Current use Main town centre uses, retail, car park
How Site Was Identified	London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan				

		Planning Designations and Site Considerations	Opportunity Area, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent Metropolitan Open Land, adjacent Urban Green Space, Major Centre, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, South-east London Green Chain Area, Waterlink Way, Flood Zones 1, 2, 3, River Ravensbourne on-site and culverted, Groundwater Source Protection Zone 1, Critical Drainage Area.			
		Planning Status	None			
		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 Yes	Years 11 – 15	Beyond 15 years
		Indicative Development Capacity	Net residential units 512		Gross non-residential floorspace Employment 8,946 Main town centre 2,982	
MM197	Paragraph 14.120	14.120 Development guidelines 1. The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook walking routes within and adjacent to the site. 2. Innovative design solutions will be needed to overcome the level differences between the site and its surrounds, particularly to create an attractive boundary to the South Circular and to take advantage of the visual amenity provided by the Jubilee Ground. 3. To minimise overshadowing on existing homes to the west, the taller elements of development should be located towards the eastern part of the site, whilst ensuring there is no adverse impact on the Metropolitan Open Land nearby. 4. Waterlink Way runs along the site's western and northern boundaries, providing a direct connection to the South Circular and wider town centre area, and via subway to Catford and Catford Bridge railway stations. Development should provide a contiguous link and improve opportunities for walking and cycling and other active travel modes and deliver the Greenwich to Kent House Cycleway along the Waterlink Way Development should not result in a reduction in existing footway or carriageway space. 5. Development should maximise opportunities to enhance the ecological quality and amenity provided by the River Ravensbourne, including by revealing the river through deculverting, repairing gaps in Waterlink Way and improving public access to it. 6. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, maximise opportunities for river restoration and protect the sensitive groundwater zone. 7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer on Catford Hill will not be allowed. There are opportunities to daylight the Ravensbourne which is culverted on this site and expand the surface water network. 8. Proposals should investigate and maximise opportunities to facilitate links through the railway arches and across the A212 as well as links across the A205. 9. Commercial uses will be supported underneath the railway arches, at the western edge of the site, with priority given to uses that are likely to attract footfall to the town centre and are highly compatible with residential uses.				

<table>
<tr><td>MM198</td><td>Policy
LCA SA22</td><td>22 Ravensbourne Retail Park
<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">134 Bromley Rd, Bromley, London, SE6 2QU</td></tr>
<tr><td>Site Details</td><td>Site size (ha)
2.46</td><td>Setting
Central</td><td>PTAL
2015: 4
2021: 4
2031: 4</td><td>Ownership
Private</td><td>Current use
Out of centre retail</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Call for Site (2015), London SHLAA (2017) and Strategic Planning Team (2019)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Regeneration Node, Appropriate Location for Tall Buildings, Conservation Area, Archaeological Priority Area, adjacent to Strategic Industrial Land, Air Quality Management Area, Flood Zones 1,2,3, Groundwater Source Protection Zone 1, Critical Drainage Area, adjacent to Strategic Open Space, South East London Green Chain Walk</td></tr>
<tr><td>Planning Status</td><td colspan="5">Pre-application</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

<s>Yes</s></td><td>Years 6 – 10

Yes</td><td>Years 11 - 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units

<s>367</s> <u>461</u></td><td colspan="3">Gross non-residential floorspace

Employment 7,749
Main town centre 1,937</td></tr>
</table></td></tr>
<tr><td>MM199</td><td>Paragraph 14.122</td><td>14.122 Development guidelines
1. Development should clearly define the edge of the A21 corridor with a well-integrated building line, including by extending the established building line to the north. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.

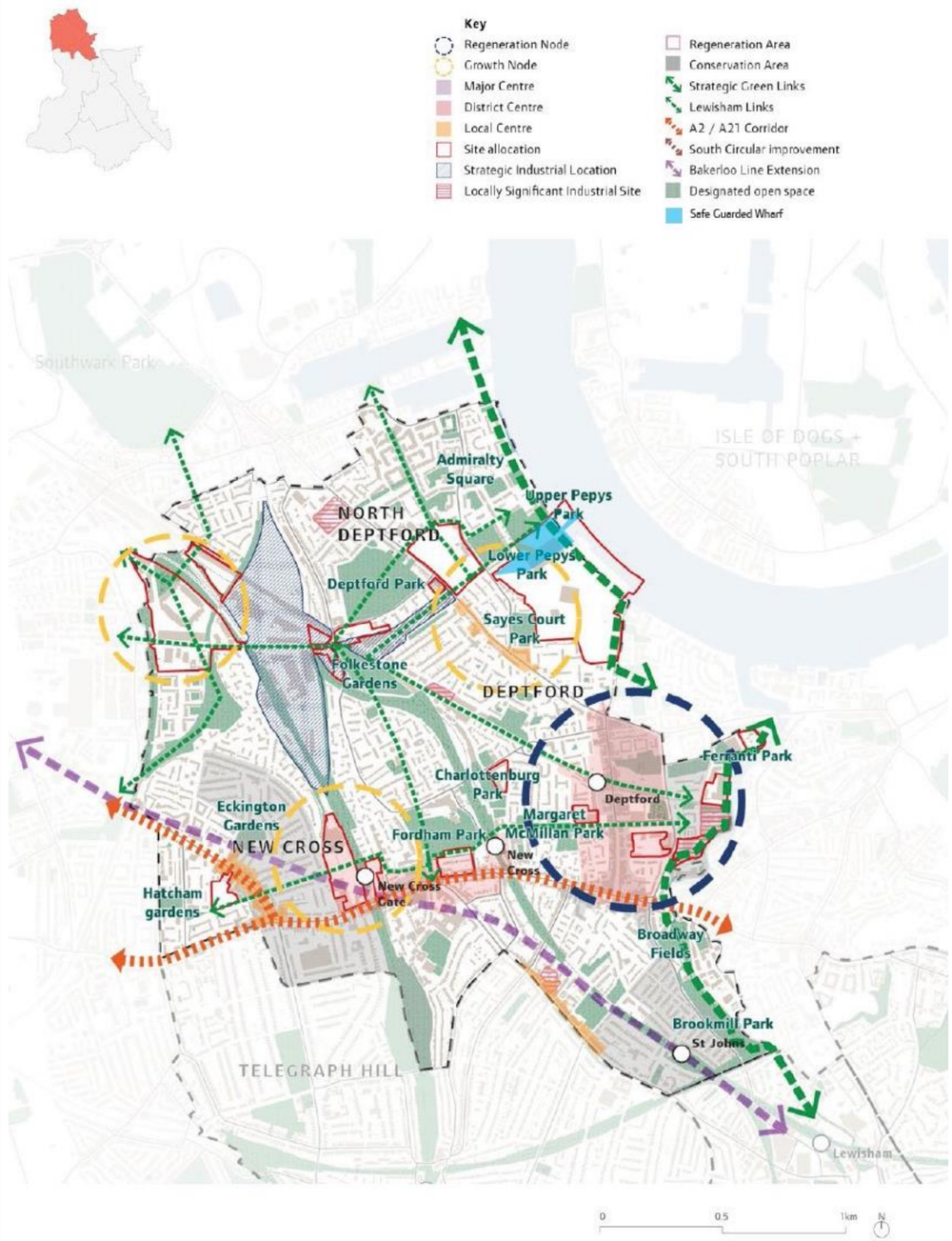
2. Development should not result in a reduction in existing footway or carriageway space.

3. A positive frontage should be established along the south side of Aitken Road to create a ‘two-sided’ street which relates sympathetically to the properties to the north.

4. Development should be designed so that primary vehicular access is from the A21 and Aitken Road. Opportunities should be explored to align the street network with Barmeston Road to create a contiguous layout, where this would help to improve circulation and not adversely impact on local amenity.

5. Taller buildings that help with way finding along the A21 corridor may be acceptable, with development stepping up from Bromley Road. <u>The frontage of any new development should not exceed six storeys in height.</u> Taller elements should be positioned towards the centre of the site to manage and mitigate impacts on amenity, including overshadowing, on the surrounding residential areas. <u>Proposals should seek to optimise the capacity of the site allocation without harming the setting of the adjoining Culverley Green Conservation Area. The vertical intensity of proposals should be designed to step new development upwards to appropriate heights across and into the centre of the site.</u></td></tr>
</table>

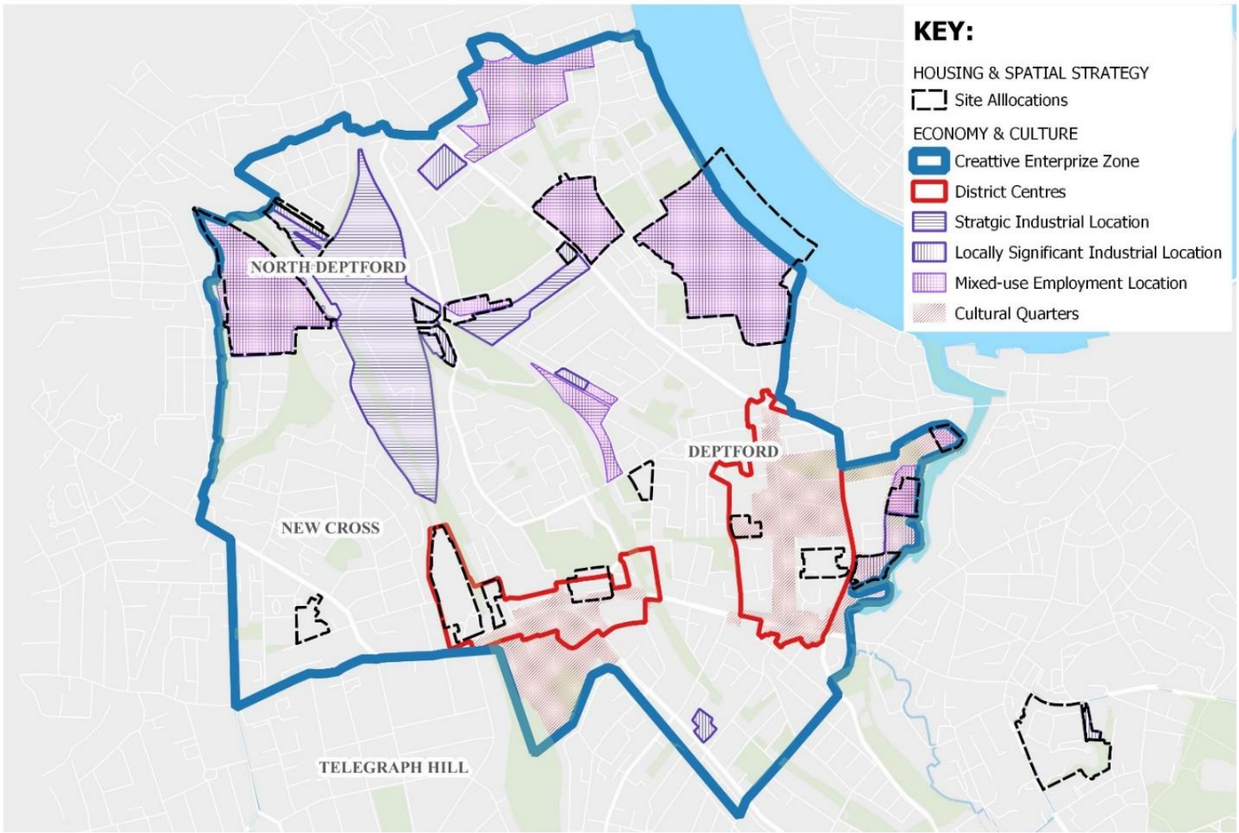
		6. Part of the site falls within the Culverley Green Conservation Area, which development must respond to positively. 7. Buffers between the adjoining employment sites will need to be introduced, and where they are existing, enhanced. These should include elements of green infrastructure wherever feasible. 8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk. 9. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. 10. Commercial uses that are compatible with existing and new residential properties will be supported in principle. All such provision should complement existing uses at the Bromley Road SIL to reinforce the local node of employment generating activity. 11. Where main town centre uses are incorporated these should not adversely impact on the town centre network. Development will be expected to achieve a significant reduction in the current amount of retail floorspace, with replacement retail provision focussed on servicing the site and its immediate surrounds.

Chapter 15 – Lewisham's North Area		
MM200	Figure 15.2	Figure 15.2: North Area key diagram Modify Figure 15.2 to identify the Confirmed Safeguarded Wharf Boundary. 

MM201	Policy LNA1	LNA 1 North Area place principles Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the North Area. B Development proposals must help to ensure the North Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, having regard to Policy GR4 (Lewisham Links). Folkestone Gardens should form a central point for a series of walking and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road. C Development proposals must seek to foster community cohesion and improve accessibility by addressing elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, the barriers to movement around and across other major roads, including New Cross Road and Evelyn Street (A200) and the wall at Leeway adjacent to Convoys Wharf. D Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals must respond positively to the historic environment as an integral part of the design-led approach. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that contribute to local character and identity, particularly where sites are delivered through comprehensive development. This includes heritage assets associated with: a. Deptford's maritime and industrial heritage, including the Royal Naval Dockyard; b. The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving public access to it; and c. The historic fabric and urban grain of the High Streets at Deptford and New Cross. E Development proposals must respond positively to the River Thames and Deptford Creek with reference to Policy LNA4 (Thames Policy Area and Deptford Creekside). They must maximise opportunities to improve the ecological quality and amenity value of these waterways, including by creating or enhancing walking routes and cycleways to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek. This may include a number of interventions and improvements that increase accessibility to walking and cycling opportunities, such as improved way marking, safer networks and provision for cycle hire infrastructure. F Development proposals must respond positively to the historic and cultural character of New Cross and Deptford District Centres. A wide range of commercial, cultural and community uses will be supported within the centres to support their vitality and long-term viability as well as to expand their role as key nodes of employment activity within the Creative Enterprise Zone. G Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, with reference to Policy EC 18 (Culture, creative industries and the night-time economy).

		H Deptford market and market yard are at the heart of the Deptford District Centre and will be protected as an important commercial destinations and visitor attractions. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making appropriate provision of space and facilities for traders. I Development proposals must support the vitality and viability of Evelyn Street Local Centre by creating and maintaining a positive relationship with the centre, and responding positively to its location at a key transitional position between Deptford High Street and Convoys Wharf. This includes the provision of new and improved walking routes and cycleways to and around the centre, including links to open spaces. Proposals should also deliver other public realm enhancements to improve the place qualities of the centre including streets trees and other urban greening measures, with reference to Policy QD3 (Public realm), J Where relevant, development proposals must demonstrate how they have responded positively to the New Cross Area Framework and Surrey Canal Triangle SPD through the design-led approach.
MM202	Policy LNA2	LNA 2 New Cross Road / A2 corridor <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>C A thriving local economy that tackles inequalities,</u> <u>D A greener borough,</u> <u>E Responding to the climate emergency,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A The transformation of the New Cross Road / A2 Corridor and its immediate surrounds into a well-connected network of liveable and healthy neighbourhoods with a distinctive historic and cultural character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they will make the optimal use of land to support the delivery of a high quality, lively and thriving High Street whilst reinforcing and enhancing the Corridor's movement function B Development proposals along the New Cross Road / A2 Corridor and its surrounds must enhance the place qualities of the Corridor by: a. Responding positively to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting; b. Reinforcing the predominant commercial function and distinctive identity of the High Street, taking opportunities to introduce a wider and richer mix of uses into the area; c. Enhancing the continuity of the High Street from Old Kent Road to Deptford by repairing breaks and activating frontages along it, particularly through the retention and introduction of appropriate commercial, cultural and community uses at the street or ground floor level; d. Improving relationships between the north and south sides of New Cross Road to create a more cohesive High Street, including through public realm enhancements that reduce barriers to movement by walking and cycling and enable safe access along and across the road; e. Delivering public realm improvements that make the Corridor a more accessible, attractive and welcoming place; f. Maximising opportunities to integrate tree planting and other urban greening measures; g. Supporting the continued evolution of the Corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of sites; and h. Ensuring development will not result in an unacceptable routing or volume of cars and other vehicles onto primarily residential streets. C Development proposals must reinforce the role of New Cross Road as a strategic movement corridor by applying the Healthy Streets Approach. This principal east-west route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways <u>and their supporting infrastructure</u>, that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross District Centres, New Cross and New Gate stations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Development proposals must secure the continuity

		and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites. D The Council will work in partnership with the Mayor of London / Transport for London and other stakeholders to deliver new transport infrastructure and public realm improvements along and around New Cross Road, including: a. A new high quality station interchange at New Cross Gate, which is necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes; b. Public realm enhancements designed to rebalance transport modes along New Cross Road with priority given to walking and cycling, including by widening pavements and reducing pinch-points; and c. Improvements at key junctions to enhance safety for all road users, including at the Amersham gyratory.
MM203	Policy LNA3	LNA 3 Creative Enterprise Zone Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, F Celebrating our local identity, H Securing the timely delivery of infrastructure. A A Creative Enterprise Zone is designated in Lewisham's North Area and is illustrated on Figure 15.4. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham's distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development. B To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through: a. The regeneration of Mixed-use Employment Land; b. Retaining and enhancing workspace provision at Deptford Creekside; c. Focused renewal of SIL and MEL located at the convergence of Grinstead Road and Trundleys Road to establish a revitalised employment-led mixed-use quarter; d. Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford District Centres, including evening and night-time economic activities; and e. Designating Cultural Quarters at Deptford Creekside and New Cross and carefully managing development within them, in accordance with Policy EC18 (Culture, creative industries and the night-time economy). C The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by: a. Ensuring that development proposals protect existing industrial capacity and contribute to making provision for flexible workspace and facilities in suitable locations, at an appropriate range of rents. Development proposals will be considered favourably where they incorporate low-cost and an appropriate amount of affordable workspace, particularly space catered to micro, small and medium sized businesses, including start-ups and independents; b. Ensuring new development proposals are designed to enable full-fibre digital connectivity, or equivalent infrastructure, to all end users; c. Encouraging the temporary use of vacant buildings and sites for workspace catered to creative and cultural activities; and d. Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.

		D Within the CEZ development proposals involving the loss of Class E(g) office and light industrial and Sui Generis business space that is currently occupied or suitable for use by the creative and cultural industries, including artists workspace, will be strongly resisted. Proposals for new creative and cultural use should complement, and not adversely impact on the continued operation and effectiveness of the Surrey Canal SIL for industrial employment uses. Development proposals involving the loss or change of use of type of workspace will only be permitted where they: a. Ensure that an equivalent amount, or better quality, of Class E(g) workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), subject to viability, market demand and site suitability, incorporating existing businesses where possible; or b. Within a Mixed-use Employment Location, seek to maximise the provision of Class E(g) office and light industrial workspace for uses in the creative and cultural industries, and demonstrate that reasonable efforts have been made to retain or re-provide such existing provision; and c. Retain existing and make provision for new affordable workspace, in line with Policy EC4 (Low-cost and affordable workspace).
MM204	Figure 15.4	Figure 15.4: Creative Enterprise Zone Amend the Figure 15.4 to include additional layers, including site allocations, district centres, cultural quarters, strategic industrial land, locally significant industrial sites, and mixed-use employment locations as illustrated below: 

MM205	Policy LNA4	LNA4 Thames Policy Area and Deptford Creekside Strategic Policy Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals must respond positively to the distinctive character the River Thames and Deptford Creek. They must also support and seek to maximise the multifunctional social, economic and environmental functions and benefits of the watercourses, with reference to Policy SD9 (Lewisham's waterways). B Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, must address the watercourse as an integral part of the design-led approach. The extent of the Thames Policy Area is shown on the Proposals Map and on Figure 15.5. They should help to reinforce and enhance the site's relationship with the River Thames and Deptford Creek, including by: a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore; b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to: i. Views, vistas, landmark features and other points of interest; ii. Building lines, along with the orientation and spacing between buildings; and iii. Physical connections to the river or creek, including walking and cycle routes that enable access to the waterfront; c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way; d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity, and create or improve visual connections with the river or creek; e. Resisting encroachment into the creek or river and foreshore; f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies. Consideration must be given to the requirements of the existing boating community and Creekside's continued role in accommodating boat dwellings to help meet housing needs; and g. Ensuring development does not adversely impact on the amenity of uses within industrial areas and safeguarded wharves, in line with the Agent of Change. C Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are fully investigated and implemented wherever feasible.

<table>
<tr><td>MM206</td><td>Policy
LNA SA1</td><td>1 Convoys Wharf Mixed-use Employment Location
<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure,</u>
<u>I Ensuring high quality education, health and social care.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">Convoys Wharf, London, SE8 3JF</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 20.46</td><td>Setting
Central</td><td>PTAL
2015: 0-2
2021: 0-2
2031: 0-2</td><td>Ownership
Private</td><td>Current use
Former Shipwrights house, employment</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Lewisham Core Strategy (2011) and London SHLAA (2017)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Strategic Open Space, Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, adjacent to River Thames, Tidal flood defences present on-site, Listed Buildings on site</td></tr>
<tr><td>Planning Status</td><td colspan="5">Full application DC/13/083358 was determined by the Mayor of London in March 2014 and planning permission was granted in March 2015. The first three plots were granted in June 2020 and started construction in early 2022. Reserved matters applications have been granted between August 2021 and September 2022.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5
Yes</td><td>Years 6 – 10
Yes</td><td>Years 11 – 15
Yes</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
3,500</td><td colspan="3">Gross non-residential floorspace
Employment 47,700
Main town centre 50,400</td></tr>
</table></td></tr>
<tr><td>MM207</td><td>Paragraph 15.24</td><td>Opportunities
15.24 Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that responds positively to its historical context. With the site’s prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public realm and environmental enhancements. These will support the delivery of a new residential area ~~and visitor destination~~ that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.</td></tr>
</table>

MM208	Paragraph 15.25	15.25 Development requirements 1. Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site. 2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations). 3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including publicly accessible routes to and along the River Thames. 4. Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities. 5. Long-term protection and appropriate re-activation of the existing safeguarded wharf and associated vessel moorings, including for river based passenger transport. 6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, and taking into account the River Corridor Improvement Plan SPD, including: a. Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf b. New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares c. Integration of central public square / open space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside d. Enhancements to Sayes Court Park and its setting e. A high quality station approach to the jetty (for river bus services), including walking and cycle routes 7. Re-instatement of the Thames-side pier with the creation a new riverfront park and ~~public cultural space~~ cultural features, incorporating the Thames Path, with opportunities for waterside activities. 8. Positive frontages along key routes, with active ground floor frontages along the riverfront and elsewhere where possible 9. Development proposals must protect and seek to enhance green infrastructure, including the SINC. 10. The design of the development must ~~be demonstrably informed by and reflect the site's historical character and significance~~ ensure the significance of historic environment and heritage assets is fully understood.
MM209	Paragraph 15.26	15.26 Development guidelines 1. Development should support the creation of a new high quality, mixed-use neighbour-hood and ~~visitor destination~~ that is well integrated with its surrounding neighbourhoods and communities. 2. Development should provide for a main access route north/south of Deptford High Street/New King Street to the Thames frontage, with measures to improve legibility and access to Deptford High Street. 3. The development should be designed to maximise views to and from the River Thames. Where tall and taller buildings are proposed, consideration will need to be given to protected views, vistas and landmark features, including the Grade II* Listed St Nicholas Church, the panorama towards the Maritime Greenwich World Heritage Site, and protected vistas of St Paul's Cathedral. 4. In response to the scale and location of the site, development should provide for complementary and distinctive character areas across it. These should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.

		5. Development should make provision of open space to enlarge Sayes Court Park and celebrate the sites historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should ~~connect~~ form a connection with the memory of John Evelyn's famous 17th century garden that once flourished on the site. 6. Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south. 7. The type of uses on the safeguarded wharf should be restricted to those specified in the S106, to ensure compatibility with residential use nearby, in line with the Agent of Change principle. 8. Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes: a. The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park. b. Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained. c. The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location. d. Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II* Listed Master Shipwrights on the adjacent site should be considered in the design of the site. e. Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features. ~~f. The Grade II* Listed St Nicholas Church located to the south east of the site.~~ 9. Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets. 10. Transport for London, the Port of London Authority and the Marine Management Organisation should be consulted on development and design options. 11. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP. 12. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, improve biodiversity, maximise opportunities to improve riverside access and deliver a riverside buffer zone and deliver TE2100 plan actions. 13. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. 14. Development proposals in proximity to the safeguarded Convoys Wharf must take into account potential future wharf operations in accordance with the Agent of Change Principle and London Plan policy SI15
MM210	Policy LNA SA2	2 Deptford Landings Mixed-Use Employment Location (formerly known as Oxestalls Road) and Scott House Non-Strategic Policy: Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. Site Address: Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8

		Site Details: Site size (ha) 4.71 | Setting Urban | PTAL 2015: 1b-3 2021: 1b-4 2031: 1b-4 | Ownership Private | Current use Industrial and residential How Site Was Identified: Lewisham Core Strategy (2011) and London SHLAA (2017) Planning Designations and Site Considerations: Opportunity Area, Growth Node, Adjacent to Strategic Open Space, Mixed-Use Employment Location, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3 Planning Status: Hybrid application DC/15/092295 for Oxestalls Road site granted in March 2016, reserved matters applications granted between February 2018 and March 2019 and Full application DC/19/113332 for Scott House granted in June 2021 but not implemented. New application for Scott House has been submitted. Started construction, with 203 residential units in plot 2 completed in March 2020. Plot 6 will be starting construction by late 2022. Additional units are currently being considered for plots 1, 3 and 5. Timeframe for Delivery: Years 1 – 5: Yes | Years 6 – 10: Yes | Years 11 – 15: ~~Yes~~ | Beyond 15 years Indicative Development Capacity: Net residential units: ~~1,940~~ 1,873 | Gross non-residential floorspace: Employment 11,784; Main town centre 0 Remaining Net Units to be Delivered: ~~1,737~~ 1,670
MM211	Paragraph 15.34	15.34 Development guidelines 1. Building heights should respond positively to the existing Victorian properties on the opposite side of Evelyn Street and the Victoria Pub and Scott House on Grove Street. Taller elements may be appropriate along Surrey Canal Way and opposite Pepys Park, to mark the significant of these open spaces and to enable more residents to benefit from outlook across them. 2. Tall buildings will be most appropriate on the corners of Evelyn Street/Oxestalls Road and Grove Street/Dragoon Road, forming corners for the urban block, aiding with legibility and wayfinding. 3. Development should respond positively to the social and built heritage of the site, whilst ensuring uses are well integrated with the surrounding communities and neighbourhoods. A range of materials should be used across the site to reflect the historic character, including the timber wharf, warehouses and Victorian Villas that existed on the site as well as to link with other buildings such as the Laban Centre. 4. Development should be designed to enable vehicular access from Grove Street and restrict access from Evelyn Street. 5. Development must address the future use of Blackhorse Bridge over the former Surrey Canal. 6. Development should enhance connections and legibility through the site, with routes running between Evelyn Street and Grove Street, and by creating a permeable streetscape with improved walking and cycle links to Evelyn Street (including the Cycle Super Highway), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront. 7. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.

<table>
<tr><td></td><td></td><td>8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

9. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

10. Development proposals in proximity to the safeguarded Convoys Wharf must take into account potential future wharf operations in accordance with the Agent of Change Principle and London Plan policy SI15.</td></tr>
<tr><td>MM212</td><td>Policy
LNA SA3</td><td>3 ~~Evelyn Court at Surrey Canal Road Strategic Industrial Location~~ Evelyn Court Locally Significant Industrial Site
<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">Evelyn Court, Grinstead Road, London, SE8 5AD</td></tr>
<tr><td>Site Details</td><td>Site size (ha)
0.27</td><td>Setting
Urban</td><td>PTAL
2015: 2
2021: 2
2031: 2</td><td>Ownership
Public and Private</td><td>Current use
Employment</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Appropriate Location for Tall Buildings, adjacent to Strategic Industrial Location, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3</td></tr>
<tr><td>Planning Status</td><td colspan="5">Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014. Pre-application.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

Yes</td><td>Years 6 – 10</td><td>Years 11 – 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="3">Net residential units

~~102~~ 161</td><td colspan="2">Gross non-residential floorspace

Employment 2,381
Main town centre 0</td></tr>
</table></td></tr>
<tr><td>MM213</td><td>Paragraph 15.38</td><td>Development requirements:
1. Landowners must work in partnership and development must take account of the existing prior approvals and be delivered in accordance with a masterplan, to ensure coordination and phasing in the co-location of uses across the site, including on the plots currently occupied by Evelyn Court and Parker House, and in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.</td></tr>
</table>

		2. Development must not result in the net loss of industrial capacity, or compromise the function of the LSIS, in line with Policy EC6 (Locally Significant Industrial Sites). 3. Positive frontages along Evelyn Street and Grinstead Road. 4. New and improved public realm in accordance with a site-wide public realm strategy, including improved connections between The Deptford Landings development at Oxestalls Road, Deptford Park and along the route of the former Surrey Canal and to facilitate the delivery of Cycleway 4.
MM214	Policy LNA SA4	4 Neptune Wharf Mixed-use Employment Location

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Neptune Works, Parkside House, Grinstead Road, SE8 5B				
Site Details	Site size (ha) 1.14	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Industrial
How Site Was Identified	Site Allocations Local Plan (2013) and London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Growth Node, Appropriate Location for Tall Buildings Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Strategic Open Space adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3				
Planning Status	Full application DC/10/075331 granted in March 2012. Started construction.				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15 ~~Yes~~	Beyond 15 years	
Indicative Development Capacity	Net residential units 199		Gross non-residential floorspace Employment 0 Main town centre 1,973		

MM215	Policy LNA SA5	5 Surrey Canal Road and Trundleys Road Locally Significant Industrial Site

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Site Address</td><td colspan="5">Trundleys Road, London, SE8 5J</td></tr>
<tr><td>Site Details</td><td>Site size (ha)
0.55</td><td>Setting
Urban</td><td>PTAL
2015: 1a-2,
2021: 1a-2
2031: 1a-2</td><td>Ownership
Private</td><td>Current use
Industrial</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017) and Lewisham Call for Sites (2018)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Growth Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable, adjacent to Strategic Open Space</td></tr>
<tr><td>Planning Status</td><td colspan="5">DC/20/117966 granted ~~a resolution to approve~~ in November 2021. S96a application DC/22/127348 granted consent in October 2022. Started construction.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

Yes</td><td>Years 6 – 10

Yes</td><td>Years 11 – 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="3">Net residential units

~~274~~ 279</td><td colspan="2">Gross non-residential floorspace

Employment 2,890
Main town centre 0</td></tr>
</table>
</td></tr>
<tr><td>MM216</td><td>Paragraph 15.49</td><td>Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination in the co-location, phasing and balance of uses across the site including both the Trundleys Road and Juno Way parcels of land, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.

2. Development must not result in the net loss of industrial capacity, or compromise the function of the LSIS, in line with Policy EC6 (Locally Significant Industrial Sites).

3. Positive frontages along Trundleys Road and Surrey Canal Road.

4. New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Trundleys Road and Surrey canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens and Deptford Park and to facilitate the delivery of Cycleway 10.

5. Development proposals mist protect and seek to enhance green infrastructure, including the SINC adjacent to the site.</td></tr>
<tr><td>MM217</td><td>Policy LNA SA6</td><td>6 Apollo Business Centre Locally Significant Industrial Site
<table>
<tr><td>Non-Strategic Policy</td><td>Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Site Address</td><td colspan="5">Trundleys Road, London, SE8 5J</td></tr>
<tr><td>Site Details</td><td>Site size (ha)
0.42</td><td>Setting
Urban</td><td>PTAL
2015: 0-2
2021: 0-2
2031: 0-2</td><td>Ownership
Public and private</td><td>Current use
Industrial</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017) and Strategic Planning Team (2019)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Opportunity Area, Growth Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable</td></tr>
<tr><td>Planning Status</td><td colspan="5">~~None~~ Full application DC/23/130258 granted in February 2024.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

Yes</td><td>Years 6 – 10</td><td colspan="2">Years 11 – 15</td><td>Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units

~~98~~ 235</td><td colspan="3">Gross non-residential floorspace

Employment ~~3,396~~ 1,786
Main town centre ~~0~~ 100</td></tr>
</table>
</td></tr>
<tr><td>MM218</td><td>Paragraph 15.51</td><td>15.51Development requirements

1. Development must be delivered in accordance with a masterplan to ensure coordination in the co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

2. Development must not result in the net loss of industrial capacity, or compromise the function of the LSIS, in line with Policy EC6 (Locally Significant Industrial Sites).

~~3. There is an existing waste use at the site (Southwark Metals). Development proposals must address this use in accordance with Local Plan policy SD12 (Reducing and sustainably managing waste) and London Plan policy SI9 (Safeguarded waste sites).~~ .

4. Positive frontages along Surrey Canal Road and across from the railway arches.

5.New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Surrey Canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens and to facilitate the delivery of Cycleway 10.</td></tr>
<tr><td>MM219</td><td>Policy LNA SA7</td><td>7 Silwood Street
<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">Silwood Street, London, SE16</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 0.25</td><td>Setting

Urban</td><td>PTAL</td><td>Ownership

Public and private</td><td>Current use

Vacant</td></tr>
</table></td></tr>
</table>

			2015: 2-3 2021: 3 2031: 3				
		How Site Was Identified	Strategic Planning Team (2022)				
		Planning Designations and Site Considerations	Opportunity Area, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area				
		Planning Status	Full application DC/20/116783 was granted in March 2021. Started construction				
		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
		Indicative Development Capacity	Net residential units 61		Gross non-residential floorspace Employment 1,313 Main town centre 200		
MM220	Policy LNA SA8	8 Bermondsey Dive Under					
		Non-Strategic Policy	Strategic Objectives: C A thriving local economy that tackles inequalities, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
		Site Address	Silwood Street, London, SE16				
		Site Details	Site size (ha) 1.88	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Vacant
		How Site Was Identified	Strategic Planning Team (2022)				
		Planning Designations and Site Considerations	Opportunity Area, Strategic Industrial Land (to be designated), Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area Strategic Open Space				
		Planning Status	None				
		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 Yes	Years 11 – 15	Beyond 15 years	

		Indicative Development Capacity	Net residential units 0	Gross non-residential floorspace Employment 5,264 Main town centre 0	

MM221 Paragraph 15.59

15.59 Development guidelines

1. Development should ensure the long-term viability of industrial and commercial uses at the site.

2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the residential properties located along Silwood Street.

3. Development should seek to enhance the amenity for all site users, and provide safe and convenient site access. This will require careful consideration of the operational requirements of potential future employment uses and ensure coordination of industrial and commercial uses across the SIL and LSIS.

4. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.

5. The development of LSIS will provide a positive transition and design relationship in character from the surrounding residential areas along Silwood Street to the commercial and industrial core of the SIL, which is located between the railway lines.

MM222 Policy LNA SA9

9 Surrey Canal Triangle Mixed-use Employment Location

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14				
Site Details	Site size (ha) 10.59	Setting Urban	PTAL 2015: 0-1b 2021: 0-1b 2031: 0-1b	Ownership Private	Current use Football Stadium, industrial
How Site Was Identified	Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018)				
Planning Designations and Site Considerations	Opportunity Area, Growth node, Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent to Strategic Open Space, Appropriate Location for Tall Buildings, adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable				
Planning Status	Surrey Canal Triangle SPD was adopted in January 2020. Full Application DC/20/119706 (part of the site allocation) was granted a resolution to approve in January 2022.				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15	Beyond 15 years	

			Yes	Yes	Yes	~~Yes~~
		Indicative Development Capacity	Net residential units ~~4,089~~ 4,097 (of which 597 net units relates to the land surrounding the football stadium)		Gross non-residential floorspace Employment 14,253 Main town centre ~~46,469~~ 47,338	
MM223	Paragraph 15.64	15.64 Development requirements 1. Landowners must work in partnership and development must have regard to the overarching vision and development principles set out in the Surrey Canal Triangle SPD and the permitted development scheme already consented on Renewal's land. The masterplan must consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. Development of the Council owned land must capitalise on the opportunities presented by Millwall FC Stadium, including options for its on-site re-provision and expansion, helping to secure the long-term future of the football club on this site. 3. Development proposals must seek to enhance the existing sports facilities, and make these accessible to the public and allow for the long term future of the Millwall Community Scheme. 4. Development proposals must demonstrate a comprehensive and coordinated approach to supporting healthy communities by integrating new and enhanced publicly accessible sports, leisure and recreation opportunities, including open spaces and community facilities, in line with Policy CI1 (Safeguarding and securing community infrastructure). 5. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations). 6. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also ~~facilitate~~ contribute towards the delivery of Cycleway 10. 7. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including: a. A linked network of new high quality public open and green spaces as a central design feature b. Enhancements to Bridgehouse Meadows and Bolina Gardens, including access improvements, in partnership with infrastructure providers. c. High quality approaches to the existing South Bermondsey station and the future Overground station. 8. Provision for the new transport infrastructure within the site, including a new Overground station at Surrey Canal Road ~~and an accompanying walking and cycle bridge~~, in partnership with TFL and infrastructure providers. 9. Positive frontages along key routes, with active ground floor frontages where possible. 10. Development proposals must protect and seek to enhance green infrastructure, including the SINC.				
MM224	Paragraph 15.65	15.65 Development guidelines 1. Development should support the creation of a new high quality, mixed-use neighbour-hood and visitor destination that is well integrated with its surrounding neighbourhoods and communities. Main town centre uses should be complementary in nature and scale and focussed on serving the development, whilst ensuring no adverse impact on exist-ing town centres.				

		2. A new east-west route ~~linking~~ along the route of the old Surrey Canal which links Folkestone Gardens / Deptford Park and Old Kent Road should form a central design feature, along with a clear north-south route linking South Bermondsey station to Bridgehouse Meadows and the new Overground station. 3. Quietway 1 runs along the eastern edge of the site, and should form a key focus for enhancements to the cycle network. 4. The layout of the site should ensure that Millwall FC Stadium can continue to function as a large spectator destination on a long term basis and must ensure it does not prejudice the ability of the stadium to expand. This includes appropriate arrangements for ongoing operation of the stadium, access, servicing and evacuation, without the need for relocation during construction of the Council owned land. 5. The design of development (including bulk, scale, massing and height of the buildings) should respond positively to its surrounding context and skyline including the heights of the railway viaducts, the SELCHP to the east of the site as well as Millwall FC Stadium located within the site. The site is a suitable location for tall buildings and the potential for tall buildings should be explored through the design-led process, taking into account protected views and vistas, including the panorama of the Bridge over the Serpentine. 6. New routes, public realm and open spaces should be designed to address severance within and outside of the site caused by railways, embankments, roads and SELCHP. Public realm and access enhancements should include : a. Walking and cycle routes along Bolina Road, and improved connectivity to Cycleway 10, b. Walking and cycle routes and access to the new railway station at Surrey Canal Road and South Bermondsey station c. ~~Walking and cycle routes and~~ Access to the new railway station at Surrey Canal Road and South Bermondsey station, d. Improved links to Bridgehouse Meadows including upgrades to the Connect 2 path running between Bridgehouse Meadows and Oldfield Grove e. Improvements to enable bus services within the site. 7. The design of development should respond positively to the historical and industrial character of the area, including ~~the unlisted historic buildings at Ilderton Roadc~~ connectivity with the old gas holders on Old Kent Road in the borough of Southwark. ~~should also be considered.~~ 8. Proposals should maximise opportunities to for decentralised energy network development associated with South East London Combined Heat and Power Station (SELCHP). 9. Transport for London and Network Rail should be consulted beyond statutory obligations on development and design options where their ownerships are affected by proposals. 10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk. 11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the Ilderton Road trunk sewer will not be allowed. As Bolina Road does not have capacity for the whole of the site, development should utilise the capacity at the south end of the site.
MM225	Policy LNA SA10	10 Besson Street (Kender Triangle) Non-Strategic Policy: Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency,

		F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
		Site Address: Land on the rear of Besson Street, London, SE14 5AE
		Site Details: Site size (ha) 1.01; Setting: Urban; PTAL: 2015: 6a, 2021: 6a, 2031: 6a; Ownership: Public; Current use: Vacant land
		How Site Was Identified: Site Allocation Local Plan (2013) and London SHLAA (2017)
		Planning Designations and Site Considerations: Opportunity Area, Growth Corridor, Appropriate Location for Tall Buildings, Local Centre Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 1, 2, 3
		Planning Status: Full application DC/19/114805 was granted consent in January 2022.
		Timeframe for Delivery: Years 1 – 5: Yes; Years 6 – 10; Years 11 – 15; Beyond 15 years
		Indicative Development Capacity: Net residential units: 324; Gross non-residential floorspace: Employment 0, Main town centre 1,064
MM226	Policy LNA SA11	11 ~~Former Hatcham Works,~~ New Cross ~~Road~~ Gate Retail Park
		Non-Strategic Policy: Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
		Site Address: New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ
		Site Details: Site size (ha) 3.67; Setting: Urban; PTAL: 2015: 5-6b, 2021: 5-6b, 2031: 5-6b; Ownership: Private; Current use: Retail, car services, car park
		How Site Was Identified: Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Planning Designations and Site Considerations</td><td colspan="4">Opportunity Area, Growth Corridor, Appropriate Location for Tall Buildings, Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Adjacent to Strategic Open Space, Bakerloo Line Safeguarding Direction, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable</td></tr>
<tr><td>Planning Status</td><td colspan="4">None (Application withdrawn)</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5</td><td>Years 6 – 10
~~Yes~~</td><td>Years 11 – 15
Yes</td><td>Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
800</td><td colspan="2">Gross non-residential floorspace
Employment 7,550
Main town centre 10,000</td></tr>
</table>
</td></tr>
<tr><td>MM227</td><td>Paragraph 15.73</td><td>15.73 Development guidelines

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character and should seek to enhance the setting of the heritage assets in the area including within the adjoining Hatcham Conservation Area, adjoining Telegraph Hill Conservation Area and nearby Deptford Town Conservation Area. In particular:
a. all buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street. Means of mitigating or minimising the impact of tall buildings on the setting of Hatcham and Telegraph Hill Conservation Area and on views from within them should include consideration of silhouette, location and footprint, materiality and elevational design.
b. There should be a positive relationship with the site’s western edge that enhances the junction of Hatcham Park Road and access to the site, activates the east side of Harts Lane and preserves the character of Brighton Grove.
c. Given the low rise nature of the surroundings and the presence of designated conservation areas to the west, south and south east, proposals must be rigorously tested to demonstrate the impacts on the heritage assets in the vicinity, their setting and the neighbouring non-heritage designated townscape.

2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycling and walking.

3. Development should provide for a range of unit sizes to accommodate a rich mix of main town centre uses, <u>including the potential for a replacement food store,</u> with flexibly specified units that can be adapted for a variety of end users.

4. Transport for London and Network Rail should be consulted on development and design options. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site.

5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into either of the trunk sewers crossing the site will not be allowed. The existing connection at the north end of the site is the most likely connection point.</td></tr>
<tr><td>MM228</td><td>Policy LNA SA12</td><td>12 Goodwood Road and New Cross Road</td></tr>
</table>

		Non-Strategic Policy: Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
		Site Address: Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL
		Site Details: Site size (ha) 0.62; Setting: Urban; PTAL: 2015: 6b, 2021: 6b, 2031: 6b; Ownership: Private; Current use: Retail, industrial, vacant land
		How Site Was Identified: Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)
		Planning Designations and Site Considerations: Opportunity Area, Appropriate Location For Tall Buildings, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, Groundwater Source Protection Zone 3, within 30m buffer of electricity cable, adjacent to Strategic Open Space
		Planning Status: None
		Timeframe for Delivery: Years 1 – 5; Years 6 – 10; Years 11 – 15 Yes; Beyond 15 years
		Indicative Development Capacity: Net residential units 167; Gross non-residential floorspace: Employment 3,550; Main town centre 1,050
MM229	Policy LNA SA13	13 Achilles Street
		Non-Strategic Policy: Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
		Site Address: New Cross Road, SE14 6AT
		Site Details: Site size (ha) 1.40; Setting: Urban; PTAL: 2015: 6a, 2021: 6a, 2031: 6a; Ownership: Public and private (leasehold); Current use: Residential, main town centre uses
		How Site Was Identified: London SHLAA (2017)

Planning Designations and Site Considerations	Opportunity Area, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent to Conservation Area, adjacent to Listed Building, adjacent to Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, Groundwater Source Protection Zone 2, Cultural Quarter	
Planning Status	Pre-application	
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 ~~Yes~~
	Years 11 – 15 Yes	Beyond 15 years
Indicative Development Capacity	Net residential units ~~363~~ 303	Gross non-residential floorspace Employment 0 Main town centre 2,716

MM230 Policy LNA SA14

14 Former Deptford Green School (Upper School Site)

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ				
Site Details	Site size (ha) 0.68	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Public	Current use Former school
How Site Was Identified	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, Groundwater Source protection Zone 2, Adjacent to Strategic Open Space				
Planning Status	Full application DC/15/095027 granted in July 2018. Now complete.				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 120		Gross non-residential floorspace Employment 0 Main town centre 0		

MM231 Policy LNA SA15

15 Albany Theatre

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency,

		F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
		Site Address: Douglas Way, London, SE8 4AG
		Site Details: Site size (ha) 0.61; Setting Central; PTAL 2015: 6a 2021: 6a 2031: 6a; Ownership Private; Current use Theatre
		How Site Was Identified: London SHLAA (2017) and Lewisham Call for Sites (2018)
		Planning Designations and Site Considerations: Opportunity Area, Regeneration Node, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Groundwater Source Protection Zone 2, Night-time Economy Hub, Cultural Quarter
		Planning Status: None
		Timeframe for Delivery: Years 1 – 5; Years 6 – 10 Yes; Years 11 – 15 ~~Yes~~; Beyond 15 years
		Indicative Development Capacity: Net residential units 119; Gross non-residential floorspace Employment 758, Main town centre 3,032
MM232	Paragraph 15.90	15.90 Development requirements 1. Development must delivered in accordance with a site masterplan, to ensure coordination, phasing and balance of uses across the site, including the Albany Theatre, and the market at Douglas Way adjacent to it, in line with Policy DM3 (Masterplan and comprehensive development). 2. Retention or appropriate re-provision of the Albany Theatre on the site, in line with Policy CI1 (Safeguarding and securing community infrastructure) and has regard to the Agent of Change principle. 3. Development must be designed to respond positively to the setting of the Conservation Area and the Grade II listed Deptford Ramp. 4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy. 5. Positive frontages along Douglas Way and Idonia Street to protect and enhance the amenity of the market along Douglas Way.
MM233	Paragraph 15.91	15.91 Development guidelines 1. The bulk, scale, massing and height of buildings should ensure no unacceptable level of over shadowing of the existing open space in the northern part of the site, or any re-provided open space, and the residential properties to the north of the site. To avoid overshadowing taller elements should be concentrated to west of the site where the building would need to 'turn the corner' successfully. 2. Development should create positive frontages onto Idonia Street and Douglas Way, with active ground floor frontages incorporated into the development wherever possible, taking into account the operational requirements of the theatre and the need to protect the public realm and the market at Douglas Way. Development should be designed to protect the amenity of residential properties, taking into account the theatre's out of hours' access and servicing needs, in line with the Agent of Change principle.

		3. The Albany Theatre is a non-designated heritage asset of historical, social and cultural significance. Deptford Conservation Area lies immediately east of the site. To the east of the site lies the Grade II listed Deptford Ramp, the oldest surviving railway structure in London, and was restored as part of the Deptford Market Yard development. The site also lies within an Area of Archaeological Priority. 4. The community gardens are Neighbourhood Open Space and development proposals will be considered with reference to GR2 Open Space. 5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Douglas Way trunk sewer will not be allowed.
MM234	Policy LNA SA16	16 Land north of Reginald Road and south of Frankham Street (former Tidemill School)

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Land North of Reginald Road and South of Frankham Street, London, SE8 4RL				
Site Details	Site size (ha) 1.26	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Public	Current use Former school, caretakers house
How Site Was Identified	Site Allocations Local Plan (2013) and London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Regeneration Node, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2, Groundwater Source Protection Zone 1				
Planning Status	Full application DC/16/095039 granted in July 2018. Started construction.				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 193		Gross non-residential floorspace Employment 0 Main town centre 0		

MM235	Policy LNA SA17	17 Lower Creekside Locally Significant Industrial Site

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency,

		F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
		Site Address: Creekside, London, SE8 4SA
		Site Details: Site size (ha) 1.10 | Setting Central | PTAL 2015: 0-6a 2021: 0-6a 2031: 0-6a | Ownership public and private | Current use Industrial, wharf
		How Site Was Identified: Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018
		Planning Designations and Site Considerations: Opportunity Area, Regeneration Node, Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area, Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site, Groundwater Source Protection Zone 1
		Planning Status: Full application for 1 Creekside DC/18/106708 was granted consent in May 2020. ~~Started construction~~ Now complete. Pre-applications and applications for remainder of the site.
		Timeframe for Delivery: Years 1 – 5 Yes | Years 6 – 10 Yes | Years 11 – 15 | Beyond 15 years
		Indicative Development Capacity: Net residential units ~~162~~ 227 | Gross non-residential floorspace Employment 8,201 Main town centre 0
		Remaining units to be delivered: 171
MM236	Paragraph 15.100	15.100 Development requirements 1. Landowner must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site and the emerging character of consented development schemes, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites). 3. Positive frontages along Deptford Creek, Deptford Church Street and Creekside, with active ground floor frontages incorporated into the strong street edge provided by the historic boundary walls. 4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including: a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way, b. widened pavements at pinch points in Creekside, and c. the creation of new yards behind the street frontage. d. better inter-connectivity with Deptford High Street through a green corridor.

		5. Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD. 6. Development proposals must protect and sustain the existing boat houses, Lewisham's boat dwelling community, as this distinctive riverside setting forms part of one of the important characteristics of the Creekside Conservation Area.

<table>
<tr>
<td>MM237</td>
<td>Paragraph 15.101</td>
<td>15.101 Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.

2. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities <u>and the reprovision of existing uses such as bar/cafe</u> that contribute to the Deptford Creekside Cultural Quarter and other uses, including residential uses, must not adversely impact on the Cultural Quarter, in line with the Agent of Change principle.

3. The development should be designed having regard to the character and appearance of the Conservation Area, the buildings within it that make a positive contribution, the green and open spaces that are integral to the character of the Crossfield's estate and provide amenity for residents and the Creek itself.

4. Building heights will need to have regard to impacts on the existing boundaries that make a positive contribution to the character and appearance of the Creekside Conservation Area, (including the historic Crossfield's Estate) and create a drop in scale from the heights on Deptford Church Street. They should also have regard to the setting of Grade I Listed St Paul's Church in Deptford, grade II listed Mumford's Mill (RBG), grade II listed Railway Viaduct and the setting of Deptford High Street and St Paul's Church Conservation Area.

5. Development should be informed by an understanding of the site's historic significance, in particular it's past river related industrial activity, and respond to this through improv-ing access to the Creek, creating new views of it and of significant historic buildings on its banks, creating opportunities for river related occupations, and revealing its history and presence through art, design, materials, layout and uses.

6. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. There is potential for discharge into Deptford Creek.

<u>8. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, being mindful not to compromise the established boating community, including:</u>
<u>a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way,</u>
<u>b. widened pavements at pinch points in Creekside,</u>
<u>c. the creation of new yards behind the street frontage, and</u>
<u>d. better inter-connectivity with Deptford High Street through a green corridor.</u></td>
</tr>
<tr>
<td>MM238</td>
<td>Policy LNA SA18</td>
<td>18 Sun Wharf Mixed-Use Employment Location (including Network Rail Arches)

<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">Cockpit Arts Centre <u>and Sun Wharf</u>, 18-2 2 Creekside, London, SE8 3DZ</td></tr>
<tr><td>Site Details</td><td>Site size (ha)</td><td>Setting Urban</td><td>PTAL
2015: ~~0-3~~ <u>3-4</u>
2021: ~~0-3~~ <u>3-4</u></td><td>Ownership Private</td><td>Current use Industrial, wharf</td></tr>
</table>
</td>
</tr>
</table>

		1.00 | 2031: ~~0-3~~ 3-4
		How Site Was Identified: Site Allocations Local Plan (2013) and London SHLAA (2017)
		Planning Designations and Site Considerations: Opportunity Area, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site, Groundwater Source Protection Zone 3
		Planning Status: Full application DC/22/125674 for Cockpit Arts Centre was granted in May 2022. Full application DC/20/118229 ~~was considered at Strategic Planning Committee on 1st September 2022~~ was granted in August 2023
		Timeframe for Delivery: Years 1 – 5: Yes; Years 6 – 10; Years 11 – 15; Beyond 15 years
		Indicative Development Capacity: Net residential units: 220; Gross non-residential floorspace: Employment 1,443, Main town centre 0
MM239	Paragraph 15.105	15.105 Development requirements 1. Landowners should work in partnership and development must be delivered to ensure coordination, phasing and balance of uses across the site including the Cockpit Arts Centre and Sun Wharf parcels of land, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations) including all types of studio space that meets the needs for space for creative industries 3. Positive frontage along Deptford Creek, Creekside and to the southern site boundary, with active ground floor frontages where possible. 4. Development must provide physical and visual links to the roadway adjacent to the railway arches and optimise the future potential for commercial, cultural and/or community activities. 5. The site must be fully re-integrated with the surrounding street network to improve access and permeability. The site must also ~~facilitate~~ make a proportionate contribution towards the delivery of Cycleway 10 which runs over Ha'penny Bridge and ~~Cycleway 35 running along Creeskide Creekside~~ the Cycleway link that connects Cycleway 10 and runs south from the site along Creekside towards Lewisham. 6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including: a. A new public square~~,~~; b. New and enhanced waterside access including provision of a new public path along Deptford Creek and potential for new public access to this path by the route to the north of the railway viaduct arches; c. Potential for a new walking link through the viaduct arches to Ha'penny Bridge.

		7. Development must improve the ecological quality and amenity value of the riverside environment at Deptford Creek, taking into account the River Corridor Improvement Plan SPD. 8. Development proposals must protect and seek to enhance green infrastructure, the intertidal terrace, the sand martin bank at Deptford Creek and the SINC at Creekside Discovery Centre, The Creek and at Sue Godfrey Park. Developers must work with the Environment Agency to ensure that green infrastructure improvements complement and enable necessary investment in flood risk management 9. Development proposals must incorporate ways of revealing and conveying the history and heritage of the site and its surroundings, including riverine, railway, industrial and social history, as well as marking the entrance to Deptford and the borough by train. 10. Development should not impact on the World Heritage Site or other heritage assets within Royal Greenwich such as the Grade II Listed former Greenwich Town Hall and its' prominent tower.
MM240	Paragraph 15.106	15.106 Development guidelines 1. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street. 2. The development should be designed so that the Cockpit Arts building retains a visual presence from Creekside, including where the building is to be re-provided. 3. The design of the development should enable the viaduct arches to be opened up and refurbished for commercial, cultural and/or community uses. 4.Artist studio space should be provided to complement creative uses that exist to the north and south of the site (Kent Wharf, Faircharm and Cockpit Arts), which together form an important cluster in the Cultural Quarter. 5. The potential for taller building elements to reflect the surroundings should be considered as part of a design led approach, and should ensure minimal impact on the Grade II listed railway viaduct and the Lifting Bridge Structure as well as the setting of the Grade I Listed St Paul's Church in Deptford and the LVMF panoramic view from Blackheath Point. Taller elements should be located in the south eastern corner of the site, marking the junction of Creek and the railway viaduct. 6. ~~The proposed~~ Proposals for new residential development located ~~in close proximity~~ to the neighbouring safeguarded Brewery Wharf (located to the north east) should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle. 7.The design of the development should respond positively to the character and nature of Deptford Creek and the existing street pattern and ensure increased permeability through the site with public access to a route running along Deptford Creek that connects into the wider Waterlink Way. Development should not result in a reduction in existing footway or carriageway space. 8. Connections running south through the railway viaduct and east-west from Creekside along the northern edge of the viaduct should also be explored. 9. The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside, from the east bank of the Creek and from within Sue Godfrey Park Site of Importance for Nature Conservation. Development should ensure new buildings maximise the aspect over the waterway and enable longer distance views beyond the waterway. 10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

		11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek. New connections into the Creekside trunk sewer will not be allowed. 12. Network Rail should be consulted on development and design options including an east-west link along the northern side of the viaduct and access through the arch for a potential north-south link.
MM241	Policy LNA SA19	19 Creekside Village East, Thanet Wharf Mixed-Use Employment Location

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford				
Site Details	Site size (ha) 0.61	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial, wharf
How Site Was Identified	Site Allocations Local Plan (2013) and London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site				
Planning Status	Full application DC/18/108548 was granted a resolution to approve in November 2020				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units 393		Gross non-residential floorspace Employment 114 Main town centre 7,962		

MM242	Paragraph 15.100	15.110 Development requirements 1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.

		2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations 3. Positive frontage along Copperas Street, Deptford Creek and at the western boundary of the site (facing Trinity Laban Centre), with active ground floor frontages where possible. 4. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including: a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way; and b. Clearly articulated routes, and street level views, to Trinity Laban Centre and Deptford Creek. 5. Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.
Chapter 16 – Lewisham's East Area		
MM243	Policy LEA1	LEA1 East Area place principles <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>A An open Lewisham as part of an open London ~~Borough of Lewisham~~,</u> <u>C A thriving local economy that tackles inequalities,</u> <u>D A greener borough,</u> <u>E Responding to the climate emergency,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the East Area. B Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its 'Outstanding Universal Value', as well as its setting and the views to and from it, with reference to Policy HE2 (Designated heritage assets). C Development proposals must respond positively to the historic and village character of Blackheath District Centre and its wider setting, as well the architectural qualities of buildings that contribute to its local distinctiveness. A wide range of commercial, cultural and community uses will be supported within the centre in order to secure its long-term vitality and viability. A carefully managed approach to new development will be taken to maintain the centre's village character and reinforce its role in supporting the visitor, evening and night-time economy, whilst ensuring the locality benefits from a high standard of amenity. The Healthy Streets Approach will be supported in and around Blackheath Village to improve accessibility by walking and cycling. D Development proposals must support the transformation of the South Circular (A205), Lee High Road (A20), Burnt Ash Road/Baring Road (A2212) and Lee Road (A212) by applying the Healthy Streets Approach in accordance with Policy TR3 (Healthy streets as part of healthy neighbourhoods). They must be designed to create or enhance walking routes and cycleways through the provision of public realm improvements, positive frontages and active ground floor frontages along the roads, where appropriate. E The redevelopment and intensification of sites within the Lee Green District Centre and brownfield land fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park station and Heather Road/Bramdean Crescent), and along the South Circular will be supported where development proposals respond positively to local character.

		F Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes the consideration of public realm improvements to address severance caused by the South Circular (A205), other major roads and rail lines, particularly within the northeast and southwest parts of the East Area. G Lee Station is designated a Local Centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Lee station. To help secure the long-term vitality and viability of the centre, development proposals should: a. Be designed to enhance the character of the townscape, access to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of walking routes and cycleways; and b. Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial uses and modern workspace. H The sensitive intensification of established residential neighbourhoods will be supported where new development proposals respond positively to their distinctive local and historic character, including the landscape setting. Development proposals must have regard to the Small Sites Guidance SPD, where appropriate. I Opportunities should be taken to direct new investment to the Grove Park neighbourhood with reference to Policy LEA3 (Strategic Area for Regeneration, Grove Park). Development proposals should respond positively to the character and design qualities of the Chinbrook Estate. J The network of green infrastructure within the East Area and its surrounds, including outside of the Borough, contributes to the area's distinctive character and environmental qualities. Development proposals must contribute to protecting and enhancing this network of green infrastructure, with reference to Policy LEA4 (Linear network of green infrastructure). K Development proposals must help to ensure the East Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). L The River Quaggy is a defining feature of the East Area which development proposals must respond positively to. Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront. This includes opportunities to deculvert and naturalise the River Quaggy near Lee High Road, as well as to deliver improved access and views to it, particularly around the town centre.
MM244	Policy LEA2	LEA 2 Lee Green district centre and surrounds <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>B Housing tailored to the community with genuinely affordable homes,</u> <u>C A thriving local economy that tackles inequalities,</u> <u>D A greener borough,</u> <u>E Responding to the climate emergency,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Development proposals must demonstrate how they will contribute to securing the long-term vitality and viability of Lee Green District centre, including by enhancing the place qualities of the centre as well as reinforcing its role as a key focal point for community activity in the East Area. Development proposals must contribute to a coordinated process of town centre renewal that responds positively to the area's distinctive character. They must also deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant commercial and community role is maintained and enhanced.

		B The comprehensive redevelopment of the sites at Leegate Shopping Centre, Sainsbury's Lee Green and the land at Lee High Road and Lee Road will together form a central focus for the renewal and revitalisation of the District Centre. Development proposals at these sites must be delivered in accordance with relevant site allocation policies. C Development proposals must contribute to enhancing the public realm by applying the Healthy Streets Approach. They should promote and enable movement by walking, cycling and the use of public transport to make the town centre a significantly more accessible, safer, healthier and attractive environment. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of walking routes and cycleways running through and/ or connecting key commercial, leisure and cultural destinations, public transport nodes, public open spaces and residential areas. Particular consideration will need to be given to movements along and across the main junction, Lee High Road, Lee Road, Burnt Ash Road, Taunton Road, Leyland Road and Hedgley Street. D Development proposals should respond positively to the evolving urban character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass, height and character between the centre, its edges and surrounding residential neighbourhoods, with generous setbacks provided along major roads and movement corridors. E Development proposals should be designed with positive frontages and active ground floor frontages within the town centre and at its edges. In order to ensure development creates a positive relationship with the public realm, special attention should be given to design at the ground floor and podium levels of buildings. F Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Quaggy and to improve public access to it around Lee High Road.
MM245	Policy LEA3	LEA3 Strategic Area for Regeneration, Grove Park Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, H Securing the timely delivery of infrastructure. A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of South Area and parts of Grove Park neighbourhood in the East Area, as defined by the Local Plan. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within the area, and that this investment is coordinated to successfully deliver regeneration and area improvements in collaboration with local communities. B Development proposals and stakeholders should seek opportunities to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, taking into account policies for the wider Strategic Area for Regeneration in the Borough's south, as set out in Policy LSA2 (Strategic Area for Regeneration).
MM246	Policy LEA4	LEA4 Linear network of green infrastructure Strategic Policy Strategic Objectives: D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.

		A The East Area contains a linear network of green infrastructure that will be protected and enhanced. Development proposals must respond positively to the linear network of green infrastructure and its multifunctional value, with reference to Policy GR1 (Green infrastructure and Lewisham's Green Grid). This includes its role as a vital environmental and recreational asset within the Borough and feature which contributes to the distinctiveness of the Blackheath, Lee and Grove Park neighbourhoods. B Development proposals should maximise opportunities to reinforce and enhance the character, amenity and environmental value of the linear network of green infrastructure, including by: a. Integrating greening measures to enhance existing green linkages, and create new linkages, between the different elements of green infrastructure within the area, particularly to support the achievement of a continuous linear and connected ecological network; b. Seeking opportunities to restore or introduce habitats, particularly priority habitats, to support species and enhance the biodiversity value of the network; c. Maintaining and enhancing the Green Chain walk as a key route for public access to and between spaces within the network; d. Making provision for safe public access to and throughout the network, where appropriate, including by improving or introducing east-west and north-south walking routes and cycleways, pathways and access points, such as gates; and e. Ensuring that development is designed in a manner that is sensitive to character of the network and the landscape setting. C The effective management of the linear network of green infrastructure, including initiatives that promote interpretation and appreciation of the network (including its local, historical and ecological significance), will be encouraged.
MM247	Policy LEA SA1	1 Heathside and Lethbridge Estate

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10				
Site Details	Site size (ha) 6.07	Setting Urban	PTAL 2015: 2-5 2021: 2-5 2031: 2-5	Ownership Public	Current use Housing Estate
How Site Was Identified	London SHLAA (2017)				
Planning Designations and Site Considerations	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1.				
Planning Status	Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. Phases 1-4 have been completed and have delivered 782 residential units. Phases 5 and 6 consisting of 443 units are currently under construction.				

		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
		Indicative Development Capacity	Net residential units 660 1,225 (gross)		Gross non-residential floorspace Employment 0 Main town centre 1,280		
		Remaining Net Units to be Delivered	443 (gross)				

MM248	Policy LEA SA2	2 Blackheath Hill Locally Significant Industrial Site					
		Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
		Site Address	Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA				
		Site Details	Site size (ha) 0.31	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Industrial
		How Site Was Identified	Site Allocations Local Plan (2013) and Lewisham Call for Sites (2015 and 2018)				
		Planning Designations and Site Considerations	Opportunity Area, Locally Significant Industrial Site, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent to Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1				
		Planning Status	Full application DC/20/117309 granted in April 2021.				
		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
		Indicative Development Capacity	Net residential units 63		Gross non-residential floorspace Employment 2,288 Main town centre 0		

MM249 Policy LEA SA3

3 Leegate Shopping Centre

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure, I Ensuring high quality education, health and social care.				
Site Address	Leegate Shopping Centre, London, SE12				
Site Details	Site size (ha) 1.90	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Main town centre uses, retail, employment, residential, car park
How Site Was Identified	Site Allocation Local Plan (2013) and London SHLAA (2017)				
Planning Designations and Site Considerations	Growth Node, Appropriate Location for Tall Buildings, adjacent to Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Flood Zone 1, 2, 3, Groundwater Source Protection Zone 2				
Planning Status	Full application DC/14/090032 received resolution to grant permission in May 2016 but was never implemented. ~~Full application DC/18/107468 submitted in June 2018 was not determined. Pre-application. New application to be submitted in 2022.~~ Planning application DC/22/126997 resolution to approve was granted in July 2023, subject to the signing of a S106.				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 ~~Yes~~	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units ~~450~~ 562		Gross non-residential floorspace Employment ~~805~~ 0 Main town centre ~~5,449~~ 3,796		

MM250 Paragraph 16.28

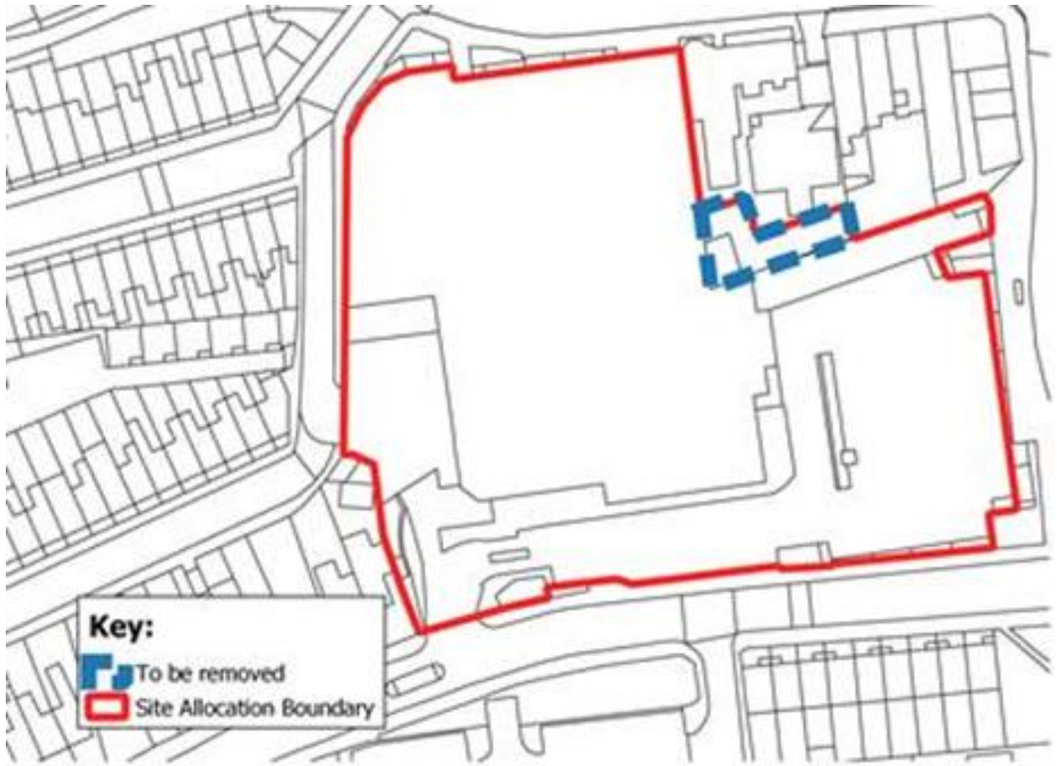
16.28 Development requirements

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.

2. Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.

3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

4. Provision of community infrastructure to meet demand arising from the development, including a new health facility in partnership with the CCG, NHS and other health bodies. New provision should include ground floor accommodation. Safe access for emergency vehicles and for any required disabled parking should be considered when locating this facility.

MM251	Policy LEA SA4	4 Sainsbury's Lee Green Amend site allocation boundary to omit the two curtilage structures as they are part of the adjacent Police Station. 

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	14 Burnt Ash Road, Lee, London, SE12 8PZ				
Site Details	Site size (ha) ~~1.05~~ 1.02	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Main town centre uses, retail, car park
How Site Was Identified	London SHLAA (2017) and Strategic Planning Team (2019)				

Planning Designations and Site Considerations	Growth Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Flood Zones 3, River Quaggy nearby, Groundwater Source Protection Zone 2, adjacent Listed Building	
Planning Status	None	
Timeframe for Delivery	Years 1 – 5 / Years 6 – 10 / Years 11 – 15: Yes / Beyond 15 years	
Indicative Development Capacity	Net residential units: ~~111~~ 156 Gross non-residential floorspace: Employment ~~625~~ 0; Main town centre ~~4,123~~ 6,672	

MM252 Policy LEA SA5

5 Land at Lee High Road and Lee Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Lee High Road and Lee Road, SE12 8RU				
Site Details	Site size (ha) 0.43	Setting: Urban	PTAL: 2015: 3, 2021: 3, 2031: 3	Ownership: Private	Current use: Commercial, Residential
How Site Was Identified	London SHLAA (2017) and Strategic Planning Team (2019)				
Planning Designations and Site Considerations	Growth Node, Archaeological Priority Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Locally Listed Building on site, within 30m buffer of electricity cable, Flood Zone 3, adjacent to Rivers Quaggy and Kidbrooke, Groundwater Source Protection Zone 2				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5 / Years 6 – 10 / Years 11 – 15: Yes / Beyond 15 years: ~~Yes~~				
Indicative Development Capacity	Net residential units: 55 Gross non-residential floorspace: Employment 256; Main town centre 1,023				

MM253	Policy LEA SA6	6 Southbrook Mews

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Southbrook Mews, Lee, London, SE12 8LG				
Site Details	Site size (ha) 0.24	Setting Urban	PTAL 2015: 3 2021: 2-3 2031: 2-3	Ownership Private	Current use Employment, commercial
How Site Was Identified	Strategic Planning Team (2019)				
Planning Designations and Site Considerations	Growth Node, Adjacent to Strategic Open Space, Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2, adjacent 5 locally listed buildings, within 30m of an electricity cable				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years ~~Yes~~	
Indicative Development Capacity	Net residential units 23		Gross non-residential floorspace Employment 804 Main town centre 0		

MM254	Policy LEA SA7	7 Mayfields Hostel, Burnt Ash Hill

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE				
Site Details	Site size (ha) 0.49	Setting Central	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Hostel

How Site Was Identified	London SHLAA (2017)	
Planning Designations and Site Considerations	Growth Corridor, Adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 2, Critical Drainage Area	
Planning Status	None, consent has lapsed	
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 / Years 11 – 15 / Beyond 15 years
Indicative Development Capacity	Net residential units ~~21~~ 64	Gross non-residential floorspace Employment 0 Main town centre 0

MM255 Policy LEA SA8

8 Sainsbury Local and West of Grove Park Station

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Sainsbury's Local and West of Grove Park Station, London, SE12 0DU				
Site Details	Site size (ha) 0.90	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Private	Current use Main town centre uses, retail, transport, garage, car park
How Site Was Identified	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
Planning Designations and Site Considerations	Growth Node, Local Centre, Strategic Area of Regeneration, adjacent to Strategic Open Space, Flood Zone 1, Groundwater Source Protection Zone 3, Critical Drainage Area				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years ~~Yes~~	
Indicative Development Capacity	Net residential units 78		Gross non-residential floorspace Employment 362 Main town centre 1,449		

MM256	Paragraph 16.49	Development requirements 1. The site must be well integrated with the surrounding street network to improve access and permeability through the centre, and along the station approach. 2. Positive frontage with active ground floor frontages along Baring Road. 3. ~~Applicants must consult with Transport for London to investigate options for the existing bus station, including retention or appropriate re-provision, where necessary.~~ The on-site bus stands and associated facilities remain in operational use. Consequently, applicants must consult with Transport for London to investigate future options for these facilities, including the continued operational function of either the existing, or re-provided, bus facilities, which the site masterplan should address. 4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy. 5. Development must protect and seek to enhance green infrastructure, including the green corridor along the railway embankment and enhance links to existing green infrastructure such as Chinbrook Meadows and the Grove Park Urban National Park.
MM257	Paragraph 16.50	Development guidelines ~~1. The bus stand is in operational use. Applicants should consult with Transport for London to investigate future options for the bus stand, including the continued operational function of either the existing, or re-provided, bus facility, which the site masterplan should address.~~ ~~2.~~ 1. Development should contribute to a Healthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road. ~~3.~~ 2. Development must be designed to ~~conserve~~ preserve or enhance the significance of the Grade II Listed Building Baring Hall Hotel, which is a prominent feature within the townscape. ~~4.~~ 3. The design of development should reflect the historic development of Grove Park~~, taking into account the early development of an artistic colony~~. ~~5.~~ 4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer to the north of the site will not be allowed.

Chapter 17 – Lewisham's South Area		
MM258	Paragraph 17.6	By 2040 the distinctive character of the South area, derived from its open spaces, river valleys and garden city / cottage estates, will be celebrated and reinforced. These assets and features will provide the wider setting for regeneration, building on new and improved transport links, including the Bakerloo line extension and cycleways. <u>This includes measures that improve the connectivity and access to the South Area's open space, ensuring that they are welcoming and positively contribute towards the social cohesion of its communities, and address the causes of local health inequality.</u> The role and character of large tracts of commercial land in Bell Green and Lower Sydenham, along with major roads, will be re-imagined to provide a high quality, mixed-use neighbourhood. This new focus for community and commercial activity in Lewisham will act as a catalyst for growth and investment. Stakeholders will work together and alongside communities to deliver improvements that address the causes of deprivation in the Borough's south, opening opportunities for everyone to benefit from.
MM259	Key Spatial Objectives	Key spatial objectives **TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO:** 1 Secure the delivery the Bakerloo line extension and other infrastructure to significantly improve transport accessibility, address existing barriers to movement and unlock the area's development potential. 2 Coordinate new investment in the Bell Green and Lower Sydenham area to enable it to become a London Plan Opportunity Area in a future update to the London Plan. 3 Deliver the regeneration of the former gasholders, Bell Green Retail Park and other sites nearby to create a new high quality residential-led mixed-use area, with a new Local Centre, that is well integrated with existing neighbourhoods and communities. Preserve and enhance the heritage value of the Livesey Memorial Hall and Gardens whilst creating a more positive relationship with the buildings and spaces surrounding them. 4 Develop decentralised energy networks by taking advantage of opportunities presented by the redevelopment of larger sites around Bell Green and Lower Sydenham. 5 Create a high quality employment-led, mixed-used quarter through the renewal of industrial land at Stanton Way and Worsley Bridge Road. 6 Transform the Ringway Corridor (Southend Lane and Whitefoot Lane) and the A21 Corridor (Bromley Road) by applying the Healthy Streets Approach, with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Address severance caused by the Bell Green gyratory. 7 Enhance the place qualities of the Ringway and A21 Corridors by integrating new high quality housing development and revitalising centres along them, particularly to secure the long term viability of Downham district centre. 8 Reinstate and enhance the historic character and identity of Southend Village and its surrounds, building on the presence of local assets including the Green Man centre and Peter Pan pond, and through the redevelopment of the out-of-centre retail park opposite. 9 Maintain the garden city and cottage estate character of residential areas in Bellingham and Downham whilst attracting inward investment and delivering new homes through their sensitive intensification. 10 Enhance the place qualities of Perry Rise (B227), Perry Hill (A212) and Alan Pegg Place by applying the Healthy Streets Approach, including by

		creating a safer and more coherent public realm at their convergence. Reinforce and enhance the character of established residential areas around Perry Hill and Perry Vale and deliver new homes through their sensitive intensification. 11 Support inclusive and mixed neighbourhoods and communities by effectively managing Houses in Multiple Occupation and preventing the harmful overconcentration of HMOs. 12 Protect and enhance open and green spaces, including by expanding the role of Beckenham Place Park as a key visitor destination. Deliver the Lewisham Links, a connected network of high quality walking routes and cycle routeways link these spaces, taking advantage of the Green Chain Walk. 13 Enhance the environmental quality and amenity value of the Ravensbourne and Pool Rivers. Improve public access to the rivers with new and improved routes and public realm enhancements, focussing on Waterlink Way and the Pool River Linear Park 14 Improve the connections between the South Area's open spaces to ensure that they remain publicly accessible, welcoming, contribute towards the social cohesion between communities and reinforce healthy lifestyles, and address any underlying causes of local health inequality.
MM260	Policy LSA1	LSA 1 South Area place principles Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the South Area. B Development proposals within the South Area must demonstrate how they will help to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation, in line with Policies LSA2 (Strategic Area for Regeneration) and LSA3 (Bell Green and Lower Sydenham). C Development proposals must optimise the use of land taking into account the Bakerloo line extension and other infrastructure that will enable significant improvements to transport access in the South Area. This includes the inclusive access arrangements that will be secured, through new development, for the Bakerloo Line extension station at Lower Sydenham. The Council will seek that development is appropriately phased in order to ensure there is adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.

		D Development proposals must respond positively to distinctive and historic character of Southend Village and its surrounds. They should seek opportunities to enhance the unique place qualities, commercial and community functions of the Village, with reference to Policy LSA3 (A21 Corridor / Bromley Road). E Opportunities should be taken to direct new investment to the established residential neighbourhoods of Bellingham and Downham, including new high quality housing, provision of community infrastructure and public realm improvements. The sensitive intensification of these neighbourhoods will be supported where new development responds positively to their distinctive local and historic character. This includes the predominant garden city and cottage estate character associated with the London County Council estates. F Development proposals must respond positively to the role of Downham District Centre in supporting local neighbourhoods and communities, particularly for day-to-day shopping and service needs. A wide range of commercial, leisure, community and cultural uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they: a. Retain or re-provide units suitable to accommodate main town centre uses, particularly for Class E retail uses; and b. Are designed to enhance the quality of the streetscape, townscape, and environment, including through the improvements to shopfronts and the public realm. G Bellingham is designated a Local Centre reflecting the role it plays in the provision of local shops, services and community facilities, along with its accessible location near Bellingham station and the A21 Corridor. To help secure the long-term vitality and viability of the centre, development proposals must be designed to: a. Improve access to and along the centre and station approach, including public realm enhancements that make walking routes and cycleways safer and more legible; b. Enhance the character of the area through townscape and streetscape improvements, including to shopfronts; and c. Facilitate the renewal of employment land at the southern end of Bromley Road SIL, particularly at the junction at Randlesdown Road. H Development proposals must contribute to inclusive, <u>socially cohesive</u> and mixed neighbourhoods and communities, including by protecting family housing and ensuring there is no harmful overconcentration of Houses in Multiple Occupation, with reference to Policy HO8 (Housing with shared facilities). I Development proposals must help to ensure the South Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). They should maximise opportunities to enhance or introduce new cycleways, particularly in the established residential areas with wider street layouts. J Public realm and access improvements should be introduced along the A21 Corridor / Bromley Road (including active frontages uses along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road). K The Council will work with Network Rail and other stakeholders to investigate the feasibility of delivering improvements to the bridge at Southend Lane to address issues of safety and movement within the area, including options for widening the bridge and increasing its height. L The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. <u>Proposals should seek to deliver improvements in access, inclusion and connectivity between open spaces, in order to meet the specific objectives of encouraging healthier lifestyles, addressing the causes of local health inequalities and enhancing the social cohesion between communities.</u> Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. This includes consideration for the un-adopted walkway on Bromley Road and other links at the east side of the park. The Council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.

		M The river valley network is a defining feature of the South Area which development proposals must respond positively to by: a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise; b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and c. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.
MM261	Policy LSA2	LSA 2 Strategic Area for Regeneration Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of the South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that new public and private sector investment is secured within this area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities. B In order to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, stakeholders and development proposals should seek opportunities to: a. Significantly improve transport accessibility in the area, particularly by: i. Enhancing provision of and access to high quality public transport infrastructure, including bus services; and ii. Addressing barriers to movement by enhancing the network of walking routes and cycleways connecting to transport nodes, town and local centres, schools and training facilities, and employment locations. b. Plan positively for social infrastructure to meet local needs, particularly community facilities and services catered to children and young people; c. Support the vitality and viability of town and local centres, helping to ensure they make provision for a wide range of accessible shops and services; d. Improve the environmental quality of neighbourhoods, including by reducing and mitigating air and noise pollution along main roads and junctions; and e. Address deficiencies in access to open space by making provision for new and improved publicly accessible open space and improving links to green and open spaces. C Investment to support the achievement of safe, healthy and liveable neighbourhoods within the Strategic Area for Regeneration should be facilitated through a variety of approaches, including: a. Partnership working between key stakeholders to secure the delivery of new and improved infrastructure in Lewisham, including transport infrastructure such as the Bakerloo line extension, to significantly improve access to high quality services and community facilities, along with training and employment opportunities, whether within the Borough or elsewhere in London and beyond;

		b. The comprehensive redevelopment of site allocations, and renewal of town centres and employment locations, in the Bell Green and Lower Sydenham area, to help shift the focus and spread the benefits of investment southwards within the Borough; and c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.
MM262	Policy LSA3	LSA3 Bell Green and Lower Sydenham Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported by the Council. B To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that new development within the area supports the delivery of the spatial strategy for the Borough, ~~the Council intends to prepare~~ a Supplementary Planning Document and/or Masterplan will be prepared through consultation with the local community. This will complement the Local Plan in setting a long-term development and investment framework for the area. ~~Development proposals must demonstrate how they have engaged positively with planning guidance endorsed or adopted by the Council.~~ C To ensure that regeneration in Bell Green and Lower Sydenham is delivered in a coordinated manner, development proposals must: a. Ensure that development will not ~~prejudice~~ preclude or delay the delivery of the Bakerloo line extension, ~~taking into account any Ministerial Safeguarding Directions and Mayor of London/ Transport for London infrastructure requirements and/or feasibility studies associated with BLE Phase 2,~~ and will not lead to excessive cost in the delivery or operation of the Bakerloo Line, with reference to Policy TR2 (Bakerloo line extension); b. Optimise the capacity of sites having regard to future improvements in Public Transport Access Levels enabled by the BLE and other transport infrastructure; c. Deliver the comprehensive redevelopment of the former Bell Green gas holders, Bell Green Retail Park and Sainsbury's Bell Green, and through this process make provision for a residential-led mixed-use quarter with a distinctive urban character that is supported by a new Local Centre, which provides a focus for new employment floorspace and job creation opportunities, the scale of which is informed by a Retail Impact Assessment; d. Protect the employment function of the LSIS at Stanton Square and Worsley Bridge Road, whilst exploring opportunities to deliver new high quality workspace, including through the co-location of employment and other compatible uses; e. Deliver public realm improvements to help reduce car use and barriers to movement, improve permeability and enhance the walking and cycle environment, particularly around the Bell Green gyratory and along major roads, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road; f. Enable the reconfiguration, re-routing and/ or redesign of roads where this is necessary to support the area masterplan; and g. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.

		D Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by: a. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area's integration with surrounding neighbourhoods and places. This includes enhanced walking routes and cycleways to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible; b. Integrating new publicly accessible open space into development; c. Responding positively to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and d. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.
MM263	Policy LSA4	LSA 4 A21 corridor / Bromley Road <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>A An open Lewisham as part of an open London ~~Borough of Lewisham~~,</u> <u>B Housing tailored to the community with genuinely affordable homes,</u> <u>C A thriving local economy that tackles inequalities,</u> <u>D A greener borough,</u> <u>E Responding to the climate emergency,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A The transformation of the A21 Corridor (Bromley Road) and its immediate surrounds into a network of liveable, healthy neighbourhoods with a distinctive urban character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach. B Development proposals along the A21 Corridor and its immediate surrounds must contribute to enhancing the place qualities of the Corridor by: a. Responding positively to the evolving urban character of the area through the sensitive intensification of sites, where appropriate; b. Helping to establish a distinctive and legible urban grain along and around the Corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane; c. Ensuring new development reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the Corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham District Centre; d. Maximising opportunities to integrate urban greening measures; and e. Enhancing connections between neighbourhoods along and surrounding the Corridor through the delivery of new and improved public realm. C Development proposals must respond positively to the distinctive and historic character of Southend Village and its surrounds, whilst supporting the long term viability and vitality of the shopping parade by: a. Enhancing the place qualities of the Village by designing development to create a more coherent urban grain along Bromley Road; b. Making provision for a complementary mix of main town uses within the parade,; and c. Improving visitor access to Southend Village through public realm enhancements: i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefood Lane; ii. To and along Coninsborough Crescent; and iii. At the route connecting Whitefoot Lane with Beechborough Green and Gardens.

<table>
<tr><td></td><td></td><td>D Development proposals must reinforce and enhance the role of the A21 as a strategic movement corridor by applying the Healthy Streets Approach. This principal north-south route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places, including open spaces such as Beckenham Place Park, Forster Park, and Downham Fields.

E Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 Corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.</td></tr>
<tr><td>MM264</td><td>Paragraph 17.10</td><td>17.10 Lewisham’s South Area will play an important role in helping to deliver inclusive, healthy and liveable neighbourhoods in the Borough. It has the potential to accommodate a significant amount of growth over the plan period. However, the level of this growth will be contingent on the delivery of infrastructure necessary to support both new developments and existing neighbourhoods. This includes transport infrastructure and particularly the Bakerloo line extension. The South Area does not benefit from the same Public Transport Access Levels as many other parts of the Borough. This is one of the key factors contributing to inequality and the levels of deprivation experienced locally, and the need to designate a Strategic Area for Regeneration. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. Subject to it being demonstrably justified the Council will consider the preparation of further guidance for the South Area that responds to local health, well-being, and social inequalities. Opportunities for preparing such guidance through the neighbourhood plan-making process will be positively considered. The Local Plan sets out a strategy to ensure that growth and regeneration in the South Area is effectively coordinated, with a clear framework in place to facilitate the delivery of the Bakerloo line extension and maximise opportunities associated with it. This will require that stakeholders work together and alongside local communities to tackle deprivation by directing investment in a joined up way. The Council will consider opportunities to work with local community organisations in the South Area to secure these improvements when they arise and demonstrate benefits and best value. The phasing of new development on larger site allocations will be critical to delivering area improvements and transformational change for the benefit of everyone.</td></tr>
<tr><td>MM265</td><td>Paragraph 17.11</td><td>The Bell Green and Lower Sydenham area is ~~poised~~ being actively promoted by the Council to become one of London’s next Opportunity Areas~~, and the~~. The Council will support ~~this designation in a future~~ the designation of the Bell Green and Lower Sydenham Area and make robust representations to achieve this as part of the next review of the London Plan. There are a number of large sites in proximity to one another with the potential to be comprehensively redeveloped. They include the former Bell Green Gas Holders, an out-of-centre retail park and buildings, and several designated employment locations. The Local Plan establishes the principles for their regeneration and renewal. The Council ~~intends to prepare~~ anticipates that a more detailed framework, supplementary planning document and/ or master plan will be prepared to ensure coordination between landowners in the delivery of a new high quality, residential-led mixed-use neighbourhood, which will be informed by consultation with local communities and other key stakeholders. Development proposals will need to address the area’s relationship with and connections to Sydenham District Centre. Following public consultation and adoption the future supplementary planning document and/ or master plan will inform decision-taking. Future development proposal should accord with its guidance.</td></tr>
<tr><td>MM266</td><td>Policy LSA SA1</td><td>1 Former Bell Green Gas Holders and Livesey Memorial Hall
<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">Sydenham Gas Holders, Alan Pegg Place, SE26 4PX</td></tr>
<tr><td>Site Details

excluding Livesey Memorial Hall,</td><td>Site size* (ha)
2.16</td><td>Setting
Urban</td><td>PTAL
2015: 2
2021: 2
2031: 2</td><td>Ownership
Private</td><td>Current use
Vacant (former gas holders) and community facility</td></tr>
</table></td></tr>
</table>

		bowling green and tennis courts 1.66) | | | | | |
		How Site Was Identified | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)
		Planning Designations and Site Considerations | Regeneration Node, Appropriate Location For Tall Buildings, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site, Strategic Open Space
		Planning Status | Pre-application and Application for gas holder part of the site.
		Timeframe for Delivery | Years 1 – 5 Yes | Years 6 – 10 | Years 11 – 15 | Beyond 15 years
		Indicative Development Capacity | Net residential units ~~100 – 442~~ 334 | Gross non-residential floorspace Employment ~~465~~ 0 Main town centre ~~1,859~~ 1,605
		*excluding Livesey Memorial Hall, bowling green and tennis courts 1.66
MM267	Paragraph 17.17	17.17 Development requirements 1. Landowners must work in partnership and in accordance with a master plan for the wider Bell Green and Lower Sydenham area and including a site masterplan, to ensure appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. The site must be fully re-integrated with the surrounding street network, including Perry Hill to the west, Alan Pegg Place to the south and forthcoming development to the east, to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. 3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy that takes account of, and provides links to, the nearby SINC to the north of the site, and is of beneficial use for local residents without impacting on the on-site heritage assets. 4. Positive frontage on Alan Pegg Place and onto the South West Corner at the junction of Alan Pegg Place and Perry Hill~~-~~. 5. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension. 6. Development must be sensitive to the setting of the listed Livesey Memorial Hall and its curtilage open spaces and structures, and the listed boundary wall and War Memorial, and should incorporate it into the wider townscape by creating a positive relationship with new development. 7. The history and heritage of the South Suburban Gas Works site should be revealed through a site wide interpretation strategy including the heritage assets and their curtilage, re-use of the retained elements of the gasholder structures within the public realm (where possible), and through hard and soft landscaping, architecture, public art and street/place naming.

<table>
<tr>
<td>MM268</td>
<td>Paragraph 17.18</td>
<td>17.18 Development guidelines

1. Development should deliver a more cohesive street pattern, in coordination with other neighbouring site allocations. There is an opportunity to open up new walking and cycle links to the east and south of the site, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.

2. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo Line extension.

3. Applicants should consider increasing bus services ~~through~~ serving the site, in partnership with TFL.

4. Development should be designed to provide an appropriate transition in bulk, scale and massing through the site and from the site to its surrounds, which are predominantly suburban in character to the north and west. Tall buildings will not be appropriate in the western part of the site where maintaining the setting of the heritage assets should be prioritised. Tall buildings may be considered along the site’s eastern boundary, where they can be designed so as to contribute positively to the streetscene and without detriment to the heritage assets on site.

5. Development must retain the listed structures at the west of the site and incorporate them sensitively into the redevelopment of the remainder of the site in a way that enhances their setting and improves access to the Livesey Memorial Hall. The hall should continue to be a focal point within the design of the site and be used as a ~~community asset~~ community use. Public realm and open space should form an integral part of the design of the site, ensuring ~~as far~~ as practicable that the open spaces in the curtilage of the Lively Memorial Hall to the north (bowling green) and south (tennis courts) are retained as open space, ancillary to the use of the hall, subject to detailed design. Public access through and from the site to the nearby Waterlink Way and SINC should also be integral to the site’s layout and design.

6. The site is constrained by existing utilities restrictions, easements; a Hazardous Substances Consent; a former gas holder and significant service infrastructure that supported its former use, including a gas mains and gas ‘governor’ and a bentonite wall. Ground surveys will need to identify the nature and extent of ground contamination and environmental pollution, with remedial works and/or mitigation measures implemented, where necessary, in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site and when necessary, will play a proactive role in the revoking of the Hazardous Substances Consent (HSC).

7. Development proposals should investigate opportunities to deliver a decentralised energy network.

8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewers will not be allowed.</td>
</tr>
<tr>
<td>MM269</td>
<td>Policy LSA SA2</td>
<td>2 Bell Green Retail Park

<table>
<tr><td>Non-Strategic Policy</td><td>Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td>Bell Green Retail Park, London, SE6 4RS</td></tr>
</table>
</td>
</tr>
</table>

		Site Details: Site size (ha) 7.37; Setting: Urban; PTAL: 2015: 1b-2, 2021: 1b-2, 2031: 1b-2; Ownership: Private; Current use: Out of centre retail, car park How Site Was Identified: Site Allocations Local Plan (2013), London SHLAA (2017) Planning Designations and Site Considerations: Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Strategic Open Space, Site of Importance for Nature Conservation, Strategic Area of Regeneration, adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area Planning Status: None Timeframe for Delivery: Years 1 – 5; Years 6 – 10: ~~Yes~~; Years 11 – 15: Yes; Beyond 15 years Indicative Development Capacity: Net residential units: 748 - 1,831; Gross non-residential floorspace: Employment 3,740; Main town centre 14,961
MM270	Paragraph 17.21	17.21 Development requirements 1. Landowners must work in partnership and in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in line with DM3 (Masterplans and comprehensive development). <u>It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.</u> 2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. 3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way. 4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail. 5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan SPD.
MM271	Paragraph 17.22	17.22 Development guidelines 1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.

2. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.

3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.

4. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.

5. Applicants should consider increasing bus services through the site, in partnership with TFL.

6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds. Neighbourhoods to the immediate north and east of the site are predominantly suburban and residential in character.

7. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).

8. Parking provision should reflect future improvements to public transport accessibility levels in the area.

9. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

10. Development proposals should investigate opportunities to deliver a decentralised energy network.

11. Applicants should work in partnership with Sothern Gas Networks and Fulcrum Pipelines Ltd and engage with them early at pre-application stage, to investigate existing gas infrastructure and the need for gas supply within the new development. Due to the proximity of the former Bell Green Gas Holder site (to the west), ground surveys may be required in order to identify the nature and extent of possible ground contamination and environmental pollution. Should these be encountered remedial works and/or mitigation measures will need to be implemented, where necessary, in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site and when necessary, will play a proactive role in the revoking of the Hazardous Substances Consent (HSC).

MM272 Policy LSA SA3

3 Sainsbury's Bell Green

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Sainsbury's, Southend Lane, London, SE26 4PU				
Site Details	Site size (ha) 5.42	Setting Urban	PTAL	Ownership Private	Current use Out of centre retail, car park

					2015: 2-3 2021: 2-3 2031: 2-3			
			How Site Was Identified	Lewisham Call for Sites (2015) and London SHLAA (2017)				
			Planning Designations and Site Considerations	Regeneration Node, Appropriate Location for Tall Buildings, Strategic Area of Regeneration, adjacent to Strategic Open Space, Air Quality Management Area, adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area				
			Planning Status	None				
			Timeframe for Delivery	Years 1 – 5	Years 6 – 10 Yes	Years 11 – 15 Yes	Beyond 15 years	
			Indicative Development Capacity	Net residential units 550 - 1,347		Gross non-residential floorspace Employment 2,751 Main town centre ~~11,003~~ 14,060		
MM273	Paragraph 17.25	17.25 Development requirements 1. Landowners must work in partnership and in accordance with a master plan for the Bell Green and Lower Sydenham area, including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. 3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way. 4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail. 5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan SPD.							
MM274	Paragraph 17.26	17.26 Development guidelines 1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood area. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.						

		2. High quality public realm along Southend Lane, with generous setbacks and tree planting, should be provided to create a buffer between new buildings and public spaces. 3. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design. 4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed. 5. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension. 6. Applicants should consider increasing bus services through the site, in partnership with TFL. 7. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. Neighbourhoods to the immediate east and south of the site are predominantly suburban and residential in character. 8. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights). 9. Parking provision should reflect future improvements to public transport accessibility levels in the area. 10. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance. 11. Development proposals should investigate opportunities to deliver a decentralised energy network. 12. Development proposals should consider and where justified make re-provision of a food store on the site. Subject to it being practicable and viable, this will include facilitating its continuous operation during construction. 13. Due to the proximity of the former Bell Green Gas Holder site (to the north), ground surveys may be required in order to identify the nature and extent of possible ground contamination and environmental pollution. Should these be encountered remedial works and/or mitigation measures will need to be implemented, where necessary, in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site and when necessary, will play a proactive role in the revoking of the Hazardous Substances Consent (HSC).
MM275	Policy LSA SA4	4 Stanton Square Locally Significant Industrial Site Non-Strategic Policy: Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. Site Address: Stanton Way, London, SE26 5SP

		Site Details: Site size (ha) 0.97; Setting: Urban; PTAL: 2015: 3, 2021: 3, 2031: 3; Ownership: Private; Current use: Industrial and commercial How Site Was Identified: Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site Planning Designations and Site Considerations: Regeneration Node, Appropriate Location for Tall Buildings, Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area Planning Status: None Timeframe for Delivery: Years 1 – 5; Years 6 – 10; Years 11 – 15: Yes; Beyond 15 years Indicative Development Capacity: Net residential units: 94-231; Gross non-residential floorspace: Employment 3,249; Main town centre 0
MM276	Paragraph 17.29	17.29 Development requirements 1. Landowners must work in partnership and development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites). 3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, with particular attention given to the site's relationship with Stanton Way and Southend Lane. 4.Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.
MM277	Paragraph 17.30	17.30 Development guidelines 1. Development should better integrate the site with the surrounding street network, addressing the island nature of the site and opportunities to reconfigure or remove the gyratory as part of an area-wide strategy, and in coordination with other site allocations. Proposals should enhance walking and cycle routes, particularly along and across Southend Lane. 2. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.

		3. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension. 4. Development should respond positively to the amenity of the primary school, located on the opposite side of Stanton Way. 5. The retention and incorporation of the well-preserved mid-20th Century art deco-style building, currently occupied by Coventry Scaffolding, should be considered as part of the overall design. Consideration should also be given to the well-preserved set of Victorian buildings, the architectural salvage building, and the Bell public house, to ensure that the design of the site contributes to the character of the wider area. 6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. 7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed. 8. Development proposals should investigate opportunities to deliver a decentralised energy network. 9. Due to the proximity of the former Bell Green Gas Holder site (to the north), ground surveys may be required in order to identify the nature and extent of possible ground contamination and environmental pollution. Should these be encountered remedial works and/or mitigation measures will need to be implemented, where necessary, in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site and when necessary, will play a proactive role in the revoking of the Hazardous Substances Consent (HSC).
MM278	Policy LSA SA5	5 Sydenham Green Group Practice

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure, I Ensuring high quality education, health and social care.				
Site Address	26 Holmshaw Close, London, SE26 4TG				
Site Details	Site size (ha) 0.49	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Public and private	Current use GP Surgery
How Site Was Identified	Strategic Planning Team (2019) and landowner engagement (2019)				
Planning Designations and Site Considerations	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
Planning Status	~~None~~ Full application DC/17/102792 (part of the site) was approved in March 2019. Started construction				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	

		Indicative Development Capacity: Net residential units ~~36-87~~ 55; Gross non-residential floorspace: Employment 0, Main town centre 2,487
		Remaining Net Units to be Delivered: 33

MM279 Policy LSA SA6

6 Worsley Bridge Road Locally Significant Industrial Site

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham				
Site Details	Site size (ha) 1.26	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Industrial, commercial, residential, vacant land, car park
How Site Was Identified	Site Allocations Local Plan (2013) and London SHLAA (2017)				
Planning Designations and Site Considerations	Regeneration Node, Appropriate Location for Tall Buildings, adjacent to Strategic Open, adjacent to Site of Importance for Nature Conservation, Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 113-179		Gross non-residential floorspace Employment 11,907 Main town centre 0		

MM280 Paragraph 17.38

17.38 Development guidelines

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.

		2. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension. 3. Consideration should be given to the development options for Kelvin House in order to deliver higher quality residential accommodation as part of a coordinated and masterplanned approach. 4. Proposals should investigate options to improve walking and cycle connections including to the nearby Waterlink Way and SINC. Development should not result in a reduction in exiting footway and carriageway space. 5. Development proposals should address the station approach as a key element of the public realm strategy. 6. Transport for London and Network Rail should be consulted on development and design options. 7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Surface water sewers that drain to the River Pool are preferable. 8. Applicants and decision-takers should liaise with the London Borough of Bromley in relation to the possible impacts upon the neighbouring Lower Sydenham LSIS, and the Metropolitan Open Land located along Worsley Bridge Road.
MM281	Policy LSA SA7	7 Lidl, Southend Lane

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	235 Southend Lane, SE6 3QH, Bellingham				
Site Details	Site size (ha) 0.43	Setting Urban	PTAL 2015: 1a 2021: 1a 2031: §.	Ownership Private	Current use Out of centre retail, car park
How Site Was Identified	London SHLAA (2017)				
Planning Designations and Site Considerations	Growth Corridor, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	

		Indicative Development Capacity	Net residential units 17	Gross non-residential floorspace Employment 0 Main town centre 1,204	

MM282 Policy LSA SA8

8 Land at Pool Court

Non-Strategic Policy	Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	Land at Pool Court, Pool Court, SE6 3JQ				
Site Details	Site size (ha) 0.30	Setting Central	PTAL 2015: 2 2021: 2 2031: 2	Ownership Public Ownership – part LBL and part Network Rail	Current use Scaffolding site and green space
How Site Was Identified	LBL stepped approach to identifying a gypsy and traveller site				
Planning Designations and Site Considerations	Strategic Area of Regeneration, Area of Special Local Character, Archaeological Priority Area, Critical Drainage Area, Flood Zone 2, Site of Importance for Nature Conservation, Adjacent to Strategic Open Space.				
Planning Status	~~Pre-application~~ Application				
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years	
Indicative Development Capacity	Net residential units ~~6~~ 7		Gross non-residential floorspace Employment 0 Main town centre 0		

MM283 Paragraph 17.43

17.43 Development requirements

1. Residential uses will be restricted to provision required for gypsy and traveller accommodation, where there is an identified need for such accommodation arising in the borough.

2. Development proposals must protect and seek to enhance green infrastructure and biodiversity, including the SINC and any ancient or veteran trees.

3. Development must be designed to mitigate against flood risk, working in partnership with the Environment Agency.

4. The design of development must suitably address public health and safety, including the safe functioning of the railway.

<table>
<tr><td>MM284</td><td>Policy
LSA SA9</td><td>9 Catford Police station
<table>
<tr><td>Non-Strategic Policy</td><td colspan="5">Strategic Objectives:
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,
G Healthy and safe communities,
H Securing the timely delivery of infrastructure.</td></tr>
<tr><td>Site Address</td><td colspan="5">333 Bromley Rd, London SE6 2RJ</td></tr>
<tr><td>Site Details</td><td>Site size (ha)
0.32</td><td>Setting
Urban</td><td>PTAL
2015: 3-4
2021: 3-4
2031: 3-4</td><td>Ownership</td><td>Current use
Police Station</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Strategic Planning Team (2019) and Landowner engagement (2019)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Growth Corridor, Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area, Strategic Area of Regeneration.</td></tr>
<tr><td>Planning Status</td><td colspan="5">~~None~~ Pre-application</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

Yes</td><td>Years 6 – 10

~~Yes~~</td><td>Years 11 – 15</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units

~~24~~ 54</td><td colspan="3">Gross non-residential floorspace

Employment 1,072
Main town centre 0</td></tr>
</table></td></tr>
<tr><td>MM285</td><td>Paragraph 17.45</td><td>Site allocation
17.45 Mixed use redevelopment with compatible residential, commercial, community, ~~and~~ main town centre uses and other compatible non-residential uses at ground floor level.</td></tr>
<tr><td>MM286</td><td>Paragraph 17.48</td><td>17.48 Development guidelines

1. Development should respond positively to the site’s context proportions and features of ~~terraced homes along Conisborough Crescent along the eastern edge of the site~~ terrace homes along Conisborough Crescent. Visual amenity should be enhanced with green buffers introduced along the street frontage.

2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.

3. Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.

4. Development should respond positively to the adjacent Locally Listed Army Reserves building, Hudson House.</td></tr>
</table>

		5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable.
MM287	Policy LSA SA10	10 Homebase~~/Argos~~, Bromley Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	10 Beckenham Hill Road, Catford, London SE6 3NU, Downham				
Site Details	Site size (ha) 1.70	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Out of centre retail, car park
How Site Was Identified	Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017)				
Planning Designations and Site Considerations	Growth Corridor, Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Open Space, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area				
Planning Status	Pre-application				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10 ~~Yes~~	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 141		Gross non-residential floorspace Employment 0 Main town centre 5,694		

MM288	Policy LSA SA11	11 Beadles Garage

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
Site Address	Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Site Details</td><td>Site size (ha) 0.33</td><td>Setting
Urban</td><td>PTAL
2015: 2
2021: 2
2031: 2</td><td>Ownership
Private</td><td>Current use
Car showroom / MOT</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">London SHLAA (2017)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Adjacent Site of Importance for Nature Conservation, adjacent Public Open Space, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.</td></tr>
<tr><td>Planning Status</td><td colspan="5">None</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5</td><td>Years 6 – 10</td><td>Years 11 – 15
<u>Yes</u></td><td colspan="2">Beyond 15 years
~~Yes~~</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
25</td><td colspan="3">Gross non-residential floorspace
Employment 610
Main town centre 0</td></tr>
</table>
</td></tr>
<tr><td>MM289</td><td>Paragraph 17.55</td><td>17.55 Development requirements

1. Positive frontages and public realm enhancements along Bromley Hill and Avondale Road with active ground floor frontages.

2. Development must be delivered in accordance with the A21 Development Framework.

3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

4. Development proposals must protect and seek to enhance green infrastructure, including an adjacent cemetery, designated as SINC land and public open space.

<u>5. Applicants and decision-takers should liaise with the London Borough of Bromley in relation to the possible impacts upon the neighbouring Lower Sydenham LSIS, and the Metropolitan Open Land located along Worsley Bridge Road.</u></td></tr>
<tr><td>MM290</td><td>Policy
LSA SA12</td><td>12 Downham Co-op
<table>
<tr><td><u>Non-Strategic Policy</u></td><td><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td>431-435 Downham Way, Bromley BR1 5HR</td></tr>
</table>
</td></tr>
</table>

		Site Details	Site size (ha) 0.43	Setting Suburban	PTAL 2015: 3 2021: 4 2031: 4	Ownership Private	Current use Retail, public house, car park	
		How Site Was Identified	London SHLAA (2017), and landowner engagement (2019)					
		Planning Designations and Site Considerations	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.					
		Planning Status	None					
		Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years ~~Yes~~		
		Indicative Development Capacity	Net residential units 42		Gross non-residential floorspace Employment 0 Main town centre 1,440			
MM291	Policy LSA SA13	13 Excalibur Estate						
		Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.					
		Site Address	Excalibur Estate, Baudwin Road, Whitefoot, SE6					
		Site Details	Site size (ha) 6.14	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Public	Current use Housing estate	
		How Site Was Identified	London SHLAA (2017)					
		Planning Designations and Site Considerations	Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings.					
		Planning Status	Full application DC/10/075973 granted March 2012. Various subsequent reserved matters and S73 applications granted up till November 2021. Started construction and 57 units have already been completed.					
		Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10	Years 11 – 15	Beyond 15 years		

Indicative Development Capacity	Net residential units ~~287~~ 281 459 (gross)	Gross non-residential floorspace Employment 0 Main town centre 0	
REMAINING NET UNITS TO BE DELIVERED	~~230~~ 402 (gross)		

MM292 Paragraph 17.65

17.65 The site is a housing estate is located in Bellingham within a predominantly residential area. Estate regeneration will replace 178 existing residential units with ~~362~~ 459 new units to provide net ~~184~~ 281 high quality affordable housing units, alongside public realm enhancements. 57 of the residential units in phases 1a and 1b have already been completed. Construction~~, with an ad-ditional three residential units,~~ for phase 1c has started. ~~Phase 2 (previously named Phases 4 and 5)~~ The remainder of the site has not yet started construction ~~and is seeking to accommodate approximately addi-tional 100 residential units above the initial consent~~.

MM293 Policy LSA SA14

14 Bestway Cash and Carry

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	1 St Mildreds Road, London, SE12 0RS				
Site Details	Site size (ha) 1.70	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Private	Current use Retail warehouse, car park
How Site Was Identified	London SHLAA (2017)				
Planning Designations and Site Considerations	Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 136		Gross non-residential floorspace Employment 0 Main town centre 0		

Chapter 18 – Lewisham's West Area

<table>
<tr>
<td>MM294</td>
<td>Key Spatial Objectives</td>
<td>Key Spatial Objectives
<table>
<tr><th colspan="2">TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO:</th></tr>
<tr><td>1</td><td>Secure the delivery of the Brockley station interchange to improve transport access and help ensure growth is appropriately supported by infrastructure.</td></tr>
<tr><td>2</td><td>Secure the long-term vitality and viability of the area’s network of District and Local centres, and enhance walking and cycling connections between them. Ensure the centres retain their distinctive character and complement each other with a unique offer of shops, services and facilities.</td></tr>
<tr><td>3</td><td>Reinforce the role of Sydenham District Centre in supporting the neighbourhood. Deliver public realm improvements at key arrival points to make the centre a more accessible and welcoming place. Support new high quality development, including mixed-use development, on sites which detract from the distinctive character of the centre.</td></tr>
<tr><td>4</td><td>Strengthen and expand the role of Forest Hill District Centre as hub of community, commercial and cultural activity and a key employment location. Establish a new Cultural Quarter in the area, building on the presence of the Horniman Museum and Gardens and the cluster of creative industries at Havelock Walk and 118 Stansted Road.</td></tr>
<tr><td>5</td><td>Strengthen the role of Kirkdale Local Centre in supporting the neighbourhood. Deliver the renewal of industrial land at Willow Way to better complement the centre with new workspace and a wider mix of uses, along with improvements to the townscape and public realm.</td></tr>
<tr><td>6</td><td>Enable the delivery of new workspace and housing along with enhancements to the Forest Hill station approach through the renewal of industrial land at Perry Vale and Clyde Vale, as well as the redevelopment of sites around the station.</td></tr>
<tr><td>7</td><td>Protect and enhance the employment quarter at Malham Road, including by extending the employment area to include units at 118 Stanstead Road.</td></tr>
<tr><td>8</td><td>Transform the South Circular (A205) and Brockley Rise / Brockley Road (B218) by applying the Healthy Streets Approach, with public realm improvements that make walking, cycling and the use of public transport safer and more convenient.</td></tr>
<tr><td>9</td><td>Protect and enhance open and green spaces, including waterways, along with the distinctive woodland character of the area. Deliver a connected network of high quality walking routes and cycleways that link these spaces. Have regard to important views and vistas from Sydenham Ridge.</td></tr>
</table>
</td>
</tr>
<tr>
<td>MM295</td>
<td>Policy LWA1</td>
<td>LWA1 West Area place principles

Strategic Policy

Strategic Objectives:
A An open Lewisham as part of an open London ~~Borough of Lewisham~~,
B Housing tailored to the community with genuinely affordable homes,
C A thriving local economy that tackles inequalities,
D A greener borough,
E Responding to the climate emergency,
F Celebrating our local identity,</td>
</tr>
</table>

		G Healthy and safe communities, H Securing the timely delivery of infrastructure. A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the West Area. a. The redevelopment of strategic sites, and the renewal of other sites, within and around the area's linear network of town centres is facilitated to better connect the centres and to secure their long-term vitality and viability; in line with Policy LWA2 (Connected network of centres); b. New development within and around Forest Hill district town centre supports and reinforces the centre's role as a key commercial, community and cultural hub, in line with Policy LWA3 (Forest Hill district centre and surrounds); c. New development is directed to the main corridors of Brockley Road (B218) and Stanstead Road (A205 / South Circular), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure; d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Endwell Road, Malham Road, Perry Vale, Clyde Vale and Willow Way; e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on selected LSIS, along with improving the environmental quality of employment locations; f. The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and g. Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy. TR1 (Sustainable transport and movement). B Development proposals must respond positively to the character and heritage value of established residential areas. This includes the historic character of the area's neighbourhoods, and particularly their town centres which are defined by their Victorian shopping parades and make an important contribution to local distinctiveness. The historic landscape character, including woodland and topography, is also a defining feature of the West Area, which was once covered by the Great North Wood. Development proposals must maximise opportunities to integrate urban greening measures to respond to and connect the remnants of the woodland, along with protecting and enhancing important views and vistas. C Development proposals incorporating new or re-purposed workspace should seek to ensure that this provision is designed to accommodate micro, small and medium-sized businesses, to complement and support existing clusters of cultural and creative industries, including in Brockley and Forest Hill. D The comprehensive redevelopment of sites within Willow Way LSIS will be supported where this retains and enhances industrial capacity and local employment provision, as well as improves the quality of the environment and townscape. Development proposals within the LSIS must ensure the design provides for a positive relationship with Kirkdale Local Centre, particularly to ensure the protection of amenity as well as to maximise opportunities to create safe and legible routes between and around the LSIS and the Local Centre. Development proposals must deliver high quality designs that help to establish a more cohesive, employment-led mixed-use quarter. E The sensitive intensification of established residential neighbourhoods will be supported where new development responds positively to their distinctive local and historic character, including the landscape setting. Development proposals must have regard to the Small Sites SPD, where appropriate. F Development proposals must help to ensure the West Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). Consideration should be given to improving connections between parks and open spaces that are located outside of the Borough, but which are within comfortable walking or cycling distance from the West area. G Development proposals must respond positively to the historic character and setting of the Horniman Museum and Gardens, particularly to support its role as a key visitor destination within London and the southeast. Development proposals within the vicinity of the museum should provide for public realm enhancements to improve way finding and access to and from the museum.

		H Development proposals must contribute to delivery of high quality public realm using the Healthy Streets Approach. Particular consideration should be given to enhancements at station entrances and around their approaches and along key movement corridors including Ladywell Road, South Circular (A205), Sydenham Road, Dartmouth Road, Brockley Road/Brockley Rise, and Drakefell Road/Gellatly Road.Development proposals should to contribute to delivery of high quality public realm, particularly on and around approaches to and from train stations, and along key movement routes including Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/ Brockley Rise.
MM296	Policy LWA2	LWA 2 Connected network of town centres Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure. A The West Area contains an historic network of town centres that serve its neighbourhoods and communities. Development proposals must respond positively to this network and help to secure the long-term vitality and viability of the centres by: a. Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features; b. Making provision for a wide range of appropriate main town centre uses that build on the economic strengths and unique attributes of each of the centres, whilst seeking to ensure they complement and do not compete with one another; and c. Improving connections between the centres by: i. Delivering public realm enhancements to facilitate safe and convenient movement by walking and cycling along main roads and routes linking the centres; and ii. Making provision for highly accessible, safe and attractive interchanges at key public transport nodes, including stations. B Brockley Cross, Crofton Park, Honor Oak / Brockley Rise and Kirkdale and Ladywell are designated as Local Centres reflecting the complementary role each plays in the provision of local services and community facilities within their neighbourhoods. C Within the West Area's town and local centres, development proposals for meanwhile uses on vacant sites and properties will be supported in order to facilitate their return to active use, in line with Policy DM5 (Meanwhile uses). Meanwhile uses of spaces catered for micro businesses, including independent traders, and community uses will be strongly encouraged. D Development proposals should support the growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity, in line with Policy ~~LWA2~~ LWA 3 (Forest ~~hill~~ Hill district centre and surrounds). E The renewal of Sydenham District Centre will be supported in order to secure its long-term vitality and viability. Development proposals should contribute to the renewal and revitalisation of the town centre by: a. Seeking opportunities to repair the structure and fabric of the centre through the sensitive redevelopment and infilling of sites, particularly those which detract from the historic character and urban grain that is still evident; b. Delivering public realm improvements to make the centre a more accessible, welcoming and attractive place to visit, particularly at key arrival points around Sydenham station and at the western and eastern edges of the centre, along Kirkdale and Sydenham Road; and

		c. Making provision for a diverse mix of main town centre uses (including shops, services and community facilities) that reinforce the role of the centre in Lewisham's town centre hierarchy, and ensure it both supports and complements significant new development planned in the Bell Green and Lower Sydenham area. F The renewal of Kirkdale Local Centre will be supported in order to secure its long-term vitality and viability. Development proposals must contribute to area improvements through high quality designs that help to create a more cohesive and positive relationship between the centre and neighbouring properties and sites, including the Willow Way LSIS and redeveloped former Sydenham police station. G The continued renewal of Brockley Cross Local Centre will be supported in order to secure its long-term vitality and viability. Development proposals must contribute to the renewal and revitalisation of the centre by: a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character; b. Seeking opportunities to support and make provision of workspace for the cultural and creative industries, building on the existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone; and c. Delivering public realm improvements at the western approach to Brockley station to improve access and sense of arrival. H Development proposals should help to secure the long-term vitality and viability of the Local Centres at Crofton Park, Ladywell, and Honor Oak/Brockley Rise by: a. Reinforcing their distinctive and historic character, particularly by maintaining a diverse mix of main town centre uses and improving shopfronts; b. Delivering public realm enhancements to improve access and sense of arrival to and around train stations located in proximity to the centres; and c. Seeking to alleviate vehicle congestion by improving the walking and cycle environment.
MM297	Policy LWA3	LWA3 Forest Hill district centre and surrounds <u>Strategic Policy</u> <u>Strategic Objectives:</u> <u>A An open Lewisham as part of an open London ~~Borough of Lewisham~~,</u> <u>B Housing tailored to the community with genuinely affordable homes,</u> <u>C A thriving local economy that tackles inequalities,</u> <u>D A greener borough,</u> <u>E Responding to the climate emergency,</u> <u>F Celebrating our local identity,</u> <u>G Healthy and safe communities,</u> <u>H Securing the timely delivery of infrastructure.</u> A Development proposals must support the long-term vitality and viability of Forest Hill District Centre by enhancing the townscape and other place qualities of the centre and its surrounds, as well as reinforcing its role as a key focal point for commercial, cultural and community activity. They must demonstrate how they will contribute to a coordinated process of town centre improvement that responds positively to the area's distinctive character. They must also deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant commercial, cultural and community role is maintained and enhanced. B The growth and evolution of Forest Hill District Centre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by: a. Designating the Forest Hill Cultural Quarter along with promoting and seeking to protect cultural and creative uses and activities within it, in line with Policy EC18 (Culture and the night-time economy);

		b. Designating the town centre as an area of local significance of night-time economic activity, and strengthening its role as a visitor destination, in line with Policy EC18 (Culture and the night time economy); c. Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location: i. Respond positively to its distinctive character and employment function; ii. Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and iii. Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location; d. Extending the boundary of the Malham Road LSIS to include 118 Stansted Road, along with protecting and enhancing uses within the LSIS that make a positive contribution to the Cultural Quarter; and e. Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, along with securing public realm enhancements that improve wayfinding and safe access to it. C Development proposals must contribute to enhancing the public realm in order to promote and enable walking and cycling within and around the centre, as well as to make it a significantly more accessible, safer, healthier and attractive place. Particular consideration will need to be given to movements along and across: a. The main junction and major roads, including the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and Waldram Park Road; and b. Station approaches and forecourts. D Development proposals designed to improve the quality of the station underpass (including its visibility, legibility and safe use) will be strongly supported. E Development proposals must respond positively to the evolving urban character of the town centre and its immediate surrounds. They must be designed to provide for an appropriate transition in scale, bulk, mass, height and character between the commercial core of the centre, its edges and surrounding residential neighbourhoods, taking into account the area's distinctive townscape, landscape and topography features.
MM298	Policy LWA SA1	1 111-115 Endwell Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	111-115, Endwell Road, SE4 2PE				
Site Details	Site size (ha) 0.38	Setting Urban	PTAL 2015: 4 2021: 4 2031: 4	Ownership Private	Current use Industrial, car services, place of worship
How Site Was Identified	Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019)				
Planning Designations and	Adjacent to Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 3, adjacent to Metropolitan Open Land.				

		Site Considerations
		Planning Status: Full application DC/19/110715 granted in May 2019 (part of the site)
		Timeframe for Delivery: Years 1 – 5; Years 6 – 10: ~~Yes~~; Years 11 – 15: Yes; Beyond 15 years
		Indicative Development Capacity: Net residential units: 57; Gross non-residential floorspace: Employment 1,975; Main town centre 0
MM299	Paragraph 18.17	18.17 Development requirements 1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites). 3. Positive frontages with active ground floor frontages on Endwell Road and Shardeloes Road, 4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to improve legibility, safety and access to the station. 5. Development proposals must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.
MM300	Policy LWA SA2	2 6 Mantle Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.				
Site Address	6 Mantle Rd, London, SE4 2EX				
Site Details	Site size (ha) 0.12	Setting Suburban	PTAL 2015: 4-5 2021: 4-5 2031: 4-5	Ownership Private	Current use Industrial
How Site Was Identified	Site Allocations Local Plan (2013) and Strategic Planning Team (2019)				
Planning Designations and	Adjacent Conservation Area, Site of Metropolitan Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air				

Site Considerations	Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 3.	
Planning Status	~~None~~ Submitted application	
Timeframe for Delivery	Years 1 – 5 Yes	Years 6 – 10 ~~Yes~~
Indicative Development Capacity	Net residential units ~~20~~ 46	Gross non-residential floorspace Employment ~~95~~ 0 Main town centre ~~378~~ 4,571

MM301	Paragraph 18.20	Opportunities 18.20 The site lies adjacent to Brockley Cross local centre and in proximity to Brockley station. It is a cleared site that is currently used for open storage. Redevelopment ~~and~~ will secure ~~site~~ intensification of uses across the site, along with the introduction of a wider range of uses, will provide a more optimal use of land. This is inclusive of increased employment capacity. Development will also enable the introduction of positive frontages and public realm enhancements along Mantle Road to improve the townscape and station approach.
MM302	Policy LWA SA3	3 Jenner Health Centre

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure.				
Site Address	Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU				
Site Details	Site size (ha) 0.41	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Public	Current use Doctors surgery
How Site Was Identified	London SHLAA (2017) and Lewisham Call for Sites (2018)				
Planning Designations and Site Considerations	Growth Node, Air Quality Management Area, Flood Zone 1, Critical Drainage Area				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	

		Indicative Development Capacity	Net residential units ~~30~~ 36	Gross non-residential floorspace Employment 0 Main town centre 2,081	

MM303 Policy LWA SA4

4 Land at Forest Hill Station east (Waldram Place and Perry Vale)

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure.				
Site Address	East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD				
Site Details	Site size (ha) 0.21	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Car services
How Site Was Identified	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and landowner engagement (2019).				
Planning Designations and Site Considerations	Growth Node, Conservation Area, adjacent Site of Importance for Nature Conservation, District Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 41		Gross non-residential floorspace Employment 191 Main town centre 764		

MM304 Paragraph 18.29

18.29 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.

2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites). Positive frontages along Waldram Place and Perry Vale, with active ground floor frontages.

3. New and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.

		4. Development proposals must protect and seek to enhance green infrastructure, including the SINC along the railway.
MM305	Policy LWA SA5	5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads)

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure, I Ensuring high quality education, health and social care.				
Site Address	Station forecourt, Dartmouth Road, west of railway line, London, SE23 3HB				
Site Details	Site size (ha) 0.44	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Main town centre uses, retail, dentist, industrial, car services, car park
How Site Was Identified	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018).				
Planning Designations and Site Considerations	Growth Node, Conservation Area, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building, adjacent to Strategic Open Space				
Planning Status	None				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 80		Gross non-residential floorspace Employment 801 Main town centre 1,602		

MM306	Paragraph 18.33	18.33 Development requirements 1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests. 2. Positive frontages along Devonshire (A205) and Dartmouth Roads, including active ground floor frontages. 3. Appropriate re-provision of the existing dental surgery, in line with Policy CI 1 (Safeguarding and securing community infrastructure). 4. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).

<table>
<tr><td></td><td></td><td>5. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. This must address legibility, safety and access to the station, including public realm enhancements at the station approach and forecourt.</td></tr>
<tr><td>MM307</td><td>Policy
LWA SA6</td><td>6 Perry Vale Locally Significant Industrial Site
<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>H Securing the timely delivery of infrastructure.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">67A Perry Vale, London, SE23 3HW</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 0.72</td><td>Setting
Urban</td><td>PTAL
2015: 4
2021: 3
2031: 3</td><td>Ownership
Mixed, public and private</td><td>Current use
Industrial, car park</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018).</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Growth Node, Locally Significant Industrial Site, District Centre, Night-time Economy Hub, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent to Strategic Open Space.</td></tr>
<tr><td>Planning Status</td><td colspan="5">None</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5</td><td>Years 6 – 10</td><td>Years 11 – 15
Yes</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
146</td><td colspan="3">Gross non-residential floorspace
Employment 10,206
Main town centre 0</td></tr>
</table></td></tr>
<tr><td>MM308</td><td>Paragraph 18.37</td><td>18.37 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). <u>It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.</u>

2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).

3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.</td></tr>
</table>

<table>
<tr><td>MM309</td><td>Policy
LWA SA7</td><td>7 Clyde Vale Locally Significant Industrial Site

<table>
<tr><td><u>Non-Strategic Policy</u></td><td colspan="5"><u>Strategic Objectives:</u>
<u>B Housing tailored to the community with genuinely affordable homes,</u>
<u>C A thriving local economy that tackles inequalities,</u>
<u>D A greener borough,</u>
<u>E Responding to the climate emergency,</u>
<u>F Celebrating our local identity,</u>
<u>G Healthy and safe communities.</u></td></tr>
<tr><td>Site Address</td><td colspan="5">Clyde Vale, London SE23</td></tr>
<tr><td>Site Details</td><td>Site size (ha) 0.12</td><td>Setting
Urban</td><td>PTAL
2015: 4
2021: 4
2031: 4</td><td>Ownership
Mixed, public and private</td><td>Current use
Industrial</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Site Allocations Local Plan (2013) and Strategic Planning Team (2019)</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Growth Node, Locally Significant Industrial Site, adjacent Conservation Area, adjacent to Strategic, Open Space, District Centre, Night-time Economy Hub, Cultural Quarter, Flood Zone 1, Critical Drainage Area, Adjacent to Site of Importance for Nature Conservation.</td></tr>
<tr><td>Planning Status</td><td colspan="5">None</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5</td><td>Years 6 – 10</td><td>Years 11 – 15
Yes</td><td colspan="2">Beyond 15 years
~~Yes~~</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units
21</td><td colspan="3">Gross non-residential floorspace
Employment 1,701
Main town centre 0</td></tr>
</table>
</td></tr>
<tr><td>MM310</td><td>Paragraph 18.41</td><td>18.41 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). <u>It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.</u>

2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).

3. Positive frontages along Clyde Vale.

4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.</td></tr>
</table>

MM311	Policy LWA SA8	8 Featherstone Lodge, Eliot Bank

Non-Strategic Policy	Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~, B Housing tailored to the community with genuinely affordable homes, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure.				
Site Address	Featherstone Lodge, Eliot Bank, London, SE23				
Site Details	Site size (ha) 0.64	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership ~~Public~~ Private	Current use ~~Housing estate~~ Specialised housing
How Site Was Identified	London SHLAA (2017)				
Planning Designations and Site Considerations	Growth Node, Flood Zone 1, Critical Drainage Area, Locally Listed Building on Site				
Planning Status	None, consent has lapsed				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	
Indicative Development Capacity	Net residential units 33		Gross non-residential floorspace Employment 0 Main town centre 0		

MM312	Policy LWA SA9	9 Willow Way Locally Significant Industrial Site (LSIS)

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, G Healthy and safe communities, H Securing the timely delivery of infrastructure.
Site Address	Willow Way Employment Location (comprising10-24, 21-57, Council Offices and Depot Willow Way, Units 1-8 Willow Business Park and Church Hall and 1 Sydenham Park), SE26.

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Site Details</td><td>Site size (ha)
1.29</td><td>Setting
Urban</td><td>PTAL
2015: 4
2021: 4
2031: 4</td><td>Ownership
Public and private</td><td>Current use
Main town centre uses, retail, employment, industrial, car services, car park</td></tr>
<tr><td>How Site Was Identified</td><td colspan="5">Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018).</td></tr>
<tr><td>Planning Designations and Site Considerations</td><td colspan="5">Growth Corridor, Locally Significant Industrial Site, adjacent Conservation Area, adjacent Local Centre, Area of Special Local Character, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building</td></tr>
<tr><td>Planning Status</td><td colspan="5">~~None~~ Full application DC/22/129789 allowed at appeal in February 2024.</td></tr>
<tr><td>Timeframe for Delivery</td><td>Years 1 – 5

Yes</td><td>Years 6 – 10

Yes</td><td>Years 11 – 15

Yes</td><td colspan="2">Beyond 15 years</td></tr>
<tr><td>Indicative Development Capacity</td><td colspan="2">Net residential units

~~175~~ 210</td><td colspan="3">Gross non-residential floorspace

Employment 6,705
Main town centre 0</td></tr>
</table>
</td></tr>
<tr><td>MM313</td><td>Paragraph 18.48</td><td>Site allocation
18.48 Comprehensive employment led mixed-use redevelopment will secure a more optimal use of land, and where possible an intensification employment capacity, and enable the delivery of new and improved workspace to support the long-term viability of the LSIS in its entirety (inclusive of Plot E). Co-location of compatible commercial, main town centre and residential uses. Reconfiguration of buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site along with public realm and environmental enhancements.</td></tr>
<tr><td>MM314</td><td>Paragraph 18.50</td><td>18.50 Development requirements

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). This must address the site’s relationship with the Upper Sydenham / Kirkdale local centre, to improve the functional relationship with neighbouring uses and the public realm, along with townscape character. It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbour land interests.

2. The site contains an MOT centre which is in active use. Development proposals must adequately address the operational requirements of the MOT centre in order to secure a viable future for it. The landowner of the MOT centre must be consulted through the masterplan process.
3. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).

4. Positive frontages along Willow Way, Dartmouth Road and Sydenham Park, with active ground floor frontages. Positive frontages elsewhere throughout the site, where new routes are introduced.

5. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area. This includes a clear hierarchy of routes, with a legible and safe network of walking and cycle routes, through the site. Particular consideration must be given to the access and servicing arrangements for commercial uses.

6. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

7. Development proposals must not adversely impact on the amenity of the public house located outside of the site boundary, in line with Policy EC19 (Public houses).</td></tr>
</table>

MM315	Policy LWA SA10	10 74 to 78 Sydenham Road

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure.				
Site Address	74 to 78 Sydenham Road, SE26 5QE				
Site Details	Site size (ha) 0.09	Setting ~~Other~~ Centre	PTAL 2015: 5 2021: 5 2031: 5	Ownership Private	Current use Gym
How Site Was Identified	Strategic Planning Team (2019)				
Planning Designations and Site Considerations	Growth Corridor, Archaeological Priority Area, District Centre, Primary Shopping Area, Flood Zone 1.				
Planning Status	Full application DC/19/115113 was granted consent in July 2020 and has been implemented. None for future redevelopment				
Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years ~~Yes~~	
Indicative Development Capacity	Net residential units 16		Gross non-residential floorspace Employment 164 Main town centre 328		

MM316	Policy LWA SA11	11 Land at Sydenham Road and Loxley Close

Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure.				
Site Address	Loxley Close, Sydenham, SE26 5DU				
Site Details	Site size (ha) 0.64	Setting Centre	PTAL	Ownership Private	Current use Retail, residential, car park

			2015: 4-5 2021: 4-5 2031: 4-5				
		How Site Was Identified	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
		Planning Designations and Site Considerations	Growth Corridor, Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building.				
		Planning Status	None				
		Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years ~~Yes~~	
		Indicative Development Capacity	Net residential units 125		Gross non-residential floorspace Employment 528 Main town centre 2,330		
MM317	Policy LWA SA12	12 113-157 Sydenham Road					
		Non-Strategic Policy	Strategic Objectives: B Housing tailored to the community with genuinely affordable homes, C A thriving local economy that tackles inequalities, D A greener borough, E Responding to the climate emergency, F Celebrating our local identity, H Securing the timely delivery of infrastructure.				
		Site Address	113-157 Sydenham Road, London, SE26 5UA				
		Site Details	Site size (ha) 0.86	Setting Urban	PTAL 2015: 4-5 2021: 3-5 2031: 3-5	Ownership Private	Current use Main town centre uses, retail, public house, car services
		How Site Was Identified	Site Allocations Local Plan (2013) and London SHLAA (2017)				
		Planning Designations and Site Considerations	Growth Corridor, Archaeological Priority Area, adjacent Conservation Area, District Centre, Flood Zone 1, Critical Drainage Area, Locally Listed Building on site.				
		Planning Status	None				

		Timeframe for Delivery	Years 1 – 5	Years 6 – 10	Years 11 – 15 Yes	Beyond 15 years	
		Indicative Development Capacity	Net residential units 157		Gross non-residential floorspace Employment 1,565 Main town centre 3,130		
MM318	Paragraph 18.63	18.63 Development requirements 1. Positive frontages along Sydenham Road, Mayow Road and Berry Man's Lane, with active ground floor frontages on the High Street. 2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites). 3. The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes. 4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. 5. Development must not adversely impact character or amenity of the public house within the site, which is locally listed. 6. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).					
Part Four – Delivery and Monitoring **Chapter 19 – Delivery and Monitoring**							
MM319	Policy DM1	DM1 Working with stakeholders to deliver the Local Plan Strategic Policy Strategic Objectives: A An open Lewisham as part of an open London ~~Borough of Lewisham~~. A The Council will take a proactive and positive approach to working with and alongside stakeholders, including local communities and community groups, landowners, development industry partners, public sector bodies and the wider public to deliver the Local Plan. B Progress towards the delivery of the Local Plan will be regularly monitored and assessed, in line with Policy DM7 (Monitoring and review). Where revisions to planning policies are necessary in order to ensure the successful implementation of the spatial strategy for the Borough, along with beneficial social, economic and environmental outcomes, these will be undertaken through the Local Plan review process. C The Council use powers available to it where this is necessary to support the delivery of the Local Plan, including planning enforcement.					
MM320	Policy DM2	DM 2 Infrastructure funding and planning obligations Strategic Policy Strategic Objectives: H Securing the timely delivery of infrastructure.					

		Community infrastructure levy A The Council will set a Lewisham Community Infrastructure Levy (CIL) which is payable on all qualifying development. CIL funding will be used to secure the delivery of inclusive, healthy and liveable neighbourhoods across the Borough that are well supported by infrastructure. A CIL Charging Schedule will be published and this will be subject to periodic review over the plan period. B A portion of Lewisham CIL collected will be allocated towards neighbourhood priorities to help ensure that local areas are appropriately supported with infrastructure and benefit from investment generated by new development. The Council will work proactively with local communities to set priorities for the spending of neighbourhood CIL in Lewisham. C Neighbourhood forums are strongly encouraged to identify priorities for the use of neighbourhood CIL in neighbourhood plans. Planning obligations D The Council will seek planning obligations on a case-by-case basis having regard to the relevant policy requirements of the statutory Development Plan, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations. Where financial contributions are required these will be index linked, on an upward basis only, in order to maintain the value of the planning obligation. E The following is a list of areas where planning obligations may be sought, recognising that other types of obligations may be necessary depending on the nature of a proposal and individual site circumstances: a. Affordable housing b. Transport and highways infrastructure and works c. Sustainable transport and Healthy Streets d. Public transport improvements e. Parking controls and restrictions f. Community and social infrastructure (including health infrastructure) g. Employment and skills training h. Affordable workspace i. Public realm j. Public art k. Community safety measures l. Amenity space m. Play space and recreational facilities n. Open space o. Green and blue infrastructure p. Biodiversity and wildlife habitats q. Communications infrastructure r. Management and maintenance arrangements s. Low carbon and renewable energy t. Flood risk management u. Utilities
MM321	Policy DM3	Policy DM3 Masterplans and comprehensive development Strategic Policy Strategic Objectives: H Securing the timely delivery of infrastructure. A Development proposals must be accompanied by a site masterplan where they form all or part of a site allocation, or in other circumstances specified by the Local Plan. ~~The~~ A site masterplan will be expected to set out how development will contribute to delivery of the spatial strategy

		for the Borough. It must also suitably demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area. B ~~The site~~ Where it is specified, a masterplan must be submitted ~~at the~~ as a component of either an outline, hybrid or full planning application. Where an outline application is submitted, the first phase of development should be submitted in full detail. ~~it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to~~ The scope and scale of future masterplans should reflect and be proportionate to the site or area under consideration and where appropriate comprise of: a. An assessment of the site and its context to inform the overall development strategy; b. A detailed site-wide masterplan that responds positively to the spatial strategy for the Borough, site specific development principles and guidelines, and other relevant planning policies; and c. A delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for planning obligations and/or planning conditions, where these are necessary and appropriate. C Proposals must address how the development site relates to neighbouring properties, the surrounding area and where necessary other relevant land ownerships ~~the surrounding area~~, particularly in contributing to the delivery of the spatial strategy for the Borough. Where appropriate, applications will be required to be supported by a masterplan covering multiple ~~sites~~ plots within a site allocation in order to demonstrate the acceptability and deliverability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required by (A) and (B) above. D Applicants must demonstrate that they have appropriately consulted the public and relevant stakeholders through the masterplan process in accordance with the latest version of the Council's Statement of Community Involvement and Lewisham Developer Guidance. ~~, including active engagement with the landowners and occupiers of the subject site along with those in other parts of the allocated site.~~
MM322	Paragraph 19.14	19.14 In order to achieve the Local Plan's vision and strategic objectives it will be important that all development proposals positively engage with and seek to deliver the spatial strategy for the Borough. This is particularly vital for those sites that have been allocated for their strategic role and potential to deliver new and improved housing, business space, public realm, facilities and other infrastructure to support our communities. The site allocations are comparatively large brownfield sites and can therefore add complexity in terms of their redevelopment. This may include a situation of multiple land ownership across the site, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. The Council considers that these constraints are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively and in line with a site-wide masterplan.
MM323	Paragraph 19.15	19.15 To help ensure certainty of outcomes, the Council will seek that masterplans are submitted at the outline, hybrid, or full planning application stage. The masterplan should be informed by a baseline assessment of the site and its surrounds, drawing on the latest available evidence. This may include demographic data, economic and social indicators and/or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development. The level of detail included in the masterplan should be commensurate with nature and scale of development proposed, along with site specific requirements. Depending on individual circumstances, matters to be addressed may include: historical and cultural context; land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; and infrastructure (including transport, community and green infrastructure).
MM324	Paragraph 19.16	19.16 The delivery strategy is important to ensuring certainty on outcomes sought both for the individual scheme and the site allocation. One of the key aims of the masterplan process is to ensure that landowners and/or developers are liaising with each other and made aware of the planning objectives for the site and wider area. In most cases it will be mutually beneficial for the land owners present across an allocation to work positively together in delivering the site allocation. The Council encourages the development of such positive relationships. Coordination between landowners and other stakeholders, including infrastructure providers, will help to ensure that proposals do not prejudice each other, or the wider development aspirations for the Borough. Sites that are designed and brought forward comprehensively through the master plan process will help to alleviate issues that may arise through piecemeal development, are more likely to maximise wider public benefits. Nevertheless, it is acknowledged that there may be circumstances under which landowners are legitimately unable to work together. Where

		this arises, it will be the responsibility of the lead landowner/ developer (who is bringing forward the site-wide master plan) to demonstrate that they have taken all reasonable efforts to undertake positive and meaningful engagement with relevant neighbour land interests. This should be evidenced and documented as part of their planning application submission. Those developers seeking to bring forward proposals on their land that are contrary to emerging or agreed site-allocation wide master plans will be required to demonstrate, through appropriate and proportionate technical evidence, that their scheme is genuinely deliverable and will not prejudice planned-for delivery across the remainder of the site. Under such circumstances, proposals must also demonstrate that they accord with the relevant site allocation policy. This is in accordance with national planning policy. Proposals that prejudice delivery across the wider site allocation, including impacts upon the scale of development and timing of housing delivery will be considered correspondingly.
MM325	Policy DM4	DM4 Land assembly Non-strategic Policy Strategic Objectives: H Securing the timely delivery of infrastructure. A To enable the delivery of the Local Plan and the spatial strategy for the Borough, and where it is appropriate and necessary, the Council will support land assembly to achieve comprehensive development. The Council will consider the use of its compulsory purchase powers~~, only where necessary~~, to assemble land for development within the Borough where there is a compelling case in the public interest do so and where: a. Landowners and/or developers, as appropriate, can demonstrate that~~:~~ there is a deliverable development proposal that will contribute to the achievement of the economic, social, or environmental well-being of the area, or ~~i. There is a viable and deliverable development proposal that appropriately satisfies the Local Plan requirements; and~~ ~~ii. They have made all reasonable efforts to acquire, or secure an option over, the land and/or building(s) needed, through negotiation.~~ b. ~~Comprehensive~~ A comprehensive approach to ~~re~~development of the ~~assembled~~ site ~~is necessary to~~ will deliver a strategic site allocation contained in the Local Plan (including the requirements of a masterplan where required) in a timely manner that delivers public benefit; and c. The development proposal for the assembled site will contribute to the delivery of the spatial strategy for the Borough, having particular regard to the Vision and place principle policies for the area within which the development is located. d. And where demonstrably reasonable efforts have been made to engage with the landowners and occupiers of the relevant land, but have been unsuccessful in securing timely delivery. B ~~Where compulsory purchase is necessary, and determined to be an appropriate option for securing development that supports the delivery of the spatial strategy, applicants will be required to demonstrate how the associated costs will impact upon development viability~~ In appropriate cases, the Council will consider the use of its other statutory powers, including Section 203 of the Housing and Planning Act 2016, to facilitate development where it is in the public interest.
MM326	Policy DM5	DM5 Meanwhile uses Non-strategic Policy Strategic Objectives: C A thriving local economy that tackles inequalities. A Development proposals for the meanwhile (temporary) use of vacant land or buildings will only be supported where the site or unit: a. Is being actively marketed; or

		b. Falls within the boundary of a site allocation that is not expected to come forward for comprehensive redevelopment in the short term; or c. Is located on land within a consented major development scheme, which is being delivered in phases; and d. The meanwhile use sought: i. Is appropriate to its location, with priority given to suitable employment generating, community or cultural uses; ii. Will not adversely impact on the amenity of adjoining and neighbouring occupiers, in line with the Agent of Change principle; iii. Does not preclude the permanent use of the site for appropriate commercial or main town centre uses, or prohibit delivery of the site allocation; and iv. Will be temporary in nature. B Development proposals for the meanwhile (temporary) use of vacant land and buildings within town centres and designated employment areas must not adversely impact on the viability of the town centre or function of the employment area in supporting commercial uses and activities.
MM327	Policy DM6	DM6 Health impact assessments <u>Non-strategic Policy</u> <u>Strategic Objectives:</u> <u>G Healthy and safe communities,</u> <u>I Ensuring high quality education, health and social care.</u> A A desktop Health Impact Assessment (HIA) must be submitted with the following types of development proposals: a. Major developments; b. Developments located within an Air Quality Focus Area; and c. Developments including the following uses: i. Hot-food takeaways ii. Betting shops; iii. Education facilities; iv. Health and social care facilities; v. Leisure and community facilities; and vi. Publicly accessible open space. B Development proposals of a scale referable to the Greater London Authority must submit a detailed Health Impact Assessment.
MM328	Policy DM7	DM7 Monitoring and review <u>Non-strategic Policy</u> <u>Strategic Objectives: n/a</u> A The implementation of the Lewisham Local Plan <u>policies</u> will be kept under review throughout the plan period, taking into account the Local Performance Indicators set out in Table 19.1. Progress and performance outcomes towards the delivery of the Vision for Lewisham and the spatial strategy will be <u>measured annually throughout the Plan period and will be</u> published annually in the statutory Authority Monitoring Report (AMR). B Development viability in the Lewisham will be regularly reviewed over the plan period. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas of across the Borough, the Council will consider the need for a review of strategic approaches or policies.

MM329	New paragraph	Table 19.1 identifies 31 LPIs to measure progress against various aspects of the Local Plan. It sets out a range of specific targets, to reflect the requirements identified in individual policies, as well as differing types of targets that apply to more than one policy and seek: • To deliver specific types of development in places that are, or are planned to be, well-connected by public transport (PTAL 4 and above). • No net loss of specific types of development, other than those that meet policy criteria. • Net gain of specific types of development, by a specific date and/or over the Plan period. • To deliver a range of planned infrastructure projects, as identified in Appendix A of the Infrastructure Delivery Plan. These targets will be measured on an annual basis, and also a rolling basis, to identify trends over time and/or throughout the Plan period.
MM330	Table 19.1	Table 19.1 Monitoring Framework

Ref	Measure	Indicator Unless specified otherwise, indicators will be measured using delivered, started and consented schemes from completions data and the pipeline of approvals	Target
~~Delivering an Open Lewisham~~			
~~LPI1~~	~~Open Lewisham~~	~~Positive reduction in multiple deprivation over the plan period, measured against the baseline 2019 Indices of Multiple Deprivation~~	
~~LPI2~~	~~Departures from the Development Plan~~	~~Number of developments consented as advertised departures from Lewisham's Development Plan~~	
~~LPI3~~	~~Planning appeals~~	~~Performance on planning appeals, reviewed annually~~	
~~PLI4~~	~~Planning enforcement~~	~~Performance on planning enforcement, reviewed annually by number and type of planning enforcement cases registered, enforcement notices issued and appeals won.~~	
High quality design and heritage			
~~LPI5~~	~~Design Review Panel~~	~~Number of developments proposals considered by Lewisham Design Review Panel (DRP), measured annually.~~	
~~PLI6~~ LPI1	Density of housing	~~Density of consented housing developments consented and delivered, measured annually.~~ Densities of major developments being delivered	Policy QD6 A and B: • Delivery of higher density developments in places that are, or are planned to be, well-connected by public transport (PTAL 4 and above).

~~LPI7~~
LPI2
	Tall buildings	~~Number and location of tall buildings consented and delivered, measured annually.~~
		Number of tall buildings being delivered by number of storeys
		
		Proportion of tall buildings within each Tall Buildings Suitability Zone
			Policy QD4 B:
			• Developments with storeys that consist of:
			  • 25 - 48 in Deptford/North Deptford,
			  • 16 - 35 in Lewisham Town Centre,
			  • 12 - 20 in Catford,
			  • 20 - 30 in Deptford Creekside,

					• 10 - 15 in New Cross and New Cross Gate, • 10 - 12 in Bellingham and Lee Green, • 12 - 16 in Lower Sydenham/Bell Green.
		~~LPI8~~	~~Historic environment~~	~~Adoption of Area Appraisals and Management Plans for all Conservation Areas~~	
		~~LPI9~~	~~Heritage at risk~~	~~Number of heritage assets on the Heritage at Risk Register and assets removed from the Register through targeted action.~~	
		~~LPI10~~ LPI3	~~Listed buildings~~ Designated heritage assets	~~Development approvals resulting in the loss of listed buildings designated~~ Net change in designated heritage assets including World Heritage Site, Conservations Areas, Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens and London Squares	Policy HE2 • No net loss of designated heritage assets, other than those that meet policy HE2 criteria.
		~~LPI11~~	~~Archaeology~~	~~Completion of review of Archaeological Priority Areas~~	
		Housing			
		~~LPI12~~	~~Housing supply~~	~~Increase in the supply in new homes over the plan period, measured by housing completions and net pipeline of approved housing units~~	
		~~LPI13~~ LPI4	Housing delivery	~~Increase in supply of new homes, measured against housing completions towards the borough's strategic housing target to-date~~ Number of net homes being delivered	Policy HO1 A Net gain in number of homes consisting of: • 11,390 for Years 1 to 5 (2025/26 - 2029/30) – equivalent to 2,278 p.a. • 30,376 for Years 1 to 15 (2025/26 - 2039/40) – equivalent to 2,278 p.a. in Years 1 – 5 and 1,898 p.a. in Years 6 – 15.
		~~LPI14~~ LPI5	Small housing sites	~~Housing completions on small sites, measured against draft London Plan small sites target of 379 units annually, and as a proportion of overall housing completions~~ Number of net homes being delivered on small sites (measured as below 0.25 hectares and below 1 hectare) Proportion of net homes on small sites as part of the overall housing supply	Policy HO2 A • Net gain of 5,685 homes (equivalent to 379 p.a.) on small sites below 0.25 hectares. • At least 10% of net new homes on sites no larger than 1 hectare.
		~~LPI15~~ LPI6	Affordable housing	~~Positive trend in percentage of housing completions that are for affordable housing, on schemes of 10 units or more, measured against the borough's strategic affordable housing target of 50 percent~~ Number of net affordable homes being delivered on qualifying sites with 10 units or more	Policies HO1 E and HO3 A • 50% affordable housing.

		Proportion of net affordable homes as part of overall housing supply			
~~LPI16~~ LPI7	Genuinely affordable housing delivery	~~Positive trend in percentage of housing completions that are for genuinely affordable housing~~ Number of net genuinely affordable homes being delivered on qualifying sites with 10 units or more Proportion of net genuinely affordable and intermediate homes	Policy HO3 E • Tenure split of 70% genuinely affordable and 30% intermediate.		
~~LPI16~~ LPI8	Affordable housing planning contributions	~~Planning contributions secured towards affordable housing on schemes of less than 10 units, measured annually~~ Number of on-site affordable homes being delivered on small sites (between 2 and 9 units) Amount of off-site contributions secured through planning obligations on small sites (between 2 and 9 units)	Policy HO3 J • Payments in lieu, as set out in Table 7.2 of the Local Plan.		
~~LPI18~~ LPI9	Housing size mix	~~Dwelling size mix (e.g. bedrooms) for consented and delivered development, measured annually~~ Number of net homes being delivered by dwelling size mix (e.g. bedrooms)	Policy HO1 E • Dwelling size mix for affordable housing, as set out in Table 7.1 of the Local Plan.		
~~LPI19~~ LPI10	Purpose Built Student Accommodation	~~Number of PBSA developments and bed spaces consented and delivered, measured annually~~ Number and location of net purpose-built student accommodation (PBSA) being delivered Proportion of pro-rata student bed spaces being delivered as part of the overall housing supply	Policy HO7 A and B • Delivery of PBSA developments in places that are, or are planned to be, well-connected by public transport (PTAL 4 and above).		
LPI11	Non-conventional housing	Number and type of net non-conventional homes being delivered, including older people's, supported and specialised accommodation Proportion of pro-rata non-conventional homes as part of the overall housing supply	Policies HO6 A • Net gain of 500 units of supported accommodation over the Plan period.		
~~LPI20~~ LPI12	Houses in Multiple Occupation (HMOs)	~~For HMOs requiring planning permission, location and number of developments consented and delivered, measured annually~~ For HMOs requiring planning permission, number of net HMOs being delivered Proportion of pro-rata HMOs as part of the overall housing supply	Policy HO8 A • No net loss of existing family housing (3 bedrooms or more) for use as HMOs, other than those that meet policy HO8 criteria.		
~~LPI21~~ LPI13	Gypsy and traveller accommodation	~~Delivery of 6 additional permanent gypsy and traveller pitches up to 2031.~~ Delivery of additional permanent gypsy and traveller pitches	Policy LSA SA 08 • Net gain of 6 gypsy and traveller pitches by 2029/30 (end of the first 5-year period).		

					• Meeting new demand for gypsy and traveller pitches, as identified through the London-wide GTANA.
		Economy and culture			
		~~LPI22~~ LPI14	Industrial land availability	~~No overall loss of industrial floorspace in Strategic Industrial Locations and Locally Significant Industrial Sites~~ Net change in B2, B8 and E (g) (ii) and (iii) industrial floorspace being delivered Proportion of net industrial floorspace in Strategic Industrial Locations (SIL), Locally Significant Industrial Sites (LSIS), Mixed-Use Employment Sites (MEL) and non-designated sites	Policy EC2 B • Net gain of industrial floorspace in SIL and LSIS over the Plan period, consisting of: • 1,000 sqm of B8, and • 4,000 sqm of B2.
		~~LPI23~~	~~Mixed-use employment locations~~	~~Industrial floorspace re-provided through comprehensive redevelopment of MEL sites, measured as the proportion of industrial floorspace of the overall floorspace delivered~~	
		~~LPI24~~	~~Non-designated employment sites~~	~~Industrial floorspace re-provided through the redevelopment of non-designated sites, measured as the proportion of industrial and other employment generating floorspace of the overall floorspace delivered~~	
		~~LPI25~~ LPI15	New workspace	~~Positive trend in supply of towards a target of 21,800 net sqm light industrial floorspace by 2040~~ Net change in E (g)(i) office floorspace being delivered Proportion of net E (g)(i) office floorspace located in Strategic Industrial Locations (SIL), Locally Significant Industrial Sites (LSIS), Mixed-Use Employment Sites (MEL), town centres and non-designated sites	Policy EC2 B • Net gain of 21,800 sqm employment floorspace by 2038.
		~~LPI26~~ LPI16	Affordable workspace	~~Positive trend in affordable workspace, as a share of total light industrial floorspace in planning approvals, along with planning contributions secured towards affordable workspace.~~ Number of on-site affordable workspace units being delivered Proportion of net affordable workspace as part of the total light industrial floorspace Amount of off-site contributions secured towards affordable workspace through planning obligations	Policy EC4 D • At least 10% of the rentable floorspace (Net Internal Area) as affordable workspace, at 50% of market rents.
		~~LPI27~~	~~Skills and training~~	~~Planning contributions and/or legal agreements secured for skills and training~~	
		~~LPI28~~ LPI17	~~Retail~~ Main town centre	~~Increase in supply of retail floorspace, measured against the target of an additional 8,397 gross square metres of floorspace up to 2035 (overall total~~	Policy EC12 F

			uses floorspace	~~comprises +10,641 square metres for convenience goods, -3,651 for comparison goods and +1,407 for food and beverage retail)~~ Net change in main town centre uses floorspace being delivered Proportion of main town centre uses floorspace located within the town centre network including major, district and local centres	• Net gain of 8,397 gross sqm of main town centre uses floorspace by 2035. • 50% of units in the Primary Shopping Area of Lewisham Town Centre in use as retail floorspace.	
			~~LPI29~~	~~Town centre vitality and viability~~	~~Reduction and stabilisation of town centre vacancy rates in major, district and local town centres, towards a target of 5% vacancy rates for each centre~~	
			~~LPI30~~ LPI18	Cultural infrastructure	~~No net loss of cultural venues and facilities~~ Net change in cultural venues and facilities being delivered, including public houses	Policies EC19 A and CI1 • No net loss of cultural venues, other than those that meet criteria in policies EC19 and CI1.
			~~LPI31~~	~~Public houses~~	~~No net loss of public houses~~	
			Community infrastructure			
			~~LPI32~~ LPI19	~~Safeguarding~~ Community infrastructure	~~No net loss of community infrastructure~~ Net change in community infrastructure being delivered	Policy CI2 • Delivery of planned infrastructure projects, against those identified in Appendix A of the Infrastructure Delivery Plan.
			~~LPI33~~	~~New community infrastructure~~	~~Development including provision of new community infrastructure, consented and delivered, measured annually and by type of infrastructure~~	
			Green infrastructure			
			~~LPI34~~ LPI20	~~Open~~ Designated open space	~~No net loss of designated open space~~ Net change in designated open space including Metropolitan Open Land (MOL), Local Green Space, Strategic Open Space and Neighbourhood Open Space	Policy GR2 B and C • No net loss of designated open spaces, other than those that meet policy GR2 criteria.
			~~LPI35~~	~~Neighbourhood Open Space~~	~~Number of consented developments resulting in the net loss of Neighbourhood Open Space and amount of open space lost, measured annually~~	
			~~LPI36~~ LPI21	Biodiversity	~~No net loss of designated biodiversity sites~~ Net change in designated biodiversity sites including Sites of Importance for Nature Conservation (SINC) and Local Nature Reserves (LNR)	Policy GR3 B • No net loss of designated biodiversity sites, other than those that meet policy GR3 criteria.
			~~LPI37~~ LPI22	Biodiversity Net Gain	~~Biodiversity net gain measured over plan period~~ Number of major developments providing biodiversity net gain	Policy GR3 E • A minimum 10% increase in habitat value for wildlife compared with the pre-development baseline.
			~~LPI38~~	~~Nature Recovery~~	~~Adoption and implementation of Local Nature Recovery Strategy~~	
			~~LPI39~~ LPI23	Urban Greening	~~Percentage of qualifying major developments for which target Urban Greening Factor was met on-site~~	Policy GR5 C

				Number of qualifying major developments meeting the target Urban Greening Factor on-site	• Score of 0.4 for predominantly residential development and 0.3 for predominantly commercial development.	
		LPI24	Recreational and open space	Net change in new and/or enhanced accessible sports and recreational facilities and green infrastructure	Policies CI3 A and GR2 C • Delivery of planned infrastructure projects, against those identified in Appendix A of the Infrastructure Delivery Plan. •	
		Sustainable design and infrastructure				
		~~LPI40~~	~~Carbon neutral Lewisham~~	~~Reduction in borough-wide carbon emissions towards a local target of net zero carbon by 2030, contributing toward the London Mayor' strategic target for London to become a zero carbon by 2050~~		
		~~LPI41~~ LPI25	Carbon emissions on new development	~~Average on-site carbon emission reductions of at least 35% compared to Building Regulations 2013 for approved major development applications.~~ Number of qualifying major developments meeting carbon emission reductions on-site	Policy SD3 B • 35% reduction of carbon emissions, compared to Building Regulations 2013.	
		~~LPI42~~ LPI26	Carbon offsetting	~~Number of carbon offset payments and amount of funding secured through relevant legal agreements~~ Number of major developments with net zero carbon on-site Amount of cash-in-lieu carbon offset contributions secured through planning obligations	Policy SD3 C • Increase in all major developments being net zero carbon on-site. • Increase in carbon offset payments.	
		~~LPI43~~ LPI27	Air quality - major development	~~Positive trend in approved major development applications demonstrating that they meet at least air quality neutral standard for emissions~~ Number of major developments meeting air quality neutral standards	Policy SD6 B • Increase in major developments improving air quality or being at least air quality neutral.	
		~~LPI44~~	~~Air quality – borough-wide~~	~~Achievement of air quality objectives for Nitrogen Oxide and Particulate Matter, in accordance with Lewisham Air Quality Management Plan~~		
		~~LPI45~~	~~Environmental incidents~~	~~Positive trend in reduction of environmental incidents reported to the Environment Agency~~		
		~~LPI46~~	~~Net waste self sufficiency~~	~~100% of Borough's municipal waste managed within London by 2026~~		
		~~LPI47~~	~~Municipal waste recycling~~	~~Positive trend towards achievement of London Plan target for 65% municipal waste (household and business) recycled by 2030~~		
		~~LPI48~~	~~Construction and demolition waste and excavation.~~	~~Positive trend towards achievement of London Plan target for 95% of construction and demolition waste sent for re-use/ recycling/recovery by 2030, and 95% of excavation waste for beneficial re-use~~		

~~LPI49~~	~~Composting~~	~~Positive trend towards achievement of London Plan target for zero biodegradable and recyclable waste to landfill by 2026.~~	
Transport and connectivity			
~~LPI50~~ LPI28	Strategic infrastructure	Progress in the delivery of strategic transport infrastructure~~, as measured by projects set out in Table 12.1 of the Local Plan~~	Policy TR1 C • Delivery of planned strategic transport schemes, against those identified in Table 12.1 of the Local Plan and Appendix A of the Infrastructure Delivery Plan.
LPI29	Car free developments	Number and location of car free schemes being delivered on major developments	Policy TR4 B • Delivery of car free developments in places that are, or are planned to be, well-connected by public transport (PTAL 4 and above).
LPI30	Planning obligations	Number and type of planning obligations secured from Section 106 liable developments	Policy DM2 E • Increase in planning obligations.
~~LPI51~~	~~Modal share~~	~~Increasing mode share for walking, cycling and public transport (excluding taxis) towards the London Mayor's target of 90% in inner-London by 2041.~~	
Neighbourhoods and places			
~~LPI52~~ LPI31	Allocated sites ~~committed~~	~~Number and proportion of total allocated sites committed by way of planning consent towards target of 100% by 2040~~ Number of allocated sites being delivered in each character area Proportion of allocated sites being delivered in each character area	Appendix 6 Housing Trajectory • Net gain of 26,017 new homes over the Plan period with: • 7,794 in Central Area, • 13,093 in North Area, • 1,444 in East Area, • 2,718 in South Area, • 968 in West Area.
~~LPI53~~	~~Allocated sites delivered~~	~~Number and proportion of total allocated sites delivered by way of completion, towards target of 100% by 2040~~	
~~LPI54~~	~~Housing supply by character area~~	~~Increase in supply in new homes in the character area over the plan period, measured by housing completions and net pipeline of approved housing units~~	
~~LPI56~~	~~Workspace delivery by character area~~	~~Positive trend in amount of workspace completed in the character area~~	
~~LPI57~~	~~Retail floorspace delivery by character area~~	~~Net change in Class E retail floorspace by character area~~	
~~LPI58~~	~~Lewisham links~~	~~Delivery of Lewisham links routes by character area~~	

		~~This refers to environmental incidents reported to the Environment Agency national incident hotline and may include, for example, water pollution, waste management issues, fish kills, odour issues, blocked drains, dust, misconnection issues, odour and low flow in rivers.~~

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Appendix 3: Strategic and Non-strategic policies

~~The NPPF (2019), paragraph 21, sets out that local plans should identify and distinguish strategic policies from other non-strategic policies. All policies within this Local Plan, including the site allocations, are strategic policies except for the non-strategic policies identified in the table below.~~

~~Table 20.2 Non-strategic policies~~

~~Part~~	~~Section~~	~~Reference~~	~~Policy title~~
~~Two~~	~~5~~	~~QD8~~	~~Noise and vibration~~
~~Two~~	~~5~~	~~QD9~~	~~External lighting~~
~~Two~~	~~5~~	~~QD12~~	~~Shopfronts~~
~~Two~~	~~5~~	~~QD13~~	~~Outdoor advertisements, digital displays and hoardings~~
~~Two~~	~~8~~	~~EC16~~	~~Shopping parades, corner shops and other service points~~
~~Two~~	~~8~~	~~EC21~~	~~Visitor accommodation~~
~~Two~~	~~9~~	~~CI4~~	~~Nurseries and childcare facilities~~
~~Two~~	~~9~~	~~CI5~~	~~Burial space~~
~~Two~~	~~10~~	~~GR5~~	~~Food growing~~
~~Two~~	~~12~~	~~TR6~~	~~Taxis and private hire vehicles~~

The NPPF sets out that local plans should identify and distinguish strategic policies from other non-strategic policies. Table 20.2 identifies whether the policies and site allocations contained in the Lewisham Local Plan are strategic or non-strategic.

Table 20.2: Strategic or non-strategic policies

SECTION/POLICY AND/OR PARAGRAPH	NEW LOCAL PLAN POLICY	STRATEGIC OR NON-STRATEGIC
Policy OL1	Delivering an Open Lewisham (spatial strategy)	Strategic
Policy QD1	Delivering high quality design in Lewisham	Strategic
Policy QD2	Inclusive and safe design	Non-strategic
Policy QD3	Public realm and connecting places	Non-strategic
Policy QD4	Building heights	Strategic
Policy QD5	View management	Strategic
Policy QD6	Optimising site capacity	Non-strategic
Policy QD7	Amenity and agent of change	Non-strategic
Policy QD8	High quality housing design	Non-strategic
Policy QD9	Building alterations, extensions and basement development	Non-strategic
Policy QD10	Infill and backland sites, garden land and amenity areas	Non-strategic
Policy QD11	Shopfronts	Non-strategic

		Policy QD12	Outdoor advertisements, digital displays and hoardings	Non-strategic	
		Policy HE1	Lewisham's historic environment	Strategic	
		Policy HE2	Designated heritage assets	Strategic	
		Policy HE3	Non-designated heritage assets	Strategic	
		Policy HO1	Meeting Lewisham's housing needs	Strategic	
		Policy HO2	Optimising the use of small housing sites	Strategic	
		Policy HO3	Genuinely affordable housing	Strategic	
		Policy HO4	Housing estate maintenance, renewal and regeneration	Non-strategic	
		Policy HO5	Accommodation for older people	Non-strategic	
		Policy HO6	Supported and specialised accommodation	Non-strategic	
		Policy HO7	Purpose built student accommodation	Non-strategic	
		Policy HO8	Housing with shared facilities (Houses in Multiple Occupation)	Non-strategic	
		Policy HO9	Self-build and custom-build housing	Non-strategic	
		Policy HO10	Gypsy and traveller accommodation	Non-strategic	
		Policy EC1	A thriving and inclusive local economy	Strategic	
		Policy EC2	Protecting employment land and delivering new workspace	Strategic	
		Policy EC3	High quality employment areas and workspace	Non-strategic	
		Policy EC4	Affordable workspace	Strategic	
		Policy EC5	Strategic Industrial Locations (SIL)	Non-strategic	
		Policy EC6	Locally Significant Industrial Sites (LSIS)	Non-strategic	
		Policy EC7	Mixed-use Employment Locations (MEL)	Non-strategic	
		Policy EC8	Non-designated employment sites	Non-strategic	
		Policy EC9	Railway arches	Non-strategic	
		Policy EC10	Workplace training and job opportunities	Non-strategic	
		Policy EC11	Town centres at the heart of our communities	Strategic	
		Policy EC12	Town Centre network and hierarchy	Strategic	
		Policy EC13	Optimising the use of town centre land and floorspace	Strategic	
		Policy EC14	Major and District Centres	Non-strategic	
		Policy EC15	Local Centres	Non-strategic	
		Policy EC16	Shopping parades, corner shops and other service points	Non-strategic	
		Policy EC17	Concentration of uses	Non-strategic	
		Policy EC18	Culture, creative industries and the night-time economy	Strategic	
		Policy EC19	Public houses	Non-strategic	
		Policy EC20	Markets	Non-strategic	
		Policy EC21	Visitor accommodation	Non-strategic	
		Policy CI1	Safeguarding and securing community infrastructure	Strategic	
		Policy CI2	High quality community infrastructure	Non-strategic	
		Policy CI3	Sports, recreation and play	Non-strategic	
		Policy CI4	Nurseries and childcare facilities	Non-strategic	
		Policy CI5	Burial space	Non-strategic	

		Policy GR1	Green infrastructure and Lewisham's Green Grid	Strategic	
		Policy GR2	Open space	Strategic	
		Policy GR3	Biodiversity and access to nature	Strategic	
		Policy GR4	Lewisham Links	Strategic	
		Policy GR5	Urban greening and trees	Non-strategic	
		Policy GR6	Food growing	Non-strategic	
		Policy GR7	Geodiversity	Non-strategic	
		Policy SD1	Responding to the climate emergency	Strategic	
		Policy SD2	Sustainable design and retrofitting	Strategic	
		Policy SD3	Minimising greenhouse gas emissions	Strategic	
		Policy SD4	Energy infrastructure	Strategic	
		Policy SD5	Managing heat risk	Strategic	
		Policy SD6	Improving air quality	Strategic	
		Policy SD7	Minimising and managing flood risk	Strategic	
		Policy SD8	Sustainable drainage	Strategic	
		Policy SD9	Lewisham's waterways	Strategic	
		Policy SD10	Water supply and wastewater	Strategic	
		Policy SD11	Ground conditions	Strategic	
		Policy SD12	Reducing and sustainably managing waste	Strategic	
		Policy SD13	Design to support the circular economy	Strategic	
		Policy TR1	Sustainable transport and movement	Strategic	
		Policy TR2	Bakerloo line extension	Strategic	
		Policy TR3	Healthy streets as part of healthy neighbourhoods	Strategic	
		Policy TR4	Parking	Non-strategic	
		Policy TR5	Deliveries, servicing and construction	Non-strategic	
		Policy TR6	Taxis and private hire vehicles	Non-strategic	
		Policy TR7	Digital connectivity	Strategic	
		Policy LCA1	Central Area place policies	Strategic	
		Policy LCA2	Lewisham major centre and surrounds	Strategic	
		Policy LCA3	Catford major centre and surrounds	Strategic	
		Policy LCA4	A21 corridor	Strategic	
		LCA SA1	Lewisham Gateway	Non-strategic	
		LCA SA2	Lewisham Shopping Centre	Non-strategic	
		LCA SA3	Land at Engate Street	Non-strategic	
		LCA SA4	Conington Road	Non-strategic	
		LCA SA5	Land at Conington Road and Lewisham Road (Tesco)	Non-strategic	
		LCA SA6	Thurston Road Bus Station	Non-strategic	
		LCA SA7	Lewisham Retail Park, Loampit Vale	Non-strategic	
		LCA SA8	100-114 Loampit Vale	Non-strategic	
		LCA SA9	Silver Road and Axion House	Non-strategic	
		LCA SA10	House on the Hill at Slaithewaite Road	Non-strategic	
		LCA SA11	Church Grove Self-Build	Non-strategic	
		LCA SA12	Ladywell Play Tower	Non-strategic	
		LCA SA13	PLACE/Ladywell (former Ladywell Leisure Centre)	Non-strategic	

			LCA SA14	Driving Test Centre, Nightingale Grove	Non-strategic	
			LCA SA15	Land at Nightingale Grove and Maythorne Cottages	Non-strategic	
			LCA SA16	Land at Rushey Green and Bradgate Road (Aldi)	Non-strategic	
			LCA SA17	Catford Shopping Centre and Milford Towers	Non-strategic	
			LCA SA18	Catford Island	Non-strategic	
			LCA SA19	Laurence House and Civic Centre	Non-strategic	
			LCA SA20	South Circular	Non-strategic	
			LCA SA21	Wickes and Halfords, Catford Road	Non-strategic	
			LCA SA22	Ravensbourne Retail Park	Non-strategic	
			Policy LNA1	North Area place principles	Strategic	
			Policy LNA2	New Cross Road/A2 corridor	Strategic	
			Policy LNA3	Creative Enterprize Zone	Strategic	
			Policy LNA4	Thames Policy Area and Deptford Creekside	Strategic	
			LNA SA1	Convoys Wharf MEL	Non-strategic	
			LNA SA2	Deptford Landings MEL and Scott House	Non-strategic	
			LNA SA3	Evelyn Court at Surrey Canal Road SIL	Non-strategic	
			LNA SA4	Neptune Wharf MEL	Non-strategic	
			LNA SA5	Surrey Canal Road and Trundleys Road LSIS	Non-strategic	
			LNA SA6	Apollo Business Centre LSIS	Non-strategic	
			LNA SA7	Silwood Street	Non-strategic	
			LNA SA8	Bermondsey Dive Under	Non-strategic	
			LNA SA9	Surrey Canal Triangle MEL	Non-strategic	
			LNA SA10	Besson Street (Kender Triangle)	Non-strategic	
			LNA SA11	New Cross Gate Retail Park, New Cross Road	Non-strategic	
			LNA SA12	Goodwood Road and New Cross Road	Non-strategic	
			LNA SA13	Achilles Street	Non-strategic	
			LNA SA14	Former Deptford Green School (Upper School Site)	Non-strategic	
			LNA SA15	Albany Theatre	Non-strategic	
			LNA SA16	Land north of Reginald Road and south of Frankham Street (former Tidemill School)	Non-strategic	
			LNA SA17	Lower Creekside LSIS	Non-strategic	
			LNA SA18	Sun Wharf MEL (including Network Rail Arches)	Non-strategic	
			LNA SA19	Creekside Village East, Thanet Wharf MEL	Non-strategic	
			Policy LEA1	East Area place principles	Strategic	
			Policy LEA2	Lee Green district centre and surrounds	Strategic	
			Policy LEA3	Strategic Area for Regeneration, Grove Park	Strategic	
			Policy LEA4	Linear network of green infrastructure	Strategic	
			LEA SA1	Heathside and Lethbridge Estate	Non-strategic	
			LEA SA2	Blackheath Hill LSIS	Non-strategic	
			LEA SA3	Leegate Shopping Centre	Non-strategic	
			LEA SA4	Sainsbury's Lee Green	Non-strategic	
			LEA SA5	Land at Lee High Road and Lee Road	Non-strategic	
			LEA SA6	Southbrook Mews	Non-strategic	
			LEA SA7	Mayfields Hostel, Burnt Ash Hill	Non-strategic	

LEA SA8	Sainsbury Local and West of Grove Park Station	Non-strategic
Policy LSA1	South Area place principles	Strategic
Policy LSA2	Strategic Area for Regeneration	Strategic
Policy LSA3	Bell Green and Lower Sydenham	Strategic
Policy LSA4	A21 corridor/Bromley Road	Strategic
LSA SA1	Former Bell Green Gas Holders and Livesey Memorial Hall	Non-strategic
LSA SA2	Bell Green Retail Park	Non-strategic
LSA SA3	Sainsbury's Bell Green	Non-strategic
LSA SA4	Stanton Square LSIS	Non-strategic
LSA SA5	Sydenham Green Group Practice	Non-strategic
LSA SA6	Worsley Bridge Road LSIS	Non-strategic
LSA SA7	Lidl, Southend Lane	Non-strategic
LSA SA8	Land at Pool Court	Non-strategic
LSA SA9	Catford Police station	Non-strategic
LSA SA10	Homebase/ Argos, Bromley Road	Non-strategic
LSA SA11	Beadles Garage	Non-strategic
LSA SA12	Downham Co-op	Non-strategic
LSA SA13	Excalibur Estate	Non-strategic
LSA SA14	Bestway Cash and Carry	Non-strategic
Policy LWA1	West Area place principles	Strategic
Policy LWA2	Connected network of town centres	Strategic
Policy LWA3	Forest Hill district centre and surrounds	Strategic
LWA SA1	111-115 Endwell Road	Non-strategic
LWA SA2	6 Mantle Road	Non-strategic
LWA SA3	Jenner Health Centre	Non-strategic
LWA SA4	Land at Forest Hill Station east (Waldram Place and Perry Vale)	Non-strategic
LWA SA5	Land at Forest Hill Station west (Devonshire and Dartmouth Roads)	Non-strategic
LWA SA6	Perry Vale LSIS	Non-strategic
LWA SA7	Clyde Vale LSIS	Non-strategic
LWA SA8	Featherstone Lodge, Eliot Bank	Non-strategic
LWA SA9	Willow Way LSIS	Non-strategic
LWA SA10	74 to 78 Sydenham Road	Non-strategic
LWA SA11	Land at Sydenham Road and Loxley Close	Non-strategic
LWA SA12	113-157 Sydenham Road	Non-strategic
Policy DM1	Working with stakeholders to deliver the Local Plan	Strategic
Policy DM2	Infrastructure funding and planning obligations	Strategic
Policy DM3	Masterplans and comprehensive development	Strategic
Policy DM4	Land assembly	Non-strategic
Policy DM5	Meanwhile uses	Non-strategic
Policy DM6	Health impact assessments	Non-strategic
Policy DM7	Monitoring and review	Non-strategic

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Appendix 4: ~~Policy~~ Replacement, ~~table and~~ deleted and new policies.

The following documents are superseded by the Lewisham Local Plan and are therefore deleted.

Table 20.4: Table of documents superseded by the Lewisham Local Plan

DEVELOPMENT PLAN DOCUMENTS	STATUS
Lewisham Core Strategy (2011)	Deleted
Site Allocations Local Plan (2013)	Deleted
Development Management Local Plan (2014)	Deleted
Lewisham Town Centre Local Plan (2014)	Deleted
GUIDANCE DOCUMENTS	STATUS
Bromley Road, Southend Village Supplementary Planning Document	Deleted

Table 20.4 shows whether the adopted policies from the above documents have been deleted or replaced. It also identifies policies that have been newly introduced in the Lewisham Local Plan.

Notes:
*Policy has been deleted as the site has now been delivered.
^Policy has been deleted as it relates specifically to the adopted plan(s) and no longer correlates with the content of the new Lewisham Local Plan.
~ Policy has been deleted as the new Local Plan does not make specific reference to it, but it is subsumed within the general policies in the new Lewisham Local Plan.
Adopted policies that have been replaced with new policies may no longer be the same as before. The wording within the new policy may have altered or evolved throughout the preparation of the new Local Plan to be substantially different from the previous, adopted versions.

Table 20.4: Table of replacement, deleted or new policies

ADOPTED POLICY	POLICY HAS BEEN DELETED, REPLACED OR NEWLY ADDED	NEW LOCAL PLAN POLICY
CORE STRATEGY		
Spatial Policy 1: Lewisham Spatial Strategy	replaced by	OL1: Delivering an Open Lewisham (spatial strategy)
Spatial Policy 2: Regeneration and Growth Areas	replaced by	OL1: Delivering an Open Lewisham (spatial strategy) HO1: Meeting Lewisham's housing needs EC12: Town Centre network and hierarchy LCA2: Lewisham major centre and surrounds LCA3: Catford major centre and surrounds

					LCA4: A21 corridor LNA2: New cross Road/A2 corridor LNA3: Creative Enterprize Zone LNA4: Thames Policy Area and Deptford Creekside LEA2: Lee Green district centre and surrounds LEA3: Strategic Area for Regeneration, Grove Park LSA2: Strategic Area for Regeneration LSA3: Bell Green and Lower Sydenham LSA4: A21 corridor/Bromley Road LWA2: Connected network of town centres LWA3: Forest Hill district centre and surrounds Schedule 11: Regeneration nodes growth nodes and growth corridors	
			Spatial Policy 3: District Hubs	replaced by	EC14: Major and District Centres	
			Spatial Policy 4: Local Hubs	replaced by	EC15: Local Centres	
			Spatial Policy 5: Areas of Stability and Managed Change	partially replaced by	HO4: Housing estate maintenance, renewal and regeneration	
			Core Strategy Policy 1: Housing provision, mix and affordability	replaced by	HO1: Meeting Lewisham's housing needs HO3: Genuinely affordable housing	
			Core Strategy Policy 2: Gypsy and travellers	replaced by	HO10: Gypsy and traveller accommodation	
			Core Strategy Policy 3: Strategic Industrial locations and Local Employment Locations	replaced by	EC5: Strategic Industrial Locations (SIL) EC2: Protecting employment land and delivering new workspace EC6: Locally Significant Industrial Sites (LSIS) Schedule 4: Designated employment land	

			Core Strategy Policy 4: Mixed Use Employment Locations	replaced by	EC2: Protecting employment land and delivering new workspace EC7: Mixed-use Employment Locations (MEL) DM3: Masterplans and comprehensive development Schedule 4: Designated employment land	
			Core Strategy Policy 5: Other employment locations	replaced by	EC2: Protecting employment land and delivering new workspace EC8: Non-designated employment sites Schedule 4: Designated employment land	
			Core Strategy Policy 6: Retail hierarchy and location of retail development	replaced by	EC12: Town centre network and hierarchy Schedule 5: Town Centres and Primary Shopping Areas	
			Core Strategy Policy 7: Climate change and adapting to the effects	replaced by	SD1: Responding to the climate emergency SD3: Minimising greenhouse gas emissions SD4: Energy infrastructure SD5: Managing heat risk	
			Core Strategy Policy 8: Sustainable design and construction and energy efficiency	replaced by	HO4: Housing estate maintenance, renewal and regeneration SD2: Sustainable design and retrofitting SD4: Energy infrastructure SD10: Water supply and wastewater TR5: Deliveries, servicing and construction	
			Core Strategy Policy 9: Improving local air quality	replaced by	SD6: Improving air quality	
			Core Strategy Policy 10: Managing and reducing the risk of flooding	replaced by	SD7: Minimising and managing flood risk SD8: Sustainable drainage	
			Core Strategy Policy 11: River and waterway networks	replaced by	SD9: Lewisham's waterways	
			Core Strategy Policy 12: Open space and environmental assets	replaced by	GR1: Green infrastructure and Lewisham's Green Grid GR2: Open Space	

					GR3: Biodiversity and access to nature GR4: Lewisham Links GR5: Urban greening and trees GR6: Food growing LEA4: Linear network of green infrastructure Schedule 7: Designated open spaces Schedule 8: Designated Sites of Importance for Nature Conservation Schedule 9: Local nature reserves and ecological corridors	
			Core Strategy Policy 13: Addressing Lewisham's waste management requirements	replaced by	SD12: Reducing and sustainably managing waste	
			Core Strategy Policy 14: Sustainable movement and transport	replaced by	TR1: Sustainable transport and movement TR3: Healthy streets as part of healthy neighbourhoods TR4: Parking TR5: Deliveries, servicing and construction	
			Core Strategy Policy 15: High quality design for Lewisham	replaced by	QD1: Delivering high quality design in Lewisham QD2: Inclusive and safe design QD6: Optimising site capacity QD8: High quality housing design	
			Core Strategy Policy 16: Conservation areas, heritage assets and the historic environment	replaced by	HE1: Lewisham's historic environment HE2: Designated heritage assets HE3: Non-designated heritage assets	
			Core Strategy Policy 17: The protected vistas, the London panorama and local views, landmarks and panoramas	replaced by	QD5: View management Schedule 1: Strategic and local views, vistas and landmarks	
			Core Strategy Policy 18: The location and design of tall buildings	replaced by	QD4: Building heights Schedule 12: Tall Building Suitability Zones	

Core Strategy Policy 19: Provision and maintenance of community and recreational facilities	replaced by	CI1: Safeguarding and securing community infrastructure CI2: High quality community infrastructure CI3: Sports, recreation and play		
Core Strategy Policy 20: Delivering educational achievements, healthcare provision and promoting healthy lifestyles	replaced by	EC10: Workplace training and job opportunities CI1: Safeguarding and securing community infrastructure CI2: High quality community infrastructure DM6: Health impact assessments		
Core Strategy Policy 21: Planning obligations	replaced by	DM2: Infrastructure funding and planning obligations		
Strategic Site Allocation 1: Requirements for strategic site allocations	replaced by	DM1: Working with stakeholders to deliver the Local Plan DM3: Masterplans and comprehensive development DM4: Land assembly		
Strategic Site Allocation 2: Convoys Wharf	replaced by	LNA SA1: Convoys Wharf MEL		
Strategic Site Allocation 3: Surrey Canal Triangle	replaced by	LNA SA9: Surrey Canal Triangle MEL		
Strategic Site Allocation 4: Oxestalls Road	replaced by	LNA SA2: Deptford Landings MEL and Scott House		
Strategic Site Allocation 5: Plough Way	deleted *			
Strategic Site Allocation 6: Lewisham Gateway	replaced by	LCA SA1: Lewisham Gateway		
Appendix 1: Evidence Base	Deleted ^			
Appendix 2: UDP policies replaced by the Core Strategy	Deleted ^			
Appendix 3: Employment land designations	replaced by	Schedule 4: Designated employment land		
Appendix 4: Sustainability objectives	Deleted ^			
Appendix 5: Monitoring Framework	replaced by	DM7: Monitoring and review		
Appendix 6: Glossary	replaced by	Appendix 2: Glossary		
Appendix 7: Essential Infrastructure	replaced by	Infrastructure Delivery Plan		

ADOPTED POLICY	POLICY HAS BEEN DELETED, REPLACED OR NEWLY ADDED	NEW LOCAL PLAN POLICY
SITE ALLOCATIONS LOCAL PLAN		
SA1: Former New Cross Hospital site, Avonley Road, New Cross Gate	deleted *	
SA2: Seager Buildings, Brookmill Road, Deptford	deleted *	
SA3: Giffin Street Redevelopment Area, Deptford	partially replaced by	LNA SA16: Land north of Reginald Road and south of Frankham Street (former Tidemill School)
SA4: Octavius Street/Deptford Station, Deptford High Street	deleted *	
SA5: Site between New Cross Gate Station and 23 - 27 and 29 Goodwood Road, New Cross Gate	replaced by	LNA SA12: Goodwood Road and New Cross Road
SA6: New Cross Gate Retail Park/Sainsbury's Site, New Cross Road	replaced by	LNA SA11: New Cross Gate Retail Park, New Cross Road
SA7: New Cross Gate Trust Site, Kender Estate, New Cross Gate	replaced by	LNA SA10: Besson Street (Kender Triangle)
SA8: Childers Street MEL	replaced by	EC6: Locally Significant Industrial Sites (LSIS) EC7: Mixed-use Employment Locations (MEL) Schedule 4: Designated employment land
SA9: Arklow Road MEL	replaced by	EC7: Mixed-use Employment Locations (MEL) Schedule 4: Designated employment land
SA10: Grinstead Road MEL	replaced by	LNA SA4: Neptune Wharf MEL
SA11: Sun and Kent Wharf MEL, Creekside	replaced by	LNA SA18: Sun Wharf MEL (including Network Rail Arches)
SA12: Thanet Wharf MEL, Copperas Street, Deptford	replaced by	LNA SA19: Creekside Village East, Thanet Wharf MEL
SA13: Evelyn Street LEL	replaced by	EC6: Locally Significant Industrial Sites (LSIS)

					Schedule 4: Designated employment land	
			SA14: Creekside LEL	replaced by	LNA SA17: Lower Creekside LSIS	
			SA15: Lewisham Way LEL	replaced by	EC6: Locally Significant Industrial Sites (LSIS) Schedule 4: Designated employment land	
			SA16: Prendergast Vale College, Elmira Street	Deleted ~		
			SA17: Deptford Green Secondary School (Edward Street and Amersham Vale)	replaced by	LNA SA14: Former Deptford Green School (Upper School Site)	
			SA18: East of Forest Hill Railway Line & West Side of Waldram Place/Perry Vale	replaced by	LWA SA4: Land at Forest Hill Station east (Waldram Place and Perry Vale)	
			SA19: Site West of Forest Hill Station	replaced by	LWA SA5: Land at Forest Hill Station west (Devonshire and Dartmouth Roads)	
			SA20: Fairway House, Rear of 53 Dartmouth Road, Forest Hill	deleted *		
			SA21: O'Rourke Transport/ Sivyer Transport, 154-160 Sydenham Road	deleted *		
			SA22:113 to 157 Sydenham Road	replaced by	LWA SA12: 113-157 Sydenham Road	
			SA23: Leegate Centre Lee Green	replaced by	LEA SA3: Leegate Shopping Centre	
			SA24: Clyde Vale LEL, Forest Hill	replaced by	LWA SA7: Clyde Vale LSIS	
			SA25: Perry Vale LEL, Forest Hill	replaced by	LWA SA6: Perry Vale LSIS	
			SA26: Former Bell Green Gas Works (Phases 2 & 3), Perry Hill, Sydenham	replaced by	LSA SA1: Former Bell Green Gas Holders and Livesey Memorial Hall LSA SA2: Bell Green Retail Park	
			SA27: Site at Coulgate Street	deleted *		
			SA28: Site at Mantle Road	replaced by	LWA SA2: 6 Mantle Road	
			SA29: 5 St Norbert Road	deleted *		
			SA30: 111 & 115 Endwell Road (Timber Yard and Community College)	replaced by	LWA SA1: 111-115 Endwell Road	
			SA31: 72-78 Nightingale Grove	deleted *		
			SA32: Nightingale Mews Estate and adjoining	deleted *		

		works, 80-84 Nightingale Grove			
		SA33: Driving Centre, Nightingale Grove	replaced by	LCA SA14: Driving Test Centre, Nightingale Grove	
		SA34: 35 Nightingale Grove	replaced by	LCA SA15: Land at Nightingale Grove and Maythorne Cottages	
		SA35: 37 to 43 Nightingale Grove	deleted *		
		SA36: 9 Staplehurst Road and rear of Leahurst Road (Former Plumb Trade Centre)	deleted *		
		SA37: Endwell Road LEL	replaced by	EC6: Locally Significant Industrial Sites (LSIS) Schedule 4: Designated employment land	
		SA38: 16a Algernon Road	deleted *		
		SA39: Former United Dairies Depot, Baring Road, Lee	deleted *		
		SA40: Land off Tyson Road and Honor Oak Road (Rear of Christian Fellowship Centre) Forest Hill	deleted *		
		SA41: 120, 122a, 136 & 136a Tanners Hill, St Johns	deleted *		
		SA42: Former Green Man Public House, 355 - 357 Bromley Road, Downham	deleted *		
		SA43: Former Tiger's Head Public House, 350 Bromley Road, Downham	deleted *		
		SA44: The Former Courts Site, 335-337 Bromley Road, Downham	deleted *		
		SA45: Blackheath Hill LEL	replaced by	LEA SA2: Blackheath Hill LSIS	
		SA46: Manor Lane LEL	replaced by	EC6: Locally Significant Industrial Sites (LSIS) Schedule 4: Designated employment land	
		SA47: Stanton Square LEL	replaced by	LSA SA4: Stanton Square LSIS	
		SA48: Willow Way LEL	replaced by	LWA SA9: Willow Way LSIS	
		SA49: Worsley Bridge Road LEL	replaced by	LSA SA6: Worsley Bridge Road LSIS	
		SA50: Malham Road LEL	replaced by	EC6: Locally Significant Industrial Sites (LSIS)	

		Schedule 4: Designated employment land
SA51: Bonus Pastor Catholic College / Secondary School, Downham	deleted ~	
SINC 1 – SINC 18	replaced by	GR3: Biodiversity and access to nature Schedule 8: Designated Sites of Importance for Nature Conservation
Waste Site 1: South East London Combined Heat and Power (SELCHP)	replaced by	SD12: Reducing and sustainably managing waste
Waste Site 2: Hinkcroft	replaced by	SD12: Reducing and sustainably managing waste
Waste Site 3: Landmann Way	replaced by	SD12: Reducing and sustainably managing waste
Appendix 1: Glossary	replaced by	Appendix 2: Glossary
Appendix 2: UDP Schedule 1: Proposals Removed	deleted ^	

ADOPTED POLICY	POLICY HAS BEEN DELETED, REPLACED OR NEWLY ADDED	NEW LOCAL PLAN POLICY
DEVELOPMENT MANAGEMENT LOCAL PLAN		
DM Policy 1: Presumption in favour of sustainable development	deleted ~	
DM Policy 2: Prevention of loss of existing housing	replaced by	HO1: Meeting Lewisham's housing needs
DM Policy 3: Conversion of a single family house to two or more dwellings	replaced by	HO1: Meeting Lewisham's housing needs HO2: Optimising the use of small housing sites
DM Policy 4: Conversions of office space and other B Use Class space into flats	deleted ^	
DM Policy 5: Specialist accommodation for older people	replaced by	HO5: Accommodation for older people HO6: Supported and specialised accommodation
DM Policy 6: Houses in Multiple Occupation (HMO)	replaced by	HO8: Housing with shared facilities (Houses in Multiple Occupation)
DM Policy 7: Affordable rented housing	replaced by	HO1: Meeting Lewisham's housing needs HO3: Genuinely affordable housing

		DM Policy 8: Student housing	replaced by	HO7: Purpose built student accommodation	
		DM Policy 9: Mixed use employment locations (MEL)	replaced by	EC2: Protecting employment land and delivering new workspace EC3: High quality employment areas and workspace EC7: Mixed-use Employment Locations (MEL) Schedule 4: Designated employment land	
		DM Policy 10: Local employment locations (LEL)	replaced by	EC2: Protecting employment land and delivering new workspace EC3: High quality employment areas and workspace EC6: Locally Significant Industrial Sites (LSIS) Schedule 4: Designated employment land	
		DM Policy 11: Other employment locations	replaced by	EC2: Protecting employment land and delivering new workspace EC3: High quality employment areas and workspace EC8: Non-designated employment sites EC10: Workplace training and job opportunities	
		DM Policy 12: Hotels	replaced by	EC21: Visitor accommodation	
		DM Policy 13: Location of main town centre uses	replaced by	EC11: Town centres at the heart of our communities EC13: Optimising the use of town centre land and floorspace	
		DM Policy 14: District centre shopping frontages	replaced by	EC14: Major and District Centres Schedule 5: Town Centres and Primary Shopping Areas	
		DM Policy 15: Neighbourhood local centres	replaced by	EC15: Local Centres Schedule 5: Town Centres and Primary Shopping Areas	
		DM Policy 16; Local shopping parades and corner shops	replaced by	EC16: Shopping parades, corner shops and other service points	

		DM Policy 17: Restaurants and cafes (A3 uses) and drinking establishments (A4 uses)	replaced by	EC17: Concentration of uses	
		DM Policy 18: Hot food take-away shops (A5 uses)	replaced by	EC17: Concentration of uses	
		DM Policy 19: Shopfronts, signs and hoardings	replaced by	QD11: Shopfronts QD12: Outdoor advertisements, digital displays and hoardings	
		DM Policy 20: Public houses	replaced by	EC19: Public houses Appendix 5: Further information on proposals for public houses	
		DM Policy 21: Mini cab or taxi offices	replaced by	TR6: Taxis and private hire vehicles	
		DM Policy 22: Sustainable design and construction	replaced by	SD1: Responding to the climate emergency SD2: Sustainable design and retrofitting SD3: Minimising greenhouse gas emissions SD4: Energy infrastructure	
		DM Policy 23: Air quality	replaced by	SD6: Improving air quality	
		DM Policy 24: Biodiversity, living roofs and artificial playing pitches	replaced by	SD8: Sustainable drainage GR3: Biodiversity and access to nature GR7: Geodiversity Schedule 10: Sites of geodiversity interest	
		DM Policy 25: Landscaping and trees	replaced by	GR5: Urban greening and trees	
		DM Policy 26: Noise and vibration	replaced by	QD7: Amenity and agent of change	
		DM Policy 27: Lighting	replaced by	QD7: Amenity and agent of change	
		DM Policy 28: Contaminated land	replaced by	SD11: Ground conditions	
		DM Policy 29: Car parking	replaced by	TR4: Parking	
		DM Policy 30: Urban design and local character	replaced by	QD1: Delivering high quality design in Lewisham	
		DM Policy 31: Alterations and extensions to existing buildings including residential extensions	replaced by	QD9: Building alterations, extensions and basement development	

			DM Policy 32: Housing design, layout and space standards	replaced by	QD8: High quality housing design	
			DM Policy 33: Infill, backland, back garden and amenity area development	replaced by	QD10: Infill and backland sites, garden land and amenity areas	
			DM Policy 34: Thames Policy Area and Deptford Creekside	replaced by	SD9: Lewisham's waterways LNA 4: Thames Policy Area and Deptford Creekside	
			DM Policy 35: Public realm	replaced by	QD3: Public realm and connecting places	
			DM Policy 36: New development, changes of use and alterations affecting designated heritage assets and their setting	replaced by	HE1: Lewisham's historic environment HE2: Designated heritage assets Schedule 2 Designated heritage assets	
			DM Policy 37: Non designated heritage assets	replaced by	HE3: Non-designated heritage assets Schedule 3 Non-designated heritage assets	
			DM Policy 38: Demolition or substantial harm to designated and non-designated heritage assets	replaced by	HE1: Lewisham's historic environment HE2: Designated heritage assets HE3: Non-designated heritage assets Schedule 2 Designated heritage assets	
			DM Policy 39: Domestic satellite dishes and telecommunications equipment	replaced by	TR7: Digital connectivity	
			DM Policy 40: Public conveniences	replaced by	QD3: Public realm and connecting places GR4: Lewisham Links	
			DM Policy 41: Innovative community facility provision	replaced by	CI1: Safeguarding and securing community infrastructure CI2: High quality community infrastructure	
			DM Policy 42: Nurseries and childcare	replaced by	CI4: Nurseries and childcare facilities	
			DM Policy 43: Art, culture and entertainment facilities	replaced by	EC18: Culture, creative industries and the night-time economy Schedule 6: Creative enterprise zone, cultural quarters and night-time economy hubs	

DM Policy 44: Places of worship	deleted ~	
Appendix 1: Core Strategy strategic objectives	deleted ^	
Appendix 2: Sustainability Objectives	deleted ^	
Appendix 3: Areas of Archaeological Priority	replaced by	HE3: Non-designated heritage assets Schedule 3: Non-designated heritage assets
Appendix 4: Lewisham UDP policies superseded policies	deleted ^	
Appendix 5: Glossary	replaced by	Appendix 2: Glossary
Appendix 6: Local Views and Landmarks	replaced by	Schedule 1: Strategic and local views, vistas and landmarks
Appendix 7: List of Evidence Documents	deleted ^	
Appendix 8: London Plan Car Parking Standards	replaced by	TR4: Parking
Annex 1: Open Spaces and Open Space Designations in Lewisham	replaced by	Schedule 7: Designated Open Spaces Schedule 8: Designated Sites of Importance for Nature Conservation Schedule 9: Local nature reserves and ecological corridors

ADOPTED POLICY	POLICY HAS BEEN DELETED, REPLACED OR NEWLY ADDED	NEW LOCAL PLAN POLICY
LEWISHAM TOWN CENTRE LOCAL PLAN		
Policy LTC0: Presumption in Favour of Sustainable Development	deleted ~	
Policy LTC1: Plan boundaries	deleted ~	
Policy LTC2: Town centre boundary	replaced by	EC12: Town centre network and hierarchy LCA2: Lewisham major centre and surrounds DM3: Masterplans and comprehensive development
Policy LTC3: S2 Kings Hall Mews, Lewisham Gateway	deleted *	

		Policy LTC4: Loampit Vale Policy Area	replaced by	LCA SA7: Lewisham Retail Park, Loampit Vale	
		Policy LTC5: Conington Road Policy Area	replaced by	LCA SA4: Conington Road LCA SA5: Land at Conington Road and Lewisham Road (Tesco)	
		Policy LTC6: Lee High Road Policy Area	replaced by	LEA SA5: Land at Lee High Road and Lee Road	
		Policy LTC7: Ladywell Policy Area	replaced by	LCA SA13: PLACE/Ladywell	
		Policy LTC8: Lewisham Central Policy Area	replaced by	LCA SA2: Lewisham Shopping Centre	
		Policy LTC9: Growing the local economy	replaced by	EC11: Town centres at the heart of our communities EC12: Town centre network and hierarchy EC13: Optimising the use of town centre land and floorspace LCA2: Lewisham major centre and surrounds	
		Policy LTC10: Mixed use	replaced by	EC11: Town centres at the heart of our communities EC13: Optimising the use of town centre land and floorspace LCA2: Lewisham major centre and surrounds	
		Policy LTC11: Employment uses	replaced by	EC2: Protecting employment land and delivering new workspace EC21: Visitor accommodation LCA SA3: Land at Engate Street	
		Policy LTC12: Conversion of existing buildings	replaced by	EC13: Optimising the use of town centre land and floorspace	
		Policy LTC13: Student housing	replaced by	HO7: Purpose built student accommodation	
		Policy LTC14: Town centre vitality and viability	replaced by	EC13: Optimising the use of town centre land and floorspace	
		Policy LTC15: Lewisham market	replaced by	EC20: Markets LCA2: Lewisham major centre and surrounds	
		Policy LTC16: Retail areas	replaced by	EC11: Town centres at the heart of our communities	

				EC12: Town centre network and hierarchy EC13: Optimising the use of town centre land and floorspace LCA2: Lewisham major centre and surrounds	
		Policy LTC17: Evening economy uses	replaced by	EC18: Culture, creative industries and the night-time economy Schedule 6: Creative enterprise zone, cultural quarters and night-time economy hubs	
		Policy LTC18: Public realm	replaced by	EC11: Town centres at the heart of our communities EC20: Markets QD3: Public realm and connecting places LCA2: Lewisham major centre and surrounds	
		Policy LTC19: Tall buildings	replaced by	QD4: Building Heights LCA2: Lewisham major centre and surrounds	
		Policy LTC20: Public and shopper parking spaces	replaced by	TR4: Parking	
		Policy LTC21: Sustainable transport	replaced by	TR1: Sustainable transport and movement TR3: Healthy streets as part of healthy neighbourhoods LCA1: Central Area place principles LCA2: Lewisham major centre and surrounds	
		Policy LTC22: Social infrastructure	replaced by	CI1: Safeguarding and securing community infrastructure CI2: High quality community infrastructure CI4: Nurseries and childcare facilities DM2: Infrastructure funding and planning obligations	
		Policy LTC23: Heritage assets	replaced by	HE1: Lewisham's historic environment	

		HE2: Designated heritage assets HE3: Non-designated heritage assets
Policy LTC24: Carbon dioxide emission reduction	replaced by	SD1: Responding to the climate emergency. SD3: Minimising greenhouse gas emissions
Policy LTC25: Adapting to climate change	replaced by	SD1: Responding to the climate emergency. SD3: Minimising greenhouse gas emissions
Policy LTC26: Implementation	replaced by	DM1: Working with stakeholders to deliver the Local Plan
Policy LTC27: Monitoring	replaced by	DM7: Monitoring and review
Appendix 1: Policy, guidance and evidence base linkages	deleted ^	
Appendix 2: Heritage assets	replaced by	Schedule 2: Designated heritage assets Schedule 3: Non-designated heritage assets
Appendix 3: Delivery strategy and monitoring framework	replaced by	DM7: Monitoring and review
Appendix 4: Lewisham town centre infrastructure schedule	replaced by	Infrastructure Delivery Plan
Appendix 5: UDP proposals replaced by the LTCLP	deleted ^	
Appendix 6: Glossary	replaced by	Appendix 2: Glossary

	POLICY HAS BEEN DELETED, REPLACED OR NEWLY ADDED	NEW LOCAL PLAN POLICY
	newly added	HO9: Self-build and custom-build housing
	newly added	EC4: Low-cost and affordable workspace
	newly added	EC9: Railway arches
	newly added	CI5: Burial space
	newly added	SD13: Design to support the circular economy
	newly added	TR2: Bakerloo line extension
	newly added	Lewisham's Central Area:

					LCA SA6: Thurston Road Bus Station LCA SA8: 100-114 Loampit Vale LCA SA9: Silver Road and Axion House LCA SA10: House on the Hill at Slaithewaite Road LCA SA11: Church Grove Self-Build LCA SA12: Ladywell Play Tower LCA SA16: Land at Rushey Green and Bradgate Road (Aldi) LCA SA17: Catford Shopping Centre and Milford Towers LCA SA18: Catford Island LCA SA19: Laurence House and Civic Centre LCA SA20: South Circular LCA SA21: Wickes and Halfords, Catford Road LCA SA22: Ravensbourne Retail Park	
				newly added	Lewisham's North Area: LNA1: North Area place principles LNA SA3: Evelyn Court at Surrey Canal Road SIL LNA SA5: Surrey Canal Road and Trundleys Road LSIS LNA SA6: Apollo Business Centre LSIS LNA SA7: Silwood Street LNA SA8: Bermondsey Dive Under LNA SA13: Achilles Street LNA SA15: Albany Theatre	

				newly added	Lewisham's East Area: LEA1: East Area place principles LEA SA1: Heathside and Lethbridge Estate LEA SA4: Sainsbury's Lee Green LEA SA6: Southbrook Mews LEA SA7: Mayfields Hostel, Burnt Ash Hill LEA SA8: Sainsbury Local and West of Grove Park Station	
				newly added	Lewisham's South Area LSA1: South Area place principles LSA SA5: Sydenham Green Group Practice LSA SA7: Lidl, Southend Lane LSA SA8: Land at Pool Court LSA SA9: Catford Police station LSA SA10: Homebase, Bromley Road LSA SA11: Beadles Garage LSA SA12: Downham Co-op LSA SA13: Excalibur Estate LSA SA14: Bestway Cash and Carry	
				newly added	Lewisham's West Area: LWA1: West Area place principles LWA SA3: Jenner Health Centre LWA SA8: Featherstone Lodge, Eliot Bank LWA SA10: 74 to 78 Sydenham Road LWA SA11: Land at Sydenham Road and Loxley Close	
				newly added	DM5: Meanwhile uses	

MM333	Appendix 6	Appendix 6: Housing Trajectory and Five-Year Housing Land Supply ~~The trajectory has been updated prior to Submission, informed by the latest 2023 Starts and Completions Survey and information on how sites are progressing, either at pre-app / application stage or during construction. This update provides an opportunity to re-align the site capacity and phasing and ensure site delivery is more realistic than before. The trajectory will continue to be updated as the Plan progresses towards adoption.~~ Strikethrough text contained in the Housing Trajectory relates to the capacity and phasing of sites as shown in Submission Document PD18 Housing Trajectory Update to Appendix 6, as this was submitted to the examination in place of the original Appendix 6 contained within the Regulation 19 Submission Document Site progress column: None No progress made so far A21, NX, CTCF Masterplan/Framework has been prepared Adopted SA Site was adopted in the Site Allocations Local Plan App Application submitted or advanced pre-application discussions have started Lapsed Planning consent has recently lapsed NS Planning permission or resolution to approve has been granted but construction has not yet started UC Planning permission has been granted and the site is under construction Comp Site has been completed The 5 and 15-year supply start from ~~2023/24 to 2024/25~~ 2025/26, to coincide with the anticipated adoption of ~~the Appendix 6:Housing Trajectory and Five Year Housing Land Supply Plan~~ of the Plan. Years before ~~and after~~ the 15-year supply are also shown, in order to assess the supply against ~~different~~ the London Plan 10-year target~~s~~. The uplift from the Bell Green sites represents the additional units that could be delivered if a higher growth scenario was adopted, based on an increase in PTAL levels resulting from the Bakerloo Line Extension and/or Bell Green/Lower Sydenham becoming an Opportunity Area. Key findings The site allocations will supply ~~24,928~~ 26,017 (74%) new homes throughout the 20 year Plan period (2020/21 – 2039/40), consisting of: • ~~7,085~~ 7,794 (~~28~~ 30%) in the Central Area • ~~12,948~~ 13,093(~~52~~ 50%) in the North Area • ~~1,400~~ 1,444 (6%) in the East Area • ~~2,594~~ 2,718 (10%) in the South Area • ~~901~~ 968 (4%) in the West Area. Other large, consented sites and a large windfall site will supply ~~1,797~~ 2,255 (~~5~~ 6%) new homes throughout the 20 year Plan period. Small site windfalls will supply 7,033 (~~21~~ 20%) new homes throughout the 20 year Plan period. The small sites will form an important contribution in being able to meet the housing supply targets.

The majority of the supply comes from the North Area, followed by the Central Area. This is because the site allocations are focussed towards the north and central parts of the borough, where the Opportunity Area is located and in other highly accessible locations, such as major town centres and along the A21 corridor.

Overall, there will be a baseline supply of ~~33,758~~ 35,305 new homes throughout the 20 year Plan period, consisting of site allocations, other large, consented sites, a large windfall site and small site windfalls. This rises to ~~36,232~~ 37,436 new homes if growth from an additional ~~2,474~~ 2,131 new homes in the Bell Green area is taken into account.

The baseline supply of housing has been assessed against the 10-year London Plan target as well as the 5 and 15-year NPPF targets, as shown in the tables below.

This demonstrates that sufficient homes can be delivered within the 5 and 15-year period.

~~The NPPF does not require the Local Plan housing supply to be assessed beyond the 15 year target period. However, the Local Plan runs for 20 years and the housing trajectory demonstrates that there will continue to be a supply of housing provided in the longer term.~~

The Council will keep under review the Local Plan's housing targets and performance against the delivery of these targets. In particular, the longer term housing supply will be reassessed when the next London wide SHLAA becomes available, as part of the review of the London Plan. Where changes to the London Plan borough-level housing targets are made the local plan review process will be used to ensure Lewisham's Local Plan remains in general conformity with the London Plan.

Table 20.5: Baseline supply of housing

TYPES OF TARGET	RELEVANT YEARS	TARGET	ASSESSMENT
London Plan -10 year target	2019/20 – 2028/29	Lewisham's target for a 10 year period is 16,670 (1,667 p.a.), incorporating a small sites target of 379 p.a.	The site allocations, other large, consented sites, a large windfall site and small site windfalls will supply ~~15,802~~ 14,934 new homes between 2019/20 – 2028/29. The supply of housing during the 10 years ~~falls short of~~ does not meet the target~~, due to a variety of external factors such as stalled sites, applications being re-submitted for consented schemes and an under supply of 3,471 housing completions during years 2020/21 to 2022/23 compared to the London Plan annual target. To rectify this, the backlog associated with the latter will be catered for by the end of the first 5 year period (2028/29)~~.
NPPF - 5 year target	~~2024/25 – 2028/29~~ 2025/26 – 2029/30	Lewisham's target is ~~2,358~~ 2,278 p.a. or ~~11,790~~ 11,390 over the 5 year period. This consists of 3 components: • London Plan housing target: 1,667 p.a. • A backlog: completions during 2020/21 to 2022/23 amounted to 1,530 compared to the London Plan target of 5,001 over the same period. This creates an under supply of 3,471 housing completions compared to the London Plan annual target ~~new homes as at the end of 2021/22~~. This backlog will be catered for ~~by~~	The site allocations, other large, consented sites, a large windfall site and small site windfalls will provide specific deliverable sites amounting to ~~11,863~~ 11,384 new homes between ~~20224/25– 2028/29~~ 2025/26 – 2029/30. The supply of housing during the 5 years ~~exceeds~~ meets the target.

					~~the end of the first 5 years~~ ~~(2027/28)~~ during the remaining Plan period (2039/40) and is equivalent to ~~462~~ 231 p.a. • An appropriate buffer: ~~5%~~ 20% (or ~~83~~ 380 units p.a.) ~~has been added to the 1,667 annual target~~, given Lewisham's ~~87%~~ 51% performance in the last Housing Delivery Test.		
			NPPF - Number of deliverable years	~~2024/25 – 2028/29~~ 2025/26 – 2029/30	Lewisham's 5 year supply is assessed against the annual target of ~~2,358~~ 2,278 p.a. ~~(see above)~~ (1,667 p.a. plus 231 p.a. backlog and 20% buffer of 380 units p.a.), to demonstrate more than 5 years' worth of supply.	The site allocations, other large, consented sites, a large windfall site and small site windfalls will supply ~~11,863~~ 11,384 new homes between ~~2024/25 – 2028/29~~ 2025/26-2029/30. When divided by ~~2,358~~ 2,278 p.a. there will be ~~5.03~~ 5.00 deliverable years, ~~exceeding~~ meeting the target.	
			NPPF - 15 year target	~~2024/25 – 2038/39~~ 2025/26 – 2039/40	Lewisham's target is ~~28,460~~ 30,376 over the 15 year period. This consists of ~~2,358~~ 2,278 p.a. for years 1-5, then the target of ~~1,667~~ 1,898 p.a. (1,667 p.a. plus 231 p.a. backlog) has been rolled forward for years 6-15. A ~~5%~~ 20% buffer does not need to be applied for Years 6-15, just the deliverable sites in Years 1-5.	The site allocations, other large, consented sites, a large windfall site and small site windfalls will supply ~~29,816~~ 30,701 new homes between ~~2024/25 – 2038/39~~ 2025/26-2039/40. The supply of housing during the 15 years exceeds the target.	
			NPPF - Delivery through small sites	2020/21 - 2039/40	Land to accommodate at least 10% of the target on sites no larger than 1 hectare.	• ~~2,129~~ 2,197 or ~~18%~~ 19% of the 5 year target (~~11,790~~) will be provided on site allocations and other ~~large~~ consented sites of 1 hectare or less. This rises to ~~4,024~~ 4,092 (~~34%~~ 36%) if small site windfalls are taken into account. • ~~3,426~~ 3,965 or ~~12%~~ 13% of the 15 year target (~~28,460~~) will be provided on site allocations and other ~~large~~ consented sites of 1 hectare or less. This rises to ~~9,111~~ 9,650 (32%) if small site windfalls are taken into account. • ~~5,086~~ 5,285 or ~~14%~~ 15% of the supply across the 20 year plan period (~~36,795~~ 35,305) will be on site allocations and other ~~large~~ consented sites of 1 hectare or less. This rises to ~~12,119~~ 12,318 (~~33%~~ 35%) if small site windfalls are taken into account. • Any additional small site windfalls will increase this supply further.	

Underlined text shows the most up-to-date version of the housing trajectory. ~~Strikethrough~~ text shows the housing trajectory as shown in PD18 – as this was included in an updated Appendix 6 that superseded the Regulation 19 version and was submitted to the Examination in November 2023.

Site status	Site ref	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period		20-year Plan period																			
							Pre 15-year supply					15-year supply														
					Net units completed prior to April 2019	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
												Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Y15
	LARGE SITES 25 units or more or 0.25 hectatres or more																									
	* less than 25 units but contributes to the spatial strategy or non self-contained supply																									
	CENTRAL AREA																									
	Central Area site allocations																									
bi	1	Lewisham Gateway	1.53	UC	362						649															
eiii	2	Lewisham Shopping Centre (Includes Lewisham House, 25 Molesworth Street)	6.38	App										~~160~~	~~157~~ 369	~~157~~	~~157~~ 206	~~158~~ 703	~~158~~ 251	~~158~~ 142	~~158~~	~~158~~	~~158~~ 474			
fii	3	Land at Engate Street	*0.81*	A21																						112
bi	4	Conington Road	1.11	UC						~~365~~	365															
eiii	5	Land at Conington Road and Lewisham Road (Tesco)	1.53	App									~~107~~	~~150~~	~~150~~	226	225									
eiii	7	Lewisham Retail Park, Loampit Vale	1.13	App											~~200~~	~~200~~	129	400								
fiii	8	110-114 Loampit Vale	*0.12*	None																	30					
bi	9	Silver Road and Axion House	*0.48*	UC							141															
eiii	10	House on the Hill, Slaithwaite Road	*0.31*	A21/App											52											
a iii	11	Church Grove Self-Build	*0.35*	UC						36																
e i	12	Ladywell Play Tower	*0.32*	NS											33											
bii	13	PLACE/Ladywell (Former Ladywell Leisure Centre)	*0.93*	NS									102					73								
fi	14	Driving Test Centre, Nightingale Grove	*0.41*	Adopted SA																			40			
bii	15	Land at Nightingale Grove and Maythorne Cottages *	*0.43*	NS										~~22~~ 27												
fii	16	Land at Rushey Green and Bradgate Road (Aldi)	*0.50*	A21																						88
eiii	17	Catford Shopping Centre and Milford Towers	3.42	CTCF/App										~~102~~	~~200~~ 102	~~200~~		200	200	145	145	146	146			
eiii	18	Catford Island	~~2.28~~ 2.30	CTCF/App									~~250~~	~~102~~	~~100~~	~~150~~ 250	102	100	150							
fii	19	Laurence House and Civic Centre	2.21	CTCF														87	87	88						
fii	21	Wickes and Halfords, Catford Road	2.06	CTCF												170	170	172								
eiii	22	Ravensbourne Retail Park	2.46	A21/App													~~220~~ 314	147								
		Total: Central Area site allocations			**362**	**0**	**0**	**0**	**0**	~~**401**~~ **36**	~~**790**~~ **1155**	**0**	~~**459**~~ **102**	~~**536**~~ **27**	~~**892**~~ **556**	~~**877**~~ **646**	~~**676**~~ **1146**	~~**637**~~ **1882**	~~**245**~~ **688**	~~**391**~~ **375**	~~**333**~~ **175**	~~**304**~~ **146**	~~**344**~~ **660**	**0**	**0**	**200**
	Central Area other large consented/pre app sites																									
n/a		Land to rear of Chiddingstone House, Lewisham Park	*0.50*	Comp		53																				
n/a		St Mungos, Spring Gardens, Arlington Close	*0.96*	Comp		28																				
n/a		Pheobes Garden Centre	*0.42*	Comp		27																				
a i		Lewisham Exchange (former Carpetright) (student housing with ratio 2.5:1 applied)	*0.26*	Comp			370																			
a i		320 Brownhill Road (NSC care home with 1:1 ratio applied)*	*0.11*	Comp				26																		
a i		9-19 Rushey Green, (former job centre)	*0.13*	Comp					45																	
a i		223-225 Lewisham High Street (127 hotel rooms with 1.8:1 ratio applied) *	*0.03*	Comp					71																	
		~~Lewisham House, 25 Molesworth Street~~	~~*0.96*~~														~~109~~	~~109~~								
bii		Catford Timber Yard	*0.17*	NS											52											
bii		73 Lewisham High Street *		NS								23														
bii		Colfe and Hatcliffe Glebe (NSC over 60s sheltered units with 1:1 ratio applied) *	*0.12*	NS								22														
eiii		27 Fordmill Road	*0.20*	App											59											
		Total: Central Area other large consented sites			**0**	**108**	**370**	**26**	**116**	**0**	**0**	**45**	**0**	**0**	~~**52**~~ **111**	**0**	~~**109**~~ **0**	~~**109**~~ **0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total: Central Area			**362**	**108**	**370**	**26**	**116**	~~**401**~~ **36**	~~**790**~~ **1155**	**45**	~~**459**~~ **102**	~~**536**~~ **27**	~~**944**~~ **667**	~~**877**~~ **646**	~~**785**~~ **1146**	~~**746**~~ **1882**	~~**245**~~ **688**	~~**391**~~ **375**	~~**333**~~ **175**	~~**304**~~ **146**	~~**344**~~ **660**	**0**	**0**	**200**

Site status	Site ref	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period		20-year Plan period																			
							Pre 15-year supply					15-year supply														
					Net units completed prior to April 2019	19/ 20	20/ 21	21/ 22	22/ 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33	33/ 34	34/ 35	35/ 36	36/ 37	37/ 38	38/ 39	39/ 40
												Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Y15
	NORTH AREA																									
	North Area site allocations																									
bii and c	1	Convoys Wharf MEL	20.46	UC									~~124~~	~~228~~	~~228~~ 580	260	260	260	260	260	260	260	367	367	366	
bi	2	Deptford Landings MEL (formerly known as Oxestalls Road) and Scott House	4.71	UC		203						251	189	~~279~~ 344	~~416~~ 481	~~112~~ 300	~~100~~ 105	~~100~~	~~100~~	~~100~~	~~90~~						
eiii	3	Evelyn Court LSIS	*0.27*	App											~~102~~ 161												
bi	4	Neptune Wharf MEL	1.14	UC							199																
bi	5	Surrey Canal Road and Trundleys Road LSIS (NSC ~~393~~ 402 student beds with 2.5:1 ratio applied + 58 units)	*0.55*	UC											~~161~~ 219	~~58~~		60									
bii	6	Apollo Business Centre LSIS (NSC 484 student beds with 2.5:1 ratio applied + 42 units)	*0.42*	~~App~~ NS										~~193~~	~~42~~ 235												
bi	7	Silwood Street	*0.25*	UC							~~61~~	61															
c and ei	9	Surrey Canal Triangle MEL	10.59	NS									300	300	300	300	300	300	300	300	300	300	300	~~218~~ 266	~~286~~ 266	~~285~~ 265
bii	10	Corner of Besson and Briant Street	1.01	NS							~~114~~	~~210~~		114	210												
fi	11	Former Hatcham Works, New Cross Road	3.67	Adopted SA, NX														~~100~~	~~175~~	~~175~~	~~175~~	~~175~~		267	267	266
fi	12	Goodwood Road and New Cross Road	*0.62*	Adopted SA, NX																	~~84~~	~~83~~		84	83	
eiii	13	Achilles Street	1.40	App										~~150~~ 141	~~150~~ 141	~~63~~							21			
bi	13	333-337 New Cross Road (student housing with ratio 2.5:1 applied) (part of LNA SA 13)	*0.07*	UC							25															
a i	14	Amersham Vale, Former Deptford Green School (Upper School Site)	*0.68*	Comp				120																		
fiii	15	Albany Theatre	*0.61*	~~App~~ None											~~119~~			119								
bi	16	Land North of Reginald Road and South of Frankham Street (Former Tidemill School)	1.26	UC							83	~~193~~ 110														
ai and bi	17	Lower Creekside LSIS (Includes 1 Creekside)	1.00	Comp + UC					56					~~55~~ 92	61	~~52~~			18							
bii	18	Sun Wharf MEL (including Network Rail Arches)	1.00	NS									~~180~~	~~40~~	220											
ei	19	Creekside Village East, Thanet Wharf MEL	*0.61*	NS										197	196											
		Total: North Area site allocations			**0**	**203**	**0**	**120**	**~~0~~ 56**	**0**	**~~374~~ 307**	**~~654~~ 422**	**~~793~~ 489**	**~~1,442~~ 1,188**	**~~1,714~~ 2,804**	**~~845~~ 860**	**~~660~~ 665**	**~~760~~ 739**	**~~835~~ 578**	**~~835~~ 560**	**~~909~~ 560**	**~~818~~ 560**	**~~667~~ 688**	**~~585~~ 984**	**~~652~~ 982**	**~~285~~ 531**
	North Area other large consented/pre-app sites																									
n/a		Anthology, Deptford Foundry	1.12	Comp		316																				
n/a		Bond House	*0.24*	Comp		89																				
n/a		19 Yeoman Street	*0.27*	Comp		72																				
n/a		43-49 Pomoeroy Street	*0.22*	Comp		65																				
a i		Astra House, 23-25 Arklow Road	*0.17*	Comp			33																			
		~~1 Creekside~~	~~*0.16*~~						~~56~~																	
a i		Haulage Yard, Hereford Place	*0.09*	Comp					26																	
bi		1 White Post Street *	*0.28*	UC							21															
bi		Shaftsbury Christian Centre, Frankham Street	*0.10*	UC							33															
bi		Safa House, 28 Arklow Road *	*0.03*	UC							14															
bii		52-54 New Cross Road	*0.07*	NS								35	~~35~~													
		~~333-337 New Cross Road (student housing with ratio 2.5:1 applied)~~	~~*0.07*~~								~~25~~															
bii		Former Deptford Green Sports Pitch, Edward Street	*0.23*	NS											34											
eiii		Blundell House, Goodwood Road	*0.10*	App											72											
eiii		Akwaaba Centre	*0.13*	App											38											
		Total: North Area other large consented sites			**0**	**542**	**33**	**0**	**~~82~~ 26**	**0**	**~~93~~ 68**	**~~0~~ 35**	**~~35~~ 0**	**0**	**~~34~~ 144**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	North Area large windfall site																									
		Lewisham College	1.67														150	150	150							
		Total: North Area			**0**	**745**	**33**	**120**	**~~82~~ 82**	**0**	**~~467~~ 375**	**~~654~~ 457**	**~~828~~ 489**	**~~1,442~~ 1,188**	**~~1,748~~ 2,948**	**~~845~~ 860**	**~~660~~ 815**	**~~760~~ 889**	**~~835~~ 728**	**~~835~~ 560**	**~~909~~ 560**	**~~818~~ 560**	**~~667~~ 688**	**~~585~~ 984**	**~~652~~ 982**	**~~285~~ 531**

Site status	Site ref	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period		20-year Plan period																			
							Pre 15-year supply					15-year supply														
					Net units completed prior to April 2019	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
												Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Y15
	EAST AREA																									
	East Area site allocations																									
bi	1	Heathside and Lethbridge Estate	6.07	UC	782					~~284~~	~~159~~ 443															
bii	2	Blackheath Hill LSIS	*0.31*	~~UC~~ NS										63												
ei	3	Leegate Shopping Centre	1.90	~~App~~ NS										250	~~250~~	~~62~~ 312										
fiii	4	Sainsbury's Lee Green	1.05	None																				100	~~111~~ 56	
fiii	5	Land at Lee High Road and Lee Road	*0.43*	None																						55
fiii	6	Southbrook Mews *	*0.24*	None																						23
bii	7	Mayfields Hostel, Burnt Ash Road *	*0.49*	Lapsed~~/App~~									~~65~~ 64													
fiii	8	Sainsbury Local and West of Grove Park Station	*0.90*	None																						78
		Total: East Area site allocations			**782**	**0**	**0**	**0**	**0**	**~~284~~ 0**	**~~159~~ 443**	**0**	**~~65~~ 64**	**313**	**~~250~~ 0**	**~~62~~ 312**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**~~0~~ 100**	**~~111~~ 56**	**156**
	East Area other large consented/pre-app sites																									
n/a		Stephen James BMW, Lee Terrace	*0.38*	Comp		30																				
bi		152 Lee High Road *	*0.09*	UC							17															
a i		Haven and Betuna, Grove Park Road (NSC care home with 1:1 ratio applied) *	*0.08*	Comp					46																	
bii		34-40 Eastdown Park *	*0.13*	NS								21														
eiii		Blackheath Station Car Park	*0.50*	App											45											
		Total: East Area other large consented sites			**0**	**30**	**0**	**0**	**46**	**0**	**17**	**21**	**0**	**0**	**0 45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total: East Area			**782**	**30**	**0**	**0**	**46**	**~~284~~ 0**	**~~176~~ 460**	**21**	**~~65~~ 64**	**313**	**~~250~~ 45**	**~~62~~ 312**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**~~0~~ 100**	**~~111~~ 56**	**156**
	SOUTH AREA																									
	South Area site allocations																									
eii **and eiii**	1	Former Bell Green Gas Holders and Livesey Memorial Hall	1.66	App											~~260~~ 262	72										
fi	2	Bell Green Retail Park	7.37	Adopted SA													~~48~~	~~100~~	148	150	150	150	150			
fiii	3	Sainsbury's Bell Green	5.42	None																	137	137	138	138		
fiii	4	Stanton Square LSIS	*0.97*	None																		50	~~94~~ 44			
fiii	5	Sydenham Green Group Practice (remainder site)	*0.46*	None																		~~36~~ 33				
bi	5	86-92 Bell Green * (part of LSA SA 05)	*0.03*	UC							22															
fiii	6	Worsley Bridge Road LSIS	1.26	None																	~~113~~			113		
fiii	7	Lidl, Southend Lane *	*0.43*	None																					17	
eii	8	Land at Pool Court *	*0.30*	App										~~6~~ 7												
eiii	9	Catford Police Station *	*0.32*	A21/ App											~~24~~ 54											
eiii	10	Homebase / Argos, Bromley Road	1.70	App															~~141~~					141		
fii	11	Beadles Garage	*0.33*	A21																						25
fiii	12	Downham Co-op	*0.43*	None																						42
bi	13	Excalibur Estate	6.14	UC	57						102			~~300~~	300											
fiii	14	Bestway Cash and Carry	1.70	None																			68	68		
		Total: South Area site allocations			**57**	**0**	**0**	**0**	**0**	**0**	**~~102~~ 124**	**0**	**0**	**~~306~~ 7**	**~~284~~ 616**	**~~0~~ 72**	**~~48~~ 0**	**~~100~~ 0**	**~~141~~ 148**	**150**	**~~400~~ 287**	**~~323~~ 370**	**~~450~~ 400**	**~~206~~ 460**	**17**	**67**
	South Area other large consented/pre-app sites																									
a i		Kenton Court, 132 Adamsrill Road	*0.21*	Comp				25																		
a i		1 Melfield Gardens*	*0.47*	Comp				16																		
bii		56-60 Farmstead	*0.32*	NS								~~24~~	24													
bi		1-3 Bellingham Road *	*0.02*	UC							18															
bi		Home Park Housing Office, 129 Winchfield Road	*0.24*	UC										~~31~~		31										
bi		~~86-92 Bell Green *~~	~~*0.03*~~								~~23~~															
		Total: South Area other large consented sites			**0**	**0**	**0**	**41**	**0**	**0**	**~~41~~ 18**	**~~24~~ 0**	**~~0~~ 24**	**~~31~~ 0**	**0**	**~~0~~ 31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total: South Area			**57**	**0**	**0**	**41**	**0**	**0**	**~~143~~ 142**	**~~24~~ 0**	**~~0~~ 24**	**~~337~~ 7**	**~~284~~ 616**	**~~0~~ 103**	**~~48~~ 0**	**~~100~~ 0**	**~~141~~ 148**	**150**	**~~400~~ 287**	**~~323~~ 370**	**~~450~~ 400**	**~~206~~ 460**	**17**	**67**

Site status	Site ref	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period		20-year Plan period																			
							Pre 15-year supply					15-year supply														
					Net units completed prior to April 2019	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
												Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Y15
	WEST AREA																									
	West Area site allocations																									
fi	1	111 - 115 Endwell Road	*0.38*	Adopted SA														~~57~~				57				
eii	2	6 Mantle Rd *	*0.12*	~~Adopted SA~~ App											46			~~20~~								
fiii	3	Jenner Health Centre	*0.41*	None																		~~30~~ 36				
fi	4	Land at Forest Hill Station East (Waldram Place and Perry Vale)	*0.21*	Adopted SA																			~~41~~ 20	21		
fi	5	Land at Forest Hill Station West (Devonshire and Dartmouth Roads)	*0.44*	Adopted SA																			~~80~~ 25	25	30	
fiii	6	Perry Vale LSIS	*0.72*	None																			73	73		
fiii	7	Clyde Vale LSIS *	*0.12*	None																					21	~~21~~
fiii	8	Featherstone Lodge, Eliot Bank	*0.64*	None																	~~33~~		33			
bii	9	Willow Way LSIS	1.29	NS + App										60	~~175~~ 115					16						19
fiii	10	74-78 Sydenham Road *	*0.09*	None																						16
fiii	11	Land at Sydenham Road and Loxley Close	*0.64*	None																						125
fi	12	113 to 157 Sydenham Road	*0.86*	Adopted SA																	~~53~~	~~52~~	~~52~~ 53	52	52	
	Total: West Area site allocations				**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**~~0~~ 60**	**~~175~~ 161**	**0**	**0**	**~~77~~ 0**	**0**	**~~0~~ 16**	**~~86~~ 0**	**~~82~~ 93**	**~~246~~ 204**	**~~73~~ 171**	**~~0~~ 103**	**~~162~~ 160**
	West Area other large consented/pre-app sites																									
n/a		Land rear of 15-17a Tyson Road	*0.92*	Comp		68																				
n/a		Fairway House, rear of Dartmouth Road	*0.01*	Comp		27																				
n/a		Longfield Crescent Estate	1.75	Comp		27																				
a i		Former Sydenham Police Station	*0.19*	Comp				33																		
a i		154-158 Sydenham Road	*0.40*	Comp					33																	
a i		Welllington Close, Somerville Estate*	*0.46*	Comp					23																	
a iii		Our Lady and St Philip Neri RC Primary School	*0.33*	UC						59																
bi		Waldram Crescent, Rear of 1-17 Stanstead Road *	*0.11*	UC						~~22~~	22															
a iii		Mayow Park Warehouse (6 C2 supported living and 26 temporary C3 with ratio 1.8:1 applied) *	*0.10*	UC						18																
a i		Garages at Knapdale Close *	*0.72*	Comp					17																	
bii		96a Sydenham Road *	*0.02*	NS							10															
bi		Bampton Estate	1.85	UC						~~0~~	39															
bii		Regent Business Centre, 291-301 Kirkdale	*0.24*	NS								35														
bi		Mais House	1.35	UC								110														
eiii		Martin's Yard, Drakefell Yard	*0.36*	App											71											
bii		Valentine Court	*0.27*	~~App~~ NS								41														
bii		Green Bank Cottage, Taymount Rise	*0.14*	NS									14													
eiii		Taymount Grange	*0.75*	App											20											
bii		Fairlawn Primary School	*0.10*	NS								12														
bii		34 Sydenham Hill	*0.96*	NS									11													
bii		27 Inglemere Road	*0.23*	NS									20													
	Total: West Area other large consented sites				**0**	**122**	**0**	**33**	**73**	**~~99~~ 77**	**~~10~~ 71**	**~~186~~ 198**	**~~0~~ 45**	**0**	**~~71~~ 91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Total: West Area				**0**	**122**	**0**	**33**	**73**	**~~99~~ 77**	**~~10~~ 71**	**~~186~~ 198**	**~~0~~ 45**	**~~0~~ 60**	**~~246~~ 252**	**0**	**0**	**~~77~~ 0**	**0**	**~~0~~ 16**	**~~86~~ 0**	**~~82~~ 93**	**~~246~~ 204**	**~~73~~ 171**	**~~0~~ 103**	**~~162~~ 160**
	Total for Site Allocations				**1,201**	**203**	**0**	**120**	**~~0~~ 56**	**~~685~~ 36**	**~~1,425~~ 2,029**	**~~654~~ 422**	**~~1,317~~ 655**	**~~2,597~~ 1,595**	**~~3,315~~ 4,137**	**~~1,784~~ 1,890**	**~~1,384~~ 1,811**	**~~1,574~~ 2,621**	**~~1,221~~ 1,414**	**~~1,376~~ 1,101**	**~~1,728~~ 1,022**	**~~1,527~~ 1,169**	**~~1,707~~ 1,952**	**~~864~~ 1,715**	**~~780~~ 1,158**	**~~870~~ 1,114**
	Total for other large consented sites				**0**	**802**	**403**	**100**	**~~317~~ 261**	**~~99~~ 77**	**~~161~~ 174**	**~~276~~ 299**	**~~35~~ 69**	**~~31~~ 0**	**~~157~~ 391**	**~~0~~ 31**	**~~109~~ 0**	**~~109~~ 0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Total for large windfall site																**150**	**150**	**150**							
	TOTAL for Large Sites				**1,201**	**1,005**	**403**	**220**	**~~317~~ 317**	**~~784~~ 113**	**~~1,586~~ 2,203**	**~~930~~ 721**	**~~1,352~~ 724**	**~~2,628~~ 1,595**	**~~3,472~~ 4,528**	**~~1,784~~ 1,921**	**~~1,493~~ 1,961**	**~~1,683~~ 2,771**	**~~1,221~~ 1,564**	**~~1,376~~ 1,101**	**~~1,728~~ 1,022**	**~~1,527~~ 1,169**	**~~1,707~~ 1,952**	**~~864~~ 1,715**	**~~780~~ 1,158**	**870 1,114**

Site status	Site ref	Site name	Site size (ha) Italicised = sites less than 1 hectare	Site progress	Pre Plan period		20-year Plan period																			
							Pre 15-year supply					15-year supply														
					Net units completed prior to April 2019	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
												Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Y15
	SMALL SITES																									
a ii and d	**Borough-wide small site completions**					241	133	196	261																	
aiv and g	**Borough-wide small sites windfall allowance based on London Plan target of 379 p.a.**									379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379
		TOTAL for Small Sites			0	241	133	196	261	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379
		TOTAL for Plan Period			1,201	1,246	536	416	~~578~~ 578	~~1163~~ 492	~~1,965~~ 2,582	~~1,309~~ 1,100	~~1,731~~ 1,103	~~3,007~~ 1,974	~~3,851~~ 4,907	~~2,163~~ 2,300	~~1,872~~ 2,340	~~2,062~~ 3,150	~~1,600~~ 1,943	~~1,755~~ 1,480	~~2,107~~ 1,401	~~1,906~~ 1,548	~~2,086~~ 2,331	~~1,243~~ 2,094	~~1,159~~ 1,537	~~1,249~~ 1,493
	UPLIFT FROM BELL GREEN SITES																									
		~~Bell Green Gas Holders and Livesey~~											~~85~~	~~85~~	~~85~~	~~88~~										
		Bell Green Retail Park																				216	216	216	216	216
		Sainsbury's Bell Green																				159	159	159	159	161
		Stanton Square LSIS																						68	69	
		Sydenham Green Group Practice																								51
		Worsley Bridge Road LSIS																						66		
		Total for uplift			0	0	0	0	0	0	0	0	~~85~~ 0	~~85~~ 0	~~85~~ 0	~~88~~ 0	0	0	0	0	0	375	375	509	444	428
		TOTAL for Plan Period with uplift			1,201	1,246	536	416	~~578~~ 578	~~1163~~ 492	~~1,965~~ 2,582	~~1,309~~ 1,100	~~1,816~~ 1,103	~~3,092~~ 1,974	~~3,936~~ 4,907	~~2,251~~ 2,300	~~1,872~~ 2,340	~~2,062~~ 3,150	~~1,600~~ 1,943	~~1,755~~ 1,480	~~2,107~~ 1,401	~~2,281~~ 1,923	~~2,461~~ 2,706	~~1,752~~ 2,603	~~1,603~~ 1,981	~~1,677~~ 1,921

a Completions since 2020
b i Sites with detailed/reserved permission under construction with 10+ units
b ii Sites with detailed/reserved permission yet to start construction with 10+ units
c Sites with outline permission with 10+ units
d Sites with detailed/reserved or outline permission with less than 9 units
e i Other sources, sites with detailed/reserved permission with 10+ units that have a resolution to approve
e ii Other sources, applications and pre-apps
f i Site allocations carried forward from adopted Local Plans
f ii Site allocation considered in masterplan studies
f iii Site allocations where no progress towards a planning consent has been made
g windfall allowance

MM334	Schedule 12 Table 21.12	Schedule 12: Tall Building Suitability Zones Table 21.12: Table showing Tall Building Suitability Zones

COVERAGE MAXIMUM BUILDING HEIGHT (STOREYS)	COVERAGE MAXIMUM BUILDING HEIGHT (STOREYS)
NORTH DEPTFORD	
Surrey Canal Triangle Mixed-use Employment Location	45
Apollo Business Centre Locally Significant Industrial Site and Surrey Canal Road and Trundleys Road Locally Significant Industrial Site	25
Deptford Landings Mixed-Use Employment Location (previously known as Timberyards, Oxestalls Road) and Evelyn Court Locally Significant Industrial Site	35
Convoy's Wharf Mixed-Use Employment Location	48
Neptune Wharf MEL	25
Evelyn Court LSIS	35
DEPTFORD CREEKSIDE	
~~Land overlooking Deptford Creek adjacent Laban Theatre and new development of Union Warf~~ Creekside Village East, Thanet Wharf Mixed-Use Employment Location	30
Sun Wharf Mixed-Use Employment Location (including Network Rail Arches)	20
LEWISHAM	
~~Conington Road brownfield site, Land at Conington Road and Lewisham Road, Thurston Road Bus Station and Lewisham Gateway~~ Lewisham Retail Park, Lewisham Gateway, Conington Road (south)	35
Lewisham Gateway	35 with 16 storeys in south eastern corner
Silver Road and Axion House	16
Lewisham Retail Park	35
Lewisham Shopping Centre	25
Triangular site used as a depot adjacent to River Ravensbourne.	16
Land at Conington Road and Lewisham Road (Tesco)	16
~~Church Grove self-build site~~	~~16~~
CATFORD	
Wickes and Halfords ~~big box retail~~, Catford Road	20 at centre and 12 at periphery
Catford Shopping Centre and Milford Towers	20 storeys at centre, with 12 storeys in discreet locations subject to detailed testing.
Laurence House and Civic Centre ~~with Rushey Green telephone exchange~~	12 storeys
Catford ~~Retail Park~~ Island	20 at centre, with 16 storeys in discreet locations subject to detailed testing.
NEW CROSS AND NEW CROSS GATE	
Besson Street (Kender Triangle)	12

~~Former Hatcham Works,~~ New Cross Gate Retail Park, ~~12~~ Goodwood Road and New Cross Road	15
Clifton Rise and Achilles Street	12 to 15
Amersham Vale parking lot and 'Metro New Cross'	~~12 to 15~~ 10 to 12
BELLINGHAM	
Ravensbourne Retail Park	10 to 12
LEE	
Sainsbury's ~~Site~~ Lee Green and Leegate Shopping Centre	10 to 12
BELL GREEN / LOWER SYDENHAM	
Southern corner of former Gas Works site, Bell Green Retail Park and Sainsbury's Bell Green	16
Stanton Square LSIS	12
Worsley Bridge Road Locally Significant Industrial Site	12

End of Appendix.