

Lewisham local plan



# Lewisham town centre local plan

Adoption version

February 2014



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Section 1 of the Lewisham Town Centre Local Plan (LTCLP) firstly introduces Lewisham town centre, its strengths, weaknesses and the opportunities for it to develop and improve in the next five to ten years.

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

## 1.1 Lewisham town centre and the Local Plan

- 1.1 Lewisham town centre is at the heart of the Borough of Lewisham. The town is the most important shopping and leisure destination in the area as well as a major transport hub. The town is a home, workplace and visitor location for a diverse and varied community.
- 1.2 Lewisham town centre has existing excellent public transport and road connections to central London, Docklands and the suburbs. Additionally, there is a busy retail centre including a vibrant street market and a new state of the art leisure centre due to open in 2013.
- 1.3 Alongside these positive aspects of the town centre there are a number of redevelopment opportunities that provide the exciting prospect to change Lewisham town centre for the better. There is an opportunity to transform the way the centre works and radically improve the way of life for everyone associated with Lewisham town centre through the regeneration of residential, commercial and retail development sites, the radical improvement of the transport interchange and the careful management of this process to meet the overall town centre needs.
- 1.4 The Lewisham Town Centre Local Plan (LTCLP) is at the heart of regenerating the town centre. It provides a vision and a number of objectives for the town centre, supported by a suite of policies, guidance and a delivery plan. The LTCLP will demonstrate what is required to redevelop the area into a vibrant and successful centre, including improvements to shopping, living, working, and spending leisure time in the town centre. Further, the LTCLP will ensure individual developments support the town centre wide objectives, are well designed and environmentally smart.
- 1.5 The LTCLP has three sections to guide development:
  - The first establishes the plan area boundary and introduces the spatial strategy for the town centre (Section 4)
  - The second identifies a number of Policy Areas where development is expected to be focused and recognises key development sites. Local policies and guidance for each Policy Area and site is provided (Section 5)
  - The third sets out a suite of policies that are relevant to all development proposals across the entire town centre (Section 6)

Picture 1.1 Lewisham Town Centre Local Plan



Fig. 1.1  
Lewisham Town Centre Local Plan

## 1.2 Key characteristics of Lewisham town centre

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

### Economy

- 1.7** The town centre has developed as an important dynamic and strategic retail and service hub under its designation as a Major Centre within the London Plan. Lewisham town centre offers a wide variety of retail appeal including the historic street market, comparison goods retail in the Lewisham Shopping Centre and independent specialist retail along the Lee High Road.
- 1.8** In recent years, retail growth has not kept pace with other expanding town centres such as Bromley and out of town locations such as Bluewater. This has led to a situation where a number of local residents will choose to travel away from Lewisham town centre for their leisure and shopping needs. The town centre also has little evening economy offer, with only a small number of bars and restaurants and a lack of leisure facilities such as a cinema or theatre.
- 1.9** Employment in the town centre is largely split between distribution, hotels and restaurants (largely retail) providing 30% of total jobs, banking, finance and insurance providing 27% and public sector (administration, education and health) supplying 26% (Census 2001).
- 1.10** There is a relatively weak office sector in the town centre, exacerbated through a poor quality of office stock creating a low-rent, but unattractive environment. Improvements to the quality and quantum of offer are required to create a more vibrant commercial sector in the town.

Figure 1.2 Lewisham Town Centre in context

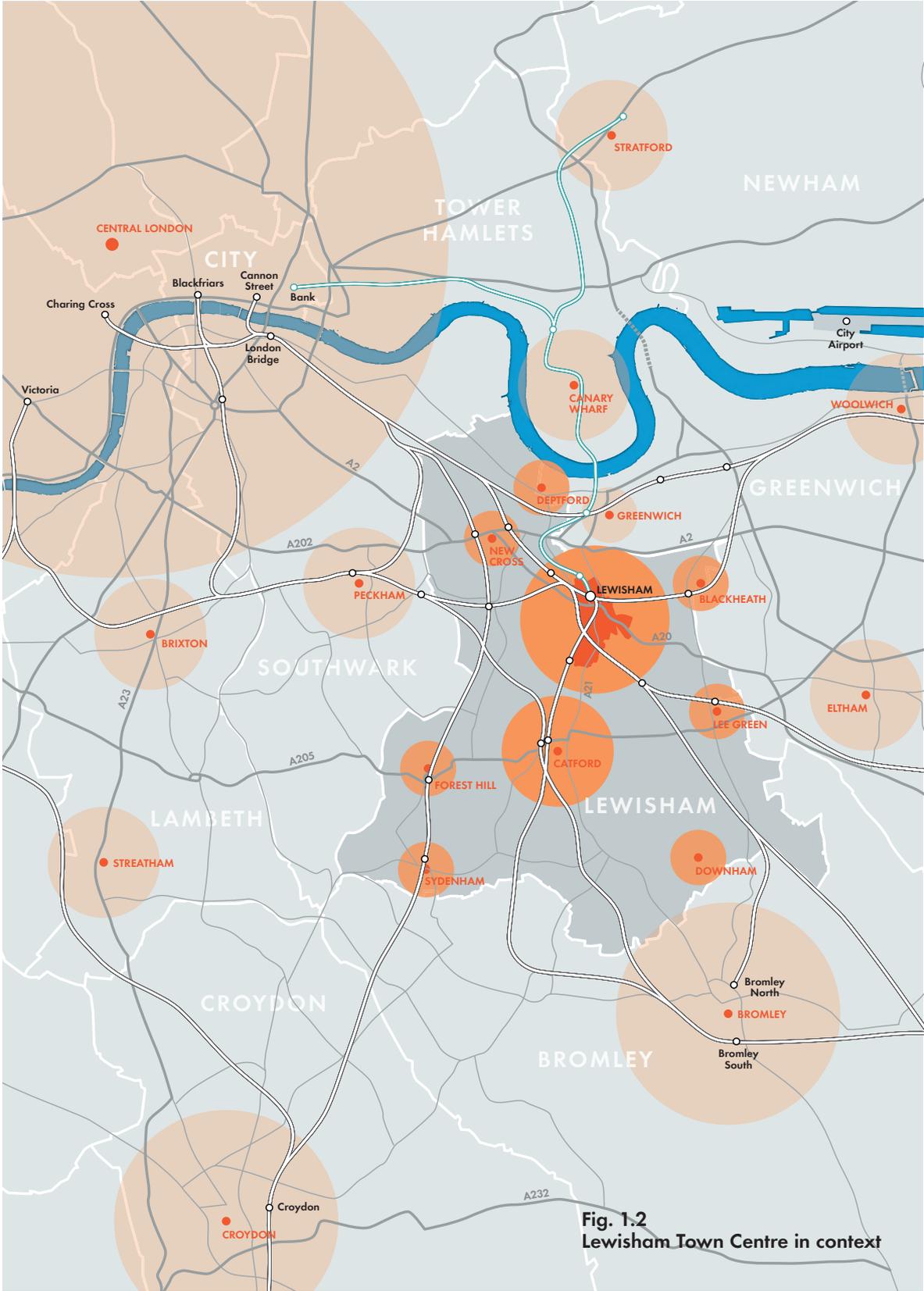


Fig. 1.2  
Lewisham Town Centre in context

## People

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

## Transport

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

## Environment

- 1.19** The borough has many award winning parks and green spaces, while within the town centre open space is provided through a mix of green and hard landscaping. Additionally, there is a Site of Importance for Nature Conservation (Le B2.15 Railside Land : F - Lewisham) and a number of green corridors that permeate the outskirts of the centre.
- 1.20** The River Ravensbourne and the River Quaggy flow north and west respectively through the town centre surrounds, converging adjacent to the Lewisham transport interchange and continuing north towards the River Thames. The paths of both rivers are affected at points by culverts and channelling, while other sections accompany open space (including the

Waterlink Way), providing an attractive town centre riverside environment. In September 2010 the Council in conjunction with the Environment Agency completed a River Ravensbourne Corridor Improvement Plan. The Plan supports opportunities to enhance the quality of the river environment, improve public access, and provides specific and general design guidance for new development along the river corridor.

- 1.21** Large parts of the town centre are at some risk of flooding from fluvial sources (the River Ravensbourne and the River Quaggy) although importantly the town centre is protected by the Thames Barrier. Due to the urban setting, other sources of flooding, such as through surface water, should also be considered. The recent naturalisation of parts of the River Ravensbourne has assisted in flood management.
- 1.22** A number of key historical assets exist in Lewisham town centre, including listed and locally listed buildings. There are several notable churches as well as historic local civic buildings and monuments such as the Clock Tower. The former Ladywell Baths (Playtower) is a listed building at serious risk of collapse and requires action to improve it. There are also two local landmarks within the plan area boundary as well as the historic street market, which provides a vibrant and historic heart to the centre.

Figure 1.3 Lewisham Town Centre currently



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

#### 1.23 Economy:

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

#### 1.24 Social:

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

#### 1.25 Environment:

- Protection and enhancement of biodiversity and habitats
- Flood risk from rivers and other sources
- CO2 emissions and climate change adaptation
- Traffic congestion and car dependence
- High levels of air pollution
- Aging building stock
- Recycling and waste production
- Inclusive design – access for all
- Protection and enhancement of heritage assets
- Design quality of new development

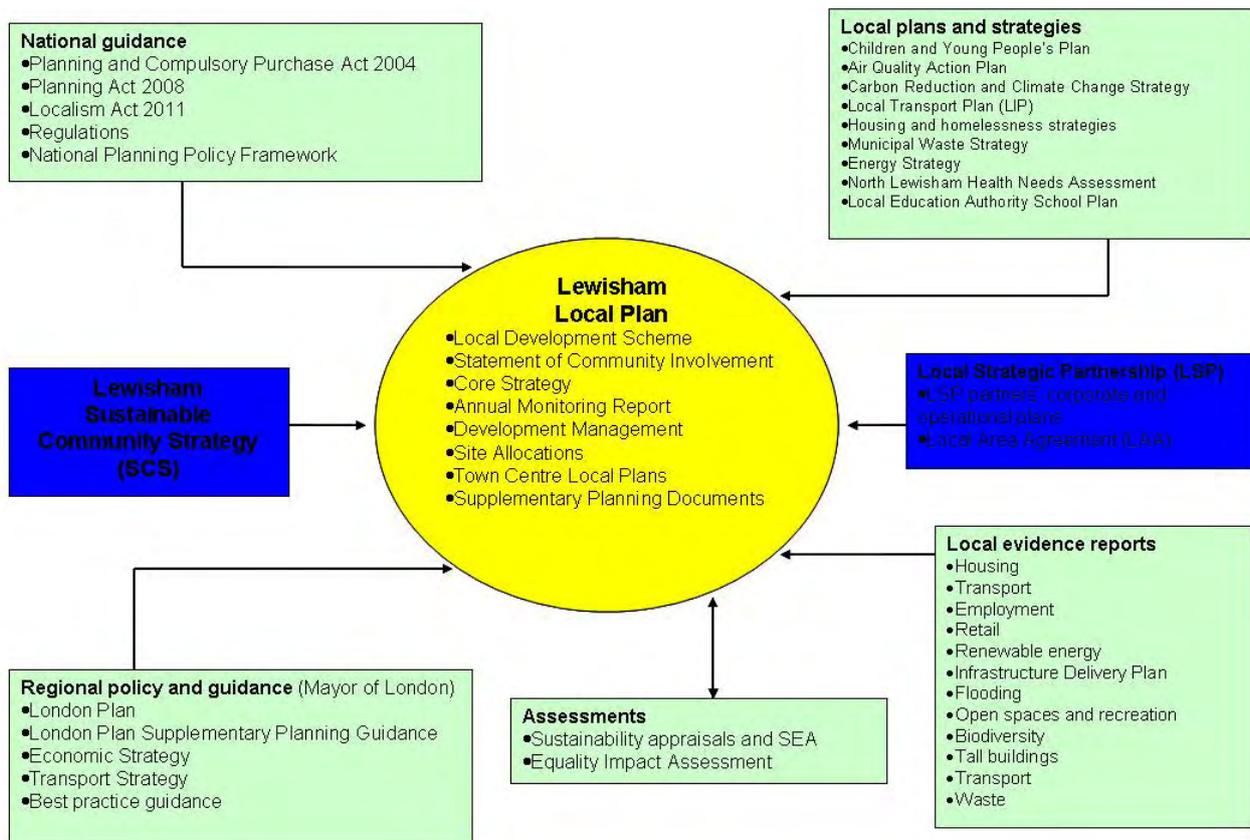
## 1.4 How does the LTC Local Plan relate to other policy?

- 1.26** The LTCLP, together with other Local Development Framework (LDF) documents (including the Core Strategy, adopted June 2011) and the London Plan, form the ‘development plan’ for the London Borough of Lewisham. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 makes clear that determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.
- 1.27** The LTCLP should be read in conjunction with the other documents that form the development plan. The complete policy context related to this LTCLP is shown in Figure 1.4.

### Statement

The Lewisham Town Centre Local Plan is in general conformity with the London Plan 2011, implements the Lewisham Core Strategy and is consistent with the National Planning Policy Framework (NPPF).

Figure 1.4 policy context



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

## Evidence base

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

## Local plans

- 1.30** The LTCLP forms part of Lewisham's Local Development Framework (LDF), which is a collection of planning documents that will guide future development of the borough and includes:
- Core Strategy
  - Site Allocations
  - Development Management
  - Lewisham town centre local plan
- 1.31** The Core Strategy was adopted in June 2011 and establishes the borough-wide spatial policy context. The Site Allocations and Development Management documents are being produced and are therefore not currently policy, but will replace the remainder of the Unitary Development Plan 2004 once adopted. Additional to these documents are a number of supplementary planning documents which give guidance on detailed elements of planning. Full details can be found on the Council's website.
- 1.32** Lewisham's adopted Core Strategy sets out a spatial strategy for the whole of the borough for the next 15 years and also sets the scene for the LTCLP. Core Strategy Spatial Policy 2 identifies Lewisham town centre as a Regeneration and Growth Area and the Lewisham Gateway Site as one of five Strategic Sites that are central to the achievement of the Strategy.
- 1.33** The Core Strategy aims to ensure that by 2026 the town centre achieves Metropolitan status on the London wide retail hierarchy, accommodating up to 40,000 sqm of additional retail space, improved leisure space and 2,500 additional homes. This provides the focus of the vision for the LTCLP, which aims to deliver and implement the strategy outlined in the Core Strategy. The LTCLP supersedes the saved UDP proposals as they apply to the Lewisham town centre (as identified in Appendix 5: UDP Proposals replaced by the LTCLP) and all other adopted guidance, including the Lewisham Gateway Planning Brief (2002).

## The London Plan (2011)

- 1.34** The Mayor of London's Spatial Development Strategy (the London Plan), with which all local plans need to be in general conformity, sets out London-wide policies, supported by Supplementary Planning Guidance. In general the London Plan is supportive of the LTCLP throughout. Appendix 1 contains a list of the policies in this LTCLP and subsequent details of each London Plan policy that supports the position taken within the LTCLP.
- 1.35** Of particular importance to the LTCLP is the London Plan aim to provide the city with a polycentric structure which encourages a spread of successful town centres and designates Lewisham town centre as a major centre. Policy 2.15 states that they should be the focus for goods and services and for growth in the commercial sector and the intensification of

use, including the residential offer. Town centres are also championed as appropriate locations for leisure and cultural activities, the evening economy and community hubs which create a sense of place for local neighbourhoods.

- 1.36** Policy 3.4 promotes the optimisation of housing potential through intensification, town centre renewal and mixed use redevelopment of surplus commercial land. All three of these elements are achievable in Lewisham town centre and this fits appropriately with the London Plan designation of the town as an 'Opportunity Area' and the wider designation as part of the Thames Gateway growth area, which both promote its development potential. The Borough of Lewisham is required to provide 1,105 new homes per year of which the Lewisham-Catford-New Cross Opportunity Area is expected to deliver a significant proportion.

### **National policy**

- 1.37** The national policy context for the LTCLP is provided by the NPPF, published in March 2012. The LTCLP is consistent with the NPPF.

## 1.5 Sustainability Appraisal and Equalities Analysis Assessment

- 1.38** The purpose of a Sustainability Appraisal (SA) is to make sure that all the things which are referred to as ‘sustainability issues’ such as using public transport instead of the private car, the impact of flooding or climate change, or the pressures placed on open space from an increasing population, are taken into account when preparing the LTCLP and measures included to mitigate any impacts.
- 1.39** The Lewisham Town Centre Local Plan has been subject to SA at each stage of its production and the principles of sustainable development run throughout the LTCLP.
- 1.40** Sustainability appraisal has been used to help identify issues, test options and identify the vision, objectives and policies contained in the LTCLP. This is documented in the Sustainability Appraisal report that has been published with the LTCLP. The LTCLP’s likely effect on European designated wildlife sites is similarly appraised in the accompanying Habitat Regulations Assessment.
- 1.41** An Equalities Analysis Assessment (EqAA) was produced following the final options round (the Further Options Report, 2011) to support the LTCLP. An EqAA is the process of systematically analysing a proposed or existing policy or strategy to identify what effect, or likely effect will follow from the implementation of the policy for different groups in the community. In brief, the EqAA ensures that policies developed and implemented through the LTCLP will contribute to improving the lives of local communities.
- 1.42** The EqAA identified a number of positive impacts of the LTCLP policies on equalities groups and a small number of potential issues. Mitigation for the concerns has been included by adjusting the housing and car parking policies and all policies relating to flood risk.
- 1.43** The monitoring framework and ongoing Annual Monitoring Report process have been expanded to include the indicators required by both the SA and the EqAA.

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

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

## 2.1 The vision

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

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

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

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

### 2.2 The objectives

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

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

#### **Objective 2 – Housing:**

To deliver up to 2,300 additional new homes by 2016 and a further 1,100 additional new homes by 2021 to create a sustainable and mixed community of private and affordable housing in line with the Core Strategy, with highest densities focused in locations with the highest level of public transport accessibility.

#### **Objective 3 – Design quality:**

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

#### **Objective 4 – Employment and training:**

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

#### **Objective 5 – Open space and recreation:**

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

#### **Objective 6 – Transport:**

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

#### **Objective 7 – Environment:**

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

#### **Objective 8 – Community:**

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

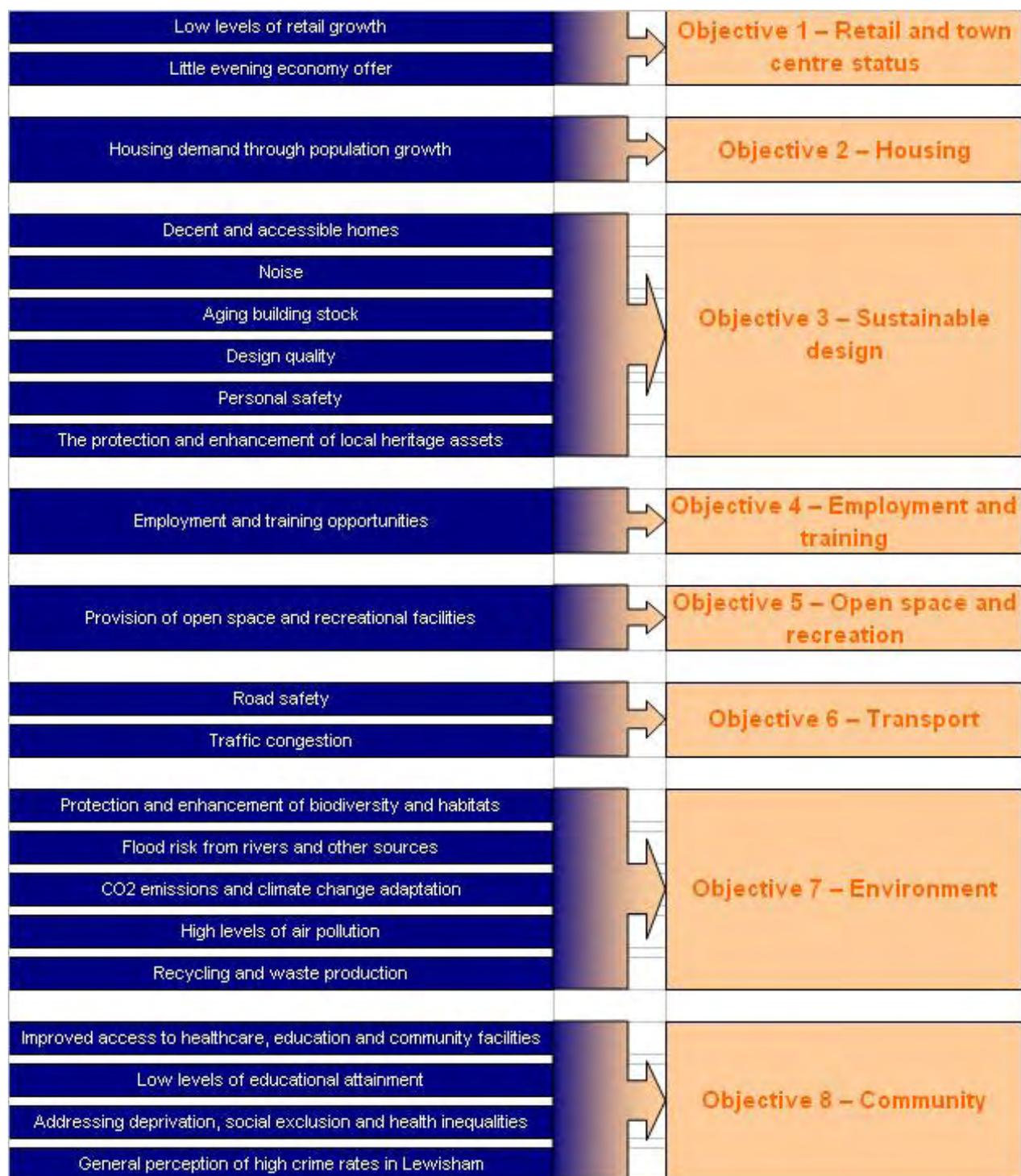
**Objective 9 – Implementing and monitoring the LTCLP:**

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

2.3 From issues to objectives

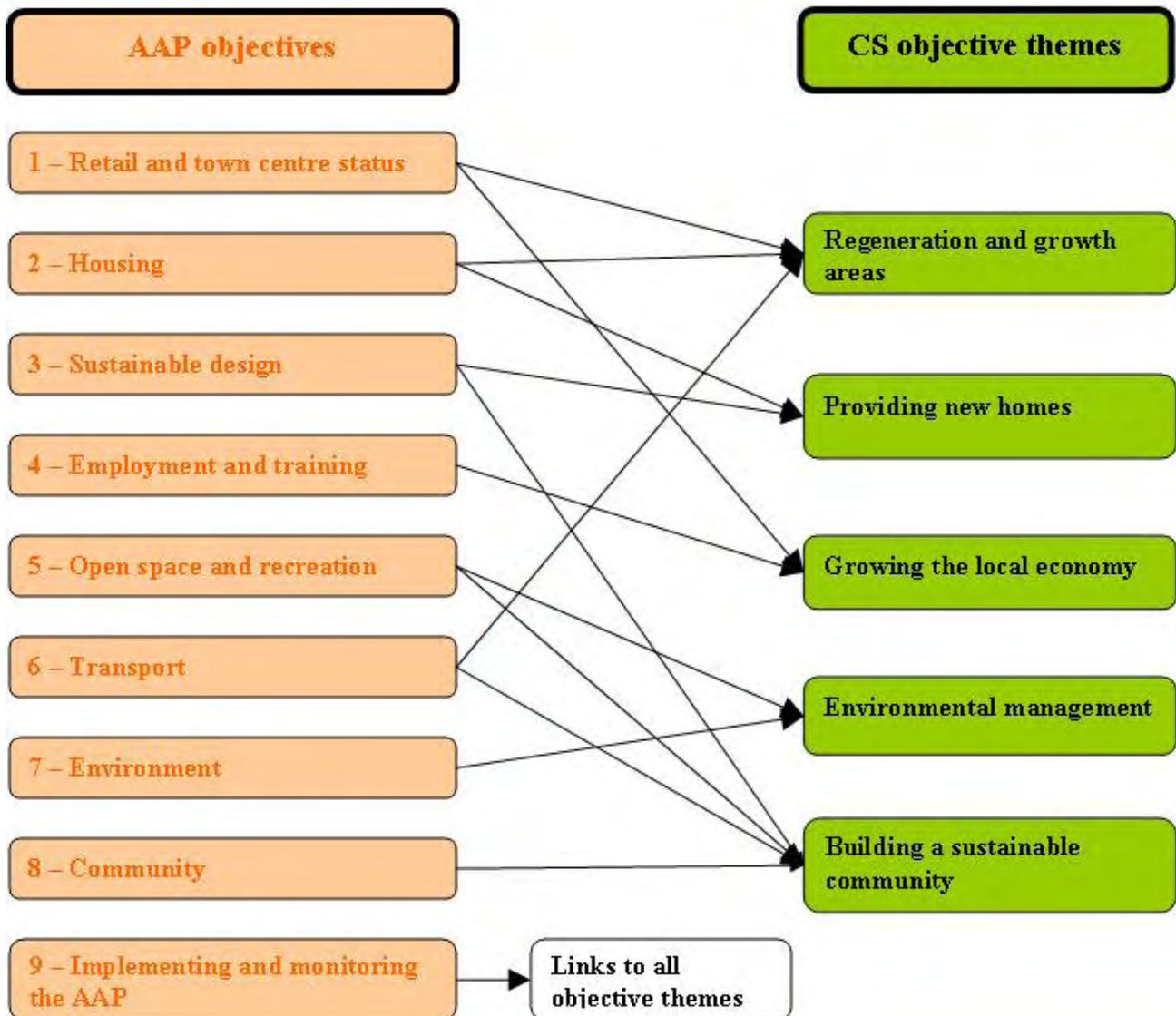
2.3 Figure 2.1 links the issues and challenges for the town centre brought forward in Section 1.3 with the objectives identified in Section 2.2 to fix the issues. Sections 4, 5 and 6 contain a selection of policies that will contribute to meeting each of the LTCLP objectives and hence tackle each of the identified issues through the channels demonstrated below.

Figure 2.1 Issues and challenges in Lewisham town centre influencing objectives



2.4 Further, in Figure 2.2 the LTCLP objectives are connected to the strategic objective themes that are used to guide the Core Strategy, demonstrating a consistency of approach throughout the LDF process. Additionally, it acts as a reminder that the wider Core Strategy policies will have a direct influence upon the development of the town centre.

Figure 2.2 LTCLP objectives and Core Strategy objective themes



- 3.1** The NPPF states that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (paragraphs 14 and 15). To support this approach, all policies in the LTCLP should be read in the context of Policy LTC0 – Presumption in favour of sustainable development.

### Policy LTC0

#### Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions which mean that proposals secure development that improves the economic, social and environmental conditions in the borough.

Planning applications that accord with the policies in the Lewisham Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

#### Context

- 3.2** The focus of the NPPF is on a presumption in favour of sustainable development and positive growth. The NPPF states that international and national bodies have set out broad principles of sustainable development including:
- Resolution 24/187 of the United Nations General Assembly, which defines sustainable development as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. (Brundtland Report)
  - The UK Sustainable Development Strategy Securing the future, which sets out five guiding principles of sustainable development:
    1. Living within the planet's environmental limits
    2. Ensuring a strong, healthy and just society
    3. Achieving a sustainable economy
    4. Promoting good governance
    5. Using sound science responsibly.

**3.3** The Government believes that sustainable development can play three critical roles in England:

<b>Economic role</b>	Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support growth and innovation
<b>Social role</b>	Supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations, and by creating a high quality built development with accessible local services
<b>Environmental role</b>	Contributing to protecting and enhancing our natural, built and historic environment

**3.4** The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision making. The presumption is subject to two exceptions as outlined in part 3 to the policy.

**3.5** The NPPF provides specific detail relating to 13 aspects of sustainable development which proposals and plan-making needs to comply with. These are:

- building a strong competitive economy
- ensuring the vitality of town centres
- supporting a prosperous rural economy
- promoting sustainable transport
- supporting high quality communications infrastructure
- delivering a wide choice of high quality homes
- requiring good design
- promoting healthy communities
- protecting Green Belt land
- meeting the challenge of climate change, flooding and coastal change
- conserving and enhancing the natural environment
- conserving and enhancing the historic environment and
- facilitating the sustainable use of minerals.

The first part of Section 4 details the direct scope of the report by detailing the plan area boundary.

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

Lastly, part 4.3 seeks to ensure that the development of individual sites or Policy Areas is progressed with appropriate consideration of the vision and objectives of the LTCLP, the wider development context and the potential development of other sites and Policy Areas.

## 4.1 The plan boundaries

### Policy LTCP1

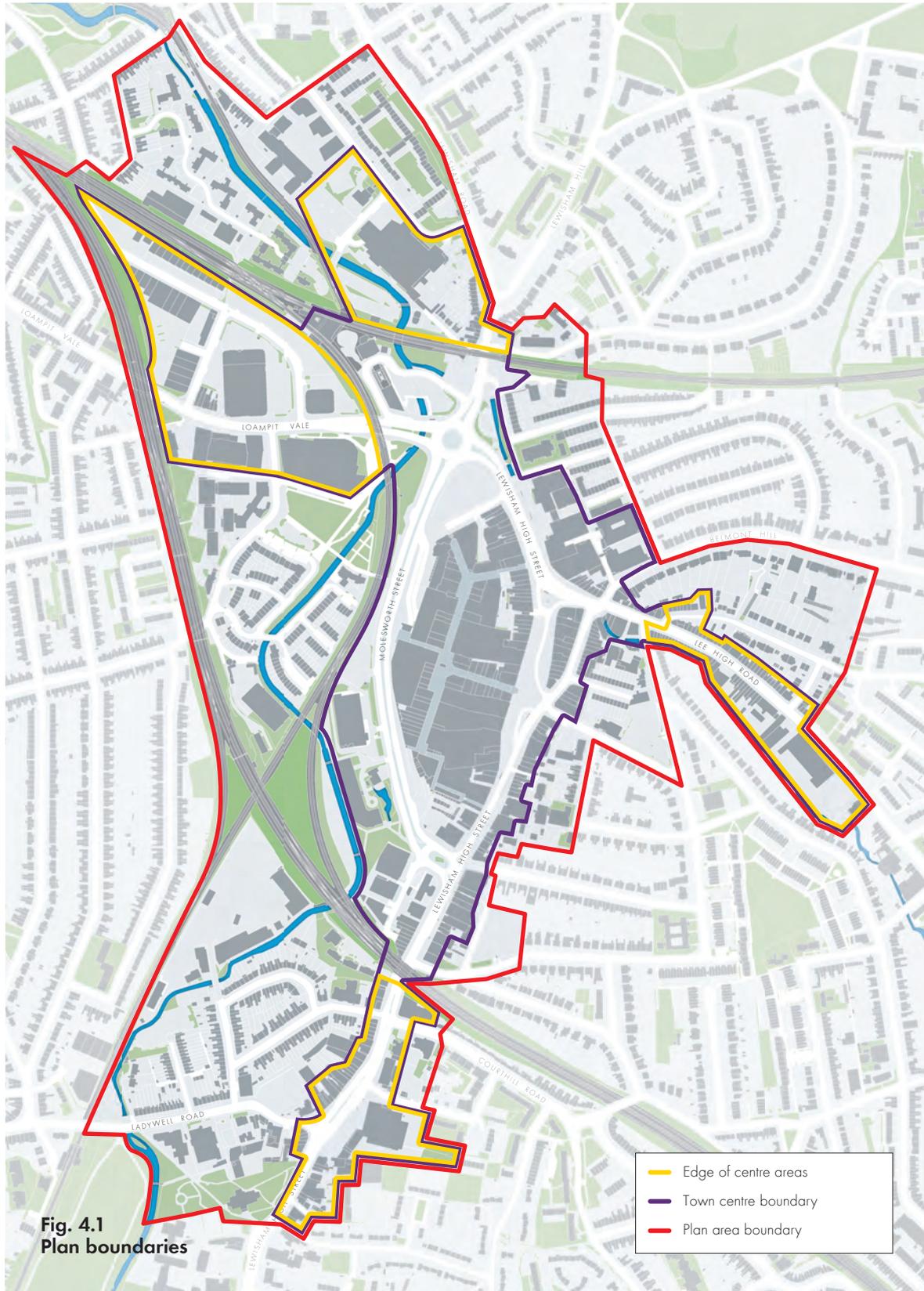
#### Plan boundaries

The plan area and town centre boundaries have been defined as shown in Figure 4.1, alongside those parts of the town centre that are considered edge of centre.

### Delivery context

- 4.1** The town centre boundary includes the primary shopping area and those areas predominantly occupied by main town centre uses. Within the town centre boundary, several locations are designated as 'edge of centre' while locations beyond the town centre boundary are considered 'out of centre'. These designations have been made in accordance with the definitions in the glossary of the NPPF.
- 4.2** For the full list of policy and evidence base linkages with this policy see Appendix 1.

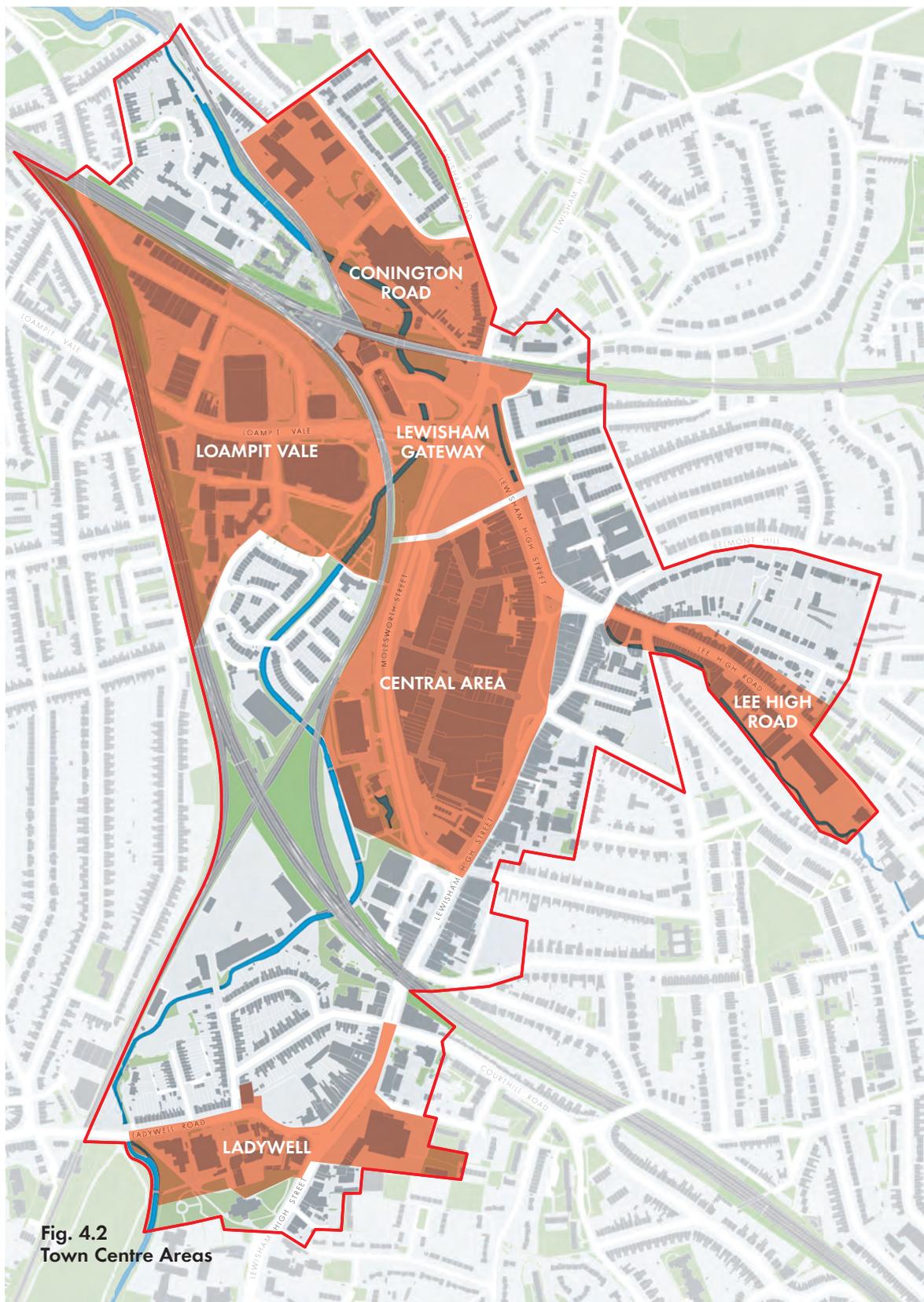
Figure 4.1 Plan boundaries



## 4.2 Introducing policy areas and sites

- 4.3** A review of Lewisham town centre, looking at factors such as architecture, townscape features and retail influence, demonstrated that there are distinct sub-areas within the town centre. These sub-areas have diverse characters and each present different opportunities to enhance the social, environmental and economic health of the town centre. These sub-areas have been labelled 'Policy Areas'.
- 4.4** The Policy Areas provide a means to realise the vision and objectives of the LTCLP and are as follows:
- Lewisham Gateway
  - Loampit Vale
  - Conington Road
  - Lee High Road
  - Ladywell
  - Central
- 4.5** Figure 4.2 shows the six Policy Areas in the context of the plan area boundary.
- 4.6** The majority of the Policy Areas have been defined to assist in the intensification of those central town centre locations which have excellent public transport linkages (in line with national and London Plan policy). Specifically, these areas include the identified development opportunities which will deliver new retail floorspace, homes and jobs as well as contributing to sustainable patterns of transport and creating a high quality environment for the benefit of all who use the centre and rely on the essential services provided within it. The exception to this is Ladywell Policy Area which is dominated by a number of historic buildings and a conservation area which the LTCLP policies seek to protect and enhance.
- 4.7** Each Policy Area has different and distinct requirements and opportunities to support a diverse town centre. Therefore Section 5 includes a separate sub-section for each Policy Area, which details the character of the area and contains an area specific policy to guide future development and rationale for the inclusion of the policy.
- 4.8** Further capacity for development exists across many sites in Lewisham town centre. To accommodate this potential growth, each Policy Area is assigned an indicative capacity for the remaining development. Within the Policy Areas, individual sites will still require an assessment of the site capacity in line with the London Plan development density matrix.
- 4.9** The six Policy Areas cover less than 50% of the total plan area boundary. Areas outside the Policy Areas are also important in supporting the town centre functions, however they are largely established, have generally lower public transport accessibility and less development is anticipated. In these areas, development will need to conform with the area-wide policies in Section 6.

Figure 4.2 Policy Areas



**4.10** Within each of the Policy Areas, there are a number of major sites which have the potential for development and are considered key in achieving the vision and the objectives of the LTCLP. The majority of the sites are considered suitable for redevelopment to a mix of uses, including residential, retail, business, leisure and community uses. Appropriate uses for specific sites are detailed in the Policy Area policies in Section 5.

**4.11** The sites identified as key to the development of Lewisham town centre are listed below and identified in Figure 4.3.

**Gateway Policy Area:**

S1. Lewisham Gateway

S2. Kings Hall Mews

**Loampit Vale Policy Area:**

S3a/b. Thurston Road – east of Jerrard Street

S4. Thurston Road – west of Jerrard Street

S5. Thurston Road – Railway Strip

**Conington Road Policy Area:**

S6. Tesco block, car park and petrol station

**Lee High Road Policy Area:**

S7. Lee High Road West

**Ladywell Policy Area:**

S8. Ladywell Leisure Centre

**Central Policy Area:**

S9. Land north of Lewisham Shopping Centre

S10. Land south of the Lewisham Shopping Centre

**4.12** Additionally there are a number of sites in the town centre where planning permission has been granted and development is under construction or completed. These sites are also identified in Figure 4.3.

**4.13** The six Policy Areas identified above and explored in Section 5 are allocated indicative development capacities for the potential delivery of housing. For Policy Area detail see Sections 5.1 to 5.6. The town centre wide total of the indicative capacities for housing is 2,420 which is 980 below the total development required by Objective 2 of 3,400. However 977 housing units are under construction or have already been delivered, meaning the total new homes for delivery in the town centre will be 2,420 plus 977 which equals 3,397.

**4.14** The Core Strategy (June 2011) states that up to 2,600 houses are to be accommodated in Lewisham town centre over the plan period (2011 – 2026). The Core Strategy designated homes only to the sites which were known, available and developable at the time in order

to ensure the plan was deliverable. The increase in potential housing delivery in the LTCLP is mainly due to the identification of additional sites in the Conington Road, Central and Ladywell Policy Areas and the minor reassessment of the capacity of Loampit Vale and Lee High Road Policy Areas. No changes have been made to the capacities of individual development sites that were included in the calculation of the Core Strategy designation.

- 4.15** The same capacity approach is used for retail floorspace. LTCLP Objective 1 identifies a requirement for 44,000 sq m of new retail floorspace, while the indicative capacities of the six Policy Areas in Section 5 equate to 44,500 sq m. There has been 3,050 sq m of additional retail space already delivered, meaning the total new retail floorspace to be delivered is 47,550 sq m.
- 4.16** The Core Strategy (June 2011) states that up to 40,000 sq m of retail floorspace is to be accommodated in the town centre. It is the emergence of a site previously not included in the Core Strategy that has caused the increase in deliverable space. The site is Lewisham Shopping Centre which is capable of delivering 10,000 sq m of new space. All other town centre development sites considered in both the Core Strategy and all the LTCLP are expected to deliver the same or a very similar quantum of retail floorspace.

Figure 4.3 Development sites

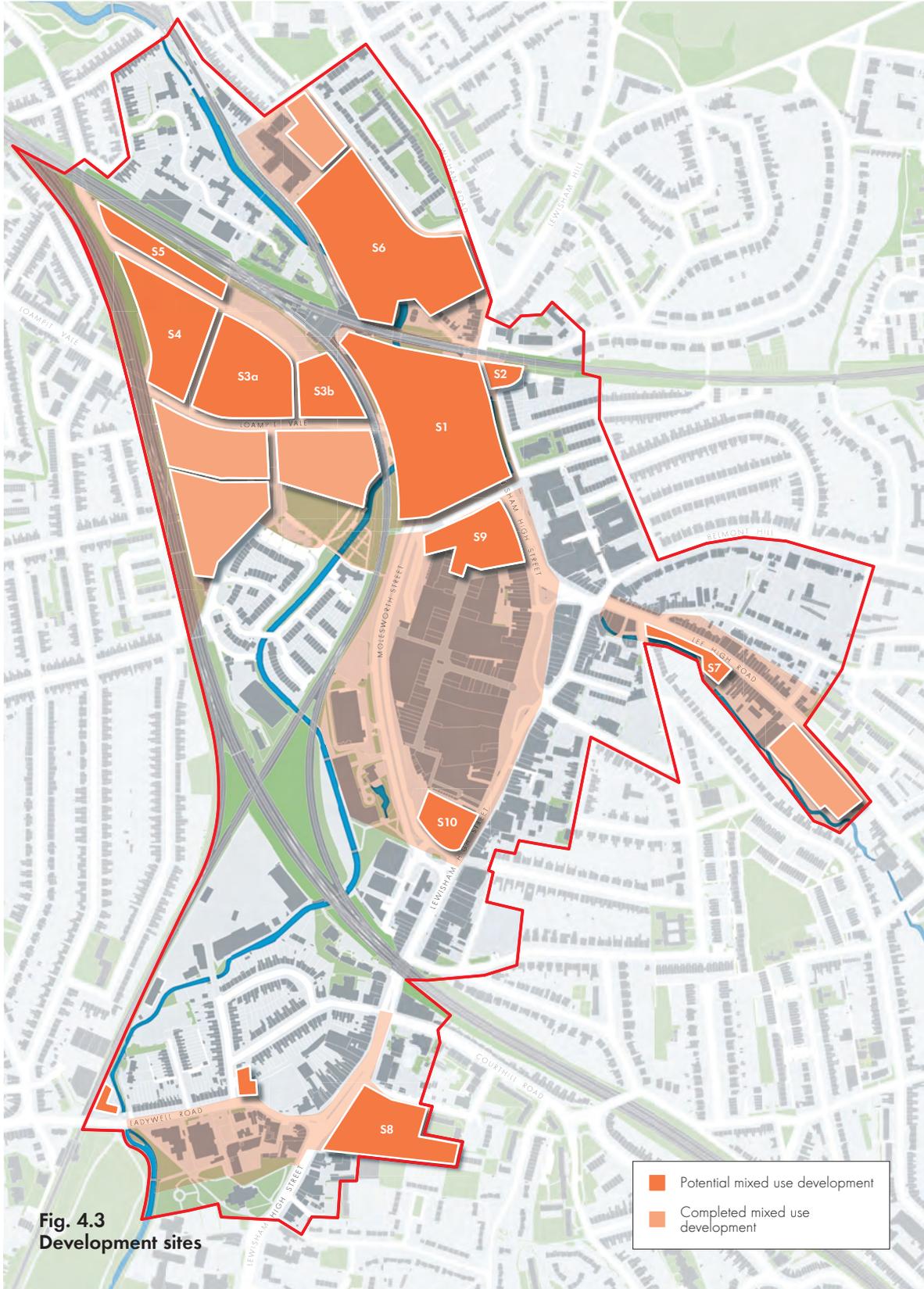


Fig. 4.3 Development sites

### 4.3 Creating a cohesive and complete town centre experience

#### Policy LTC2

##### Town centre boundary

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

(a) demonstrate how the proposal will support the delivery of the town centre vision and the objectives of both the town centre and the individual Policy Areas,

(b) demonstrate how the proposal for a site has been informed by the current, emerging and future context of the site and surrounding area,

(c) ensure that the proposal is in no way detrimental to the successful current or future implementation of other nearby sites or their ability to meet the LTCLP vision or objectives.

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

#### Rationale

- 4.17** The development of the individual sites identified in Figure 4.3 is of great importance to the successful delivery of the objectives for each of the Policy Areas and also for the vision and objectives of the whole LTCLP. However, it is the successful delivery of all sites and the cumulative impact of every development that will fulfil the LTCLP vision and objectives.
- 4.18** As seen in Figure 4.3, the town centre location contains a large number of sites in close proximity to each other. The highly accessible nature of the town centre means that policy demands higher density development than the surrounding residential areas. Therefore development of one site may have a significant impact on proposed or potential development of adjacent sites. To ensure the delivery of a coordinated and cohesive town centre it is crucial that communication takes place between landowners, applicants and the Council. It may be appropriate for applicants to prepare a joint masterplan for specific sites, multiple sites or whole Policy Areas.
- 4.19** For the full list of policy and evidence base linkages with this policy see Appendix 1.
- 4.20** Figures 4.4 to 4.6 detail a number of key attributes across the town centre. While considering individual sites, applicants should give regard to the contextual information displayed. These plans do not provide an exhaustive list of all multiple site concerns, however they are designed to guide applicants towards the type of considerations that should be reflected in a proposal and detailed in a design and access statement.
- 4.21** Figure 4.4 identifies the development context, including details of planned and delivered development sites. It shows the intended extension to the retail core which is central to the vision of establishing Lewisham as a metropolitan town centre.

- 4.22** Figure 4.5 shows the environmental context. Green and hard public spaces, rivers and other environmental concerns are central to the vision for Lewisham town centre. The planned development provides a unique opportunity to improve the public realm and public experience of the town centre.
- 4.23** Figure 4.6 shows the key routes and linkages that are vital to ensuring the delivery of a legible, permeable and accessible town centre. The wide scale redevelopment of large town centre areas gives us an excellent opportunity to improve access to the town centre, especially for pedestrians and cyclists.

Figure 4.4 Development context

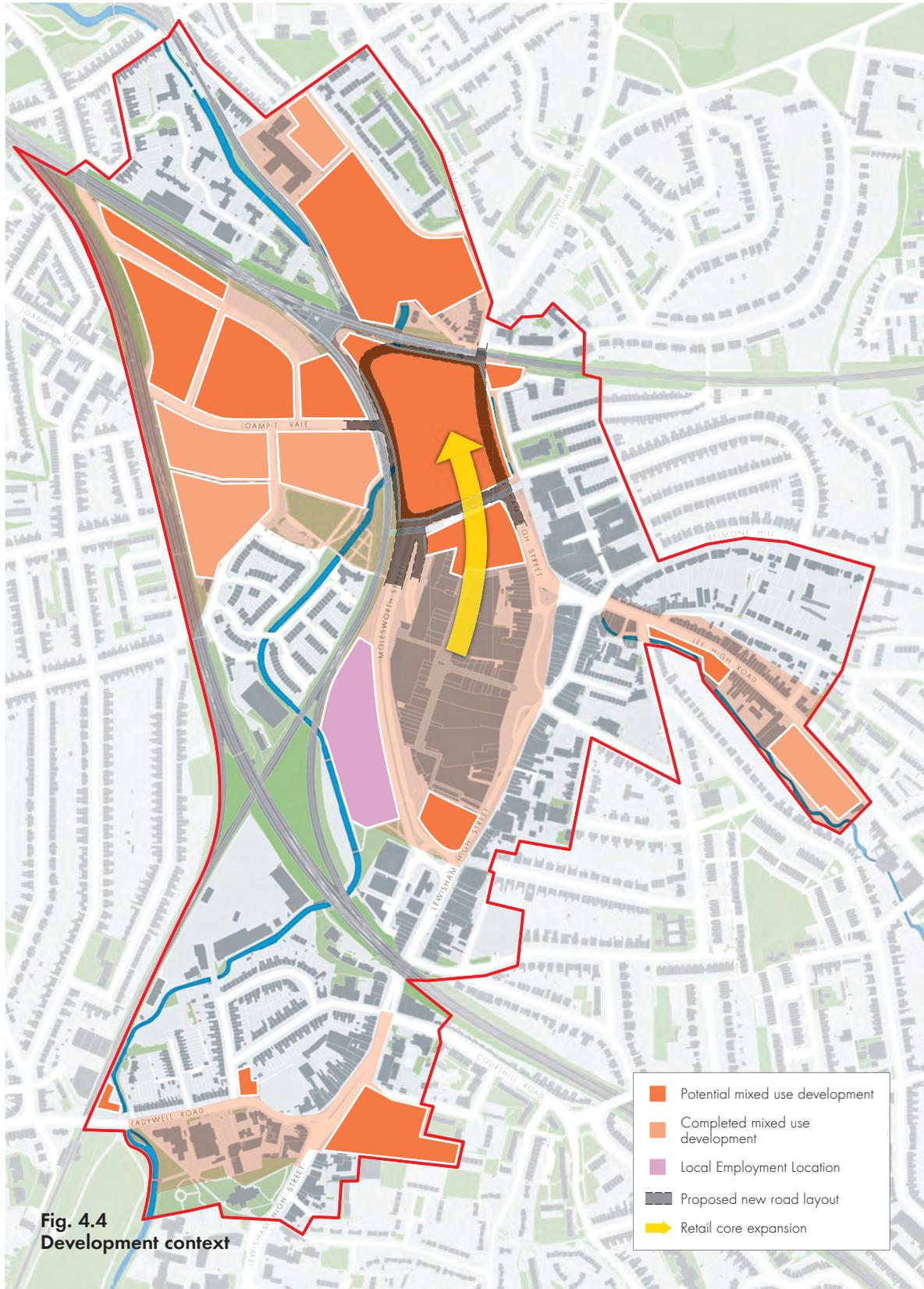


Figure 4.5 Environmental context

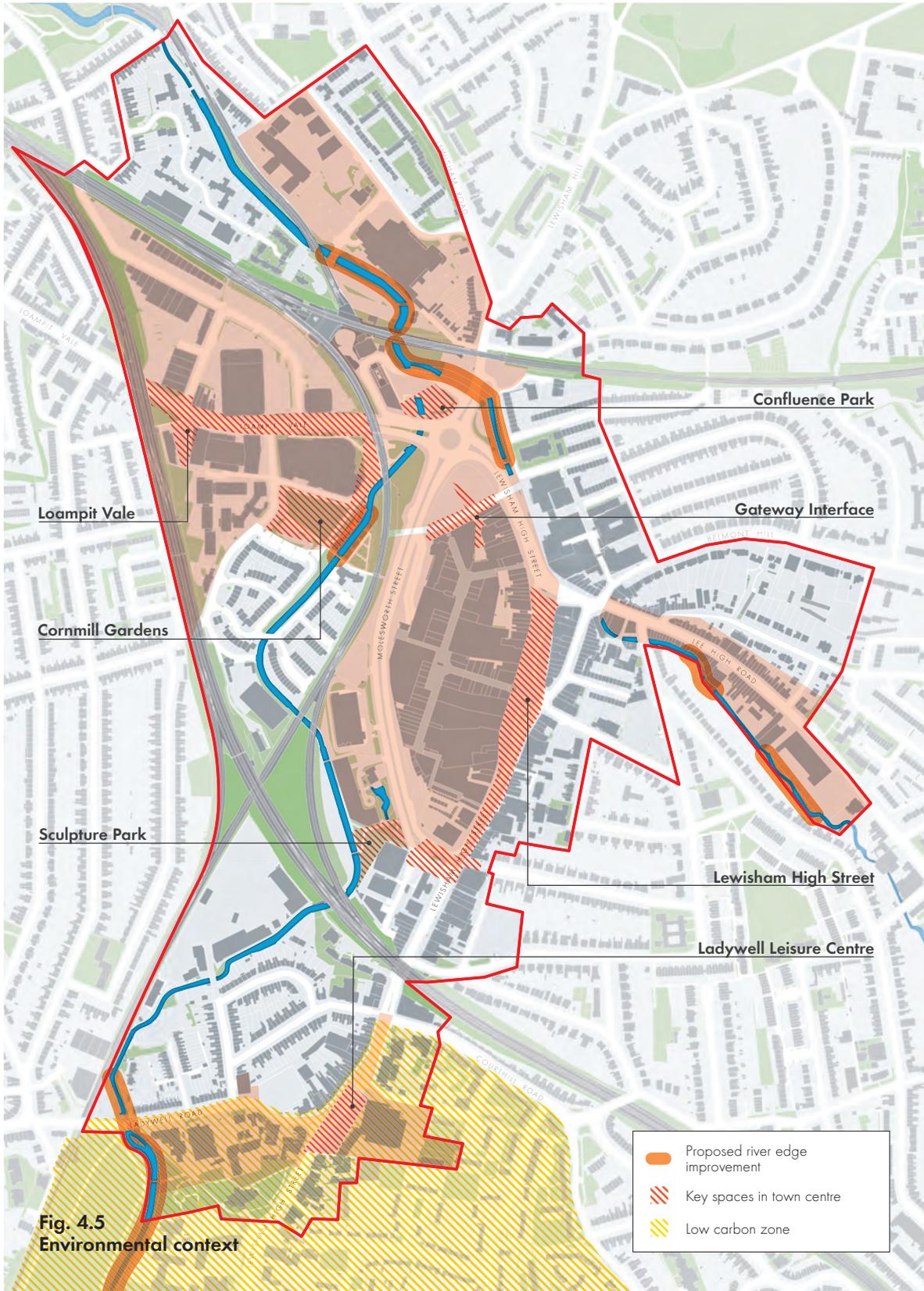


Fig. 4.5 Environmental context

Figure 4.6 Sustainable linkages and movement

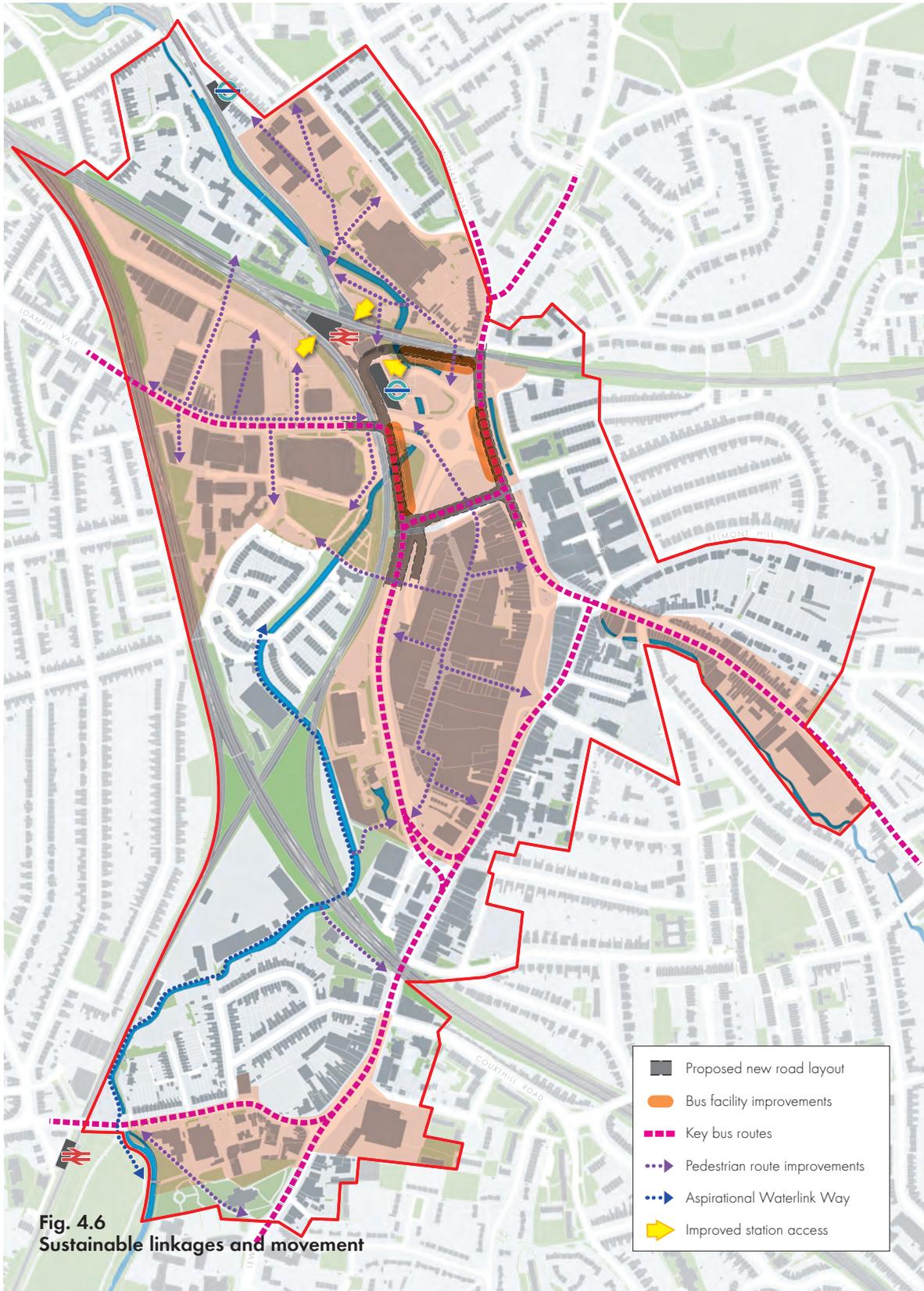


Fig. 4.6 Sustainable linkages and movement

As described in Section 4, there are six Policy Areas and ten key development sites in Lewisham town centre. Section 5 states the key objectives, policy, delivery context and contributions for each of the Policy Areas and sub-policies where appropriate for individual sites to provide further site specific detail.

The Policy Areas and their corresponding LTCLP policies in this section contribute towards the delivery of all of the LTCLP objectives. In particular Section 5 focuses on delivery and is therefore vital in ensuring the successful realisation of Objective 9 – Implementing and monitoring the LTCLP. Other objectives are supported alongside Objective 9 as delivery is encouraged within policies that demand economically, socially and environmentally sustainable growth.

## 5.1 Lewisham Gateway Policy Area

### Overview

- 5.1** The Lewisham Gateway Policy Area is dominated by the roundabout, roads and open and cleared spaces of the Lewisham Gateway site plus an adjoining site known as Kings Hall Mews (Site 2, Figure 5.1). This town centre location is generally contained by railway lines to the northwest, Rennell Street to the south and Lewisham High Street and the Quaggy River to the east.
- 5.2** Lewisham Gateway is identified as one of five strategic site allocations in the Council's Core Strategy (Spatial Policy 2 and Strategic Site Allocation 6) due to its scale and importance in delivering jobs, homes and other benefits. The site is the largest single development proposed for the Lewisham town centre and will deliver £250 million of public and private investment.
- 5.3** A specific LTCLP policy for this site is not necessary due to its inclusion in the Core Strategy, but the key area objectives provide a link to the Core Strategy. Policy is specifically provided for Kings Hall Mews as this site is not covered by the Core Strategy. This site adjoins Lewisham Gateway to the northeast, bounded by Lewisham Road and Kings Hall Mews, and is currently occupied by a car yard.
- 5.4** The Lewisham Gateway Policy Area will seek to deliver the following:
- 800 homes
  - 17,000 sq m retail (A1, A2, A3, A4, A5)
  - 8,000 sq m office/business (B1)
  - 5,000 sq m hotel
  - 5,000 sq m of leisure

### Key area objectives

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

### Policy LTC3

#### **S2 Kings Hall Mews, Lewisham Gateway**

1. Kings Hall Mews is designated as a mixed use development site. Suitable uses will include retail (A1, A2, A3), business (B1), hotel (C1) and residential (C3).
2. Proposals must be of the highest design quality, providing a site-specific design response that relates carefully to the adjoining locally listed four storey Victorian terrace on Lewisham High Street, the St Stephen's conservation area and proposals for the Lewisham Gateway strategic site. In addition, applications will need to adhere to the following principles and address the site and environmental constraints of the location, including:
  - (a) proximity to the railway line,
  - (b) Lewisham High Street frontage,
  - (c) traffic access and egress from the site.
3. Proposals must be justified by a clearly articulated rationale for the proposed use/s, height, building alignment, scale and massing.
4. Active ground floor street frontages will need to be provided to Kings Hall Mews and Lewisham High Street.

Figure 5.1 Lewisham Gateway area

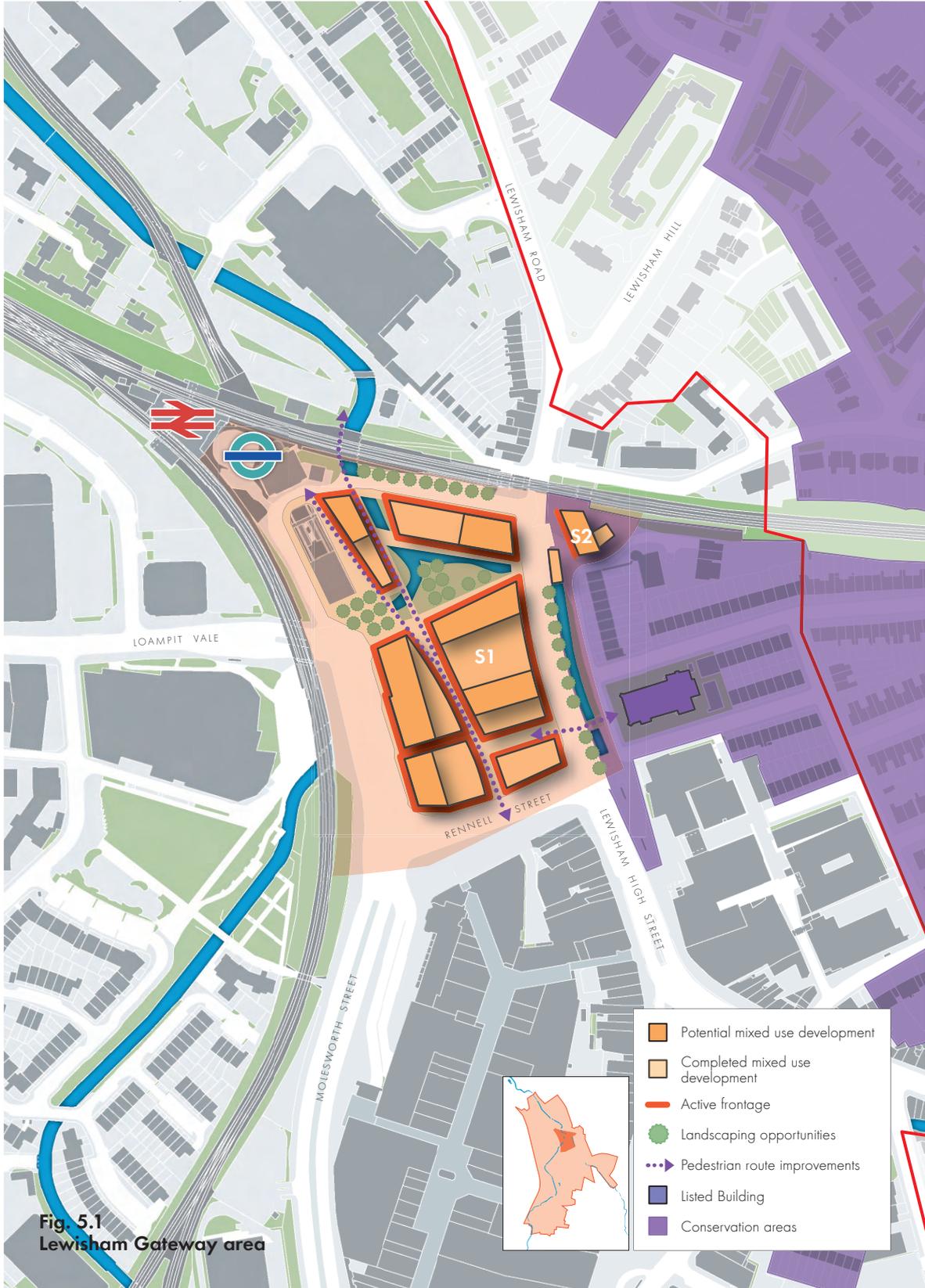


Fig. 5.1  
Lewisham Gateway area

### Delivery context

**5.5** Development in this Policy Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 6 of this LTCLP. In particular, the following area-wide policies are of importance:

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

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

### Contributions

**5.7** In addition to affordable housing and the infrastructure priorities identified in LTC22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Policy Area are:

- Public realm improvements including Lewisham High Street and Kings Hall Mews pavement widening and tree planting
- Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
- Provision of cycle parking near to shops and leisure facilities
- Communal heating
- Promotion of long-term decentralised energy options (either by direct provision or by safeguarding opportunities through the installation of appropriate pipework to facilitate future connections)

## 5.2 Loampit Vale Policy Area

### Overview

- 5.8** The Loampit Vale Policy Area forms the principal approach to the town centre from the west and has evolved into an edge of centre Policy Area where bulky goods retailers have tended to cluster. As part of any redevelopment of the area, the Council will seek to maximise the provision of comparison retail floor space in this edge of centre location to support the objective of becoming a metropolitan town centre. The Policy Area has more recently developed into a location of new town centre communities and high quality community facilities including a new public park, new leisure centre and new school. The Policy Area benefits from excellent public transport accessibility given its proximity to Lewisham transport interchange and there is a major opportunity to provide new jobs, homes and essential community facilities. New retail provision should complement and not compete with the existing Primary Shopping Frontage. Key route and public realm improvements can enhance the potential for car-free development in a high quality environment.
- 5.9** South of Loampit Vale, 788 homes, ground floor commercial space and a new leisure centre are currently being delivered. Additionally, approval has been granted for the comprehensive redevelopment of the Thurston Road Industrial Estate (Site 4, Figure 5.2), comprising 6,771 sq m retail, 9 live/work units and 406 homes (Site 4).
- 5.10** Further capacity for development exists across several sites. Of those sites in the Loampit Vale Policy Area still to be delivered there is the following indicative capacity (Sites 3a, 3b, 4 and 5):
- 1,000 homes
  - 11,200 sq m net retail

### Key area objectives

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

### Policy LTC4

#### Loampit Vale Policy Area

1. The Loampit Vale Policy Area is designated for mixed use development. All proposals will be required to complement the primary shopping area as follows:

(a) uses located on the ground floor and possibly first floor will need to be retail (A1, A2, A3) limited to the types specified in (b) and (c) below, business (B1) and community (D1, D2),

(b) large-format non-food retail proposals will be considered appropriate subject to their having no demonstrable adverse impact on the Primary Shopping Area,

(c) a food store of up to 1,500 sq m (net sales area) will be acceptable on site S4, subject to any such proposal having no demonstrable adverse impact on the Primary Shopping Area and/or the local highway network,

(d) additional storeys will provide residential uses across a range of dwelling types and sizes in this highly accessible location.

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

(a) the ground floor must provide an active frontage and strong built edge proportionate to the town centre location, especially facing Loampit Vale,

(b) buildings must be of an appropriate scale, mindful of the immediate context and the importance of Loampit Vale as a major route without trying to compete with Lewisham Gateway,

(c) a high quality public realm is to be provided by ensuring a consistent and coordinated treatment of materials and street furniture and substantially improving key pedestrian and cycle routes along Loampit Vale, Thurston Road, Jerrard Street and north – south routes that link to the surrounding residential areas,

(d) generous tree lined pavements of at least 6 to 8 metres in width to create boulevards,

(e) buildings must incorporate communal heating and cooling systems and facilitate the Policy Area becoming a decentralised energy hub, in accordance with policy LTC24.

3. Consideration should be given to the proximity of the proposed ‘bus layover’ site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.

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

**Additional site specific requirements:**

**S3a and S3b Loampit Vale north east of Jerrard Street**

5. The Council require a comprehensive masterplan endorsed by all landowners for these sites and their surrounds.

6. Taller elements of new development should address Loampit Vale.

7. Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant required depth of pavement.

8. Accessibility to Lewisham transport interchange should be enhanced wherever possible.

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

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

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

### **S5 Railway Strip**

11. This site is considered most appropriate for a commercially led mix of uses (employment generating, most likely B1 use), although sensitive design could make some residential use acceptable.

12. For all uses, proposals must provide a high quality of accommodation and amenity by suitably addressing and mitigating against:

(a) the geographic constraints presented by the narrow plot depth,

(b) the location adjacent to the Victorian railway viaduct,

(c) the impact of surrounding developments on the daylight, sunlight and overshadowing of new development on this site.

13. This is a secondary route and not a primary entrance into the town centre and the scale and massing of buildings should reflect this.

Figure 5.2 Loampit Vale area

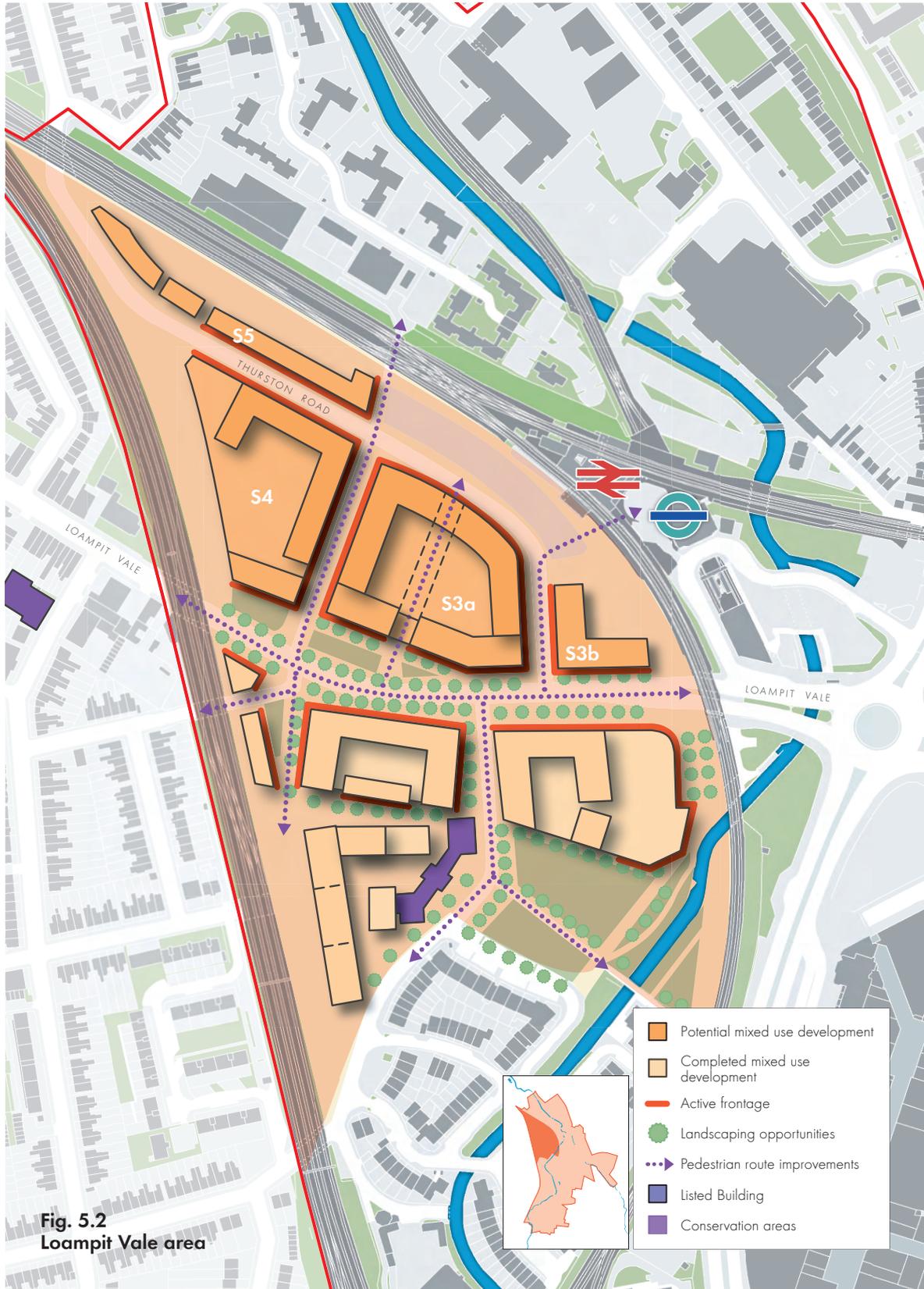


Fig. 5.2 Loampit Vale area

## Delivery context

**5.11** Development in this Policy Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 6 of this LTCLP. In particular, the following area-wide policies are of importance:

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

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

## Contributions

**5.13** In addition to affordable housing and the infrastructure priorities identified in LTC22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Policy Area are:

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

### 5.3 Conington Road Policy Area

#### Overview

- 5.14** The Conington Road Policy Area is immediately to the north of Lewisham transport interchange and the planned Lewisham Gateway development. This edge of centre Policy Area is dominated by a somewhat outdated but popular Tesco store and an associated fragmented series of surface car parks. This is a highly sustainable location with very good levels of public transport accessibility. The River Ravensbourne runs through the Policy Area in a concrete channel, while the Silk Mills Path provides key pedestrian and cycle access to the town centre.
- 5.15** There are two sites that have recently been completed in this Policy Area: 72 – 78 Conington Road – an eight to ten storey building containing 270 homes and a limited amount of commercial floorspace; and the Venson site on Conington Road – 130 homes in buildings rising to a maximum of eight storeys.
- 5.16** The remaining development capacity in this Policy Area falls into the space where Tesco and its car parking are currently located (Site 6, Figure 5.3). Tesco has expressed an interest in reviewing its store operations and this may include expansion, changes to the layout of the car park and a mix of non-retail uses including residential.
- 5.17** The Conington Road Policy Area has the following indicative capacity:
- 250 homes
  - 3,000 sq m net retail

#### Key area objectives

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

#### Policy LTC5

##### Conington Road Policy Area

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

(a) improve and create more accessible, welcoming and safe pedestrian and cycling entrances, frontages and routes to the Lewisham transport interchange, Lewisham town centre, Lewisham Gateway site, Lewisham Road, Conington Road, Silk Mills Path and the River Ravensbourne,

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

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

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

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

2. Development involving underground parking, residential development, and retail expansion of the existing store (up to 3,000 sq m net additional floorspace) will be acceptable, subject to any such proposal having no demonstrable adverse impact on the Primary Shopping Area. Development on the site will need to respond to the following principles:

(a) due to the complex nature of this site applicants should provide a masterplan across the site,

(b) taller elements of the block should be avoided next to the existing historic fabric and the river. However, development may take advantage of the natural slope of the site to influence building heights,

(c) the quality of frontages to Lewisham Road and the southern end of Silk Mills Path should be improved,

(d) new buildings should provide high quality urban space with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and river corridor,

(e) underground or ground floor parking should be masked by development which provides activity to public routes around the site,

(f) any redevelopment involving the retention of the existing store should seek to enhance the building's appearance and environmental performance.

Figure 5.3 Conington Road area

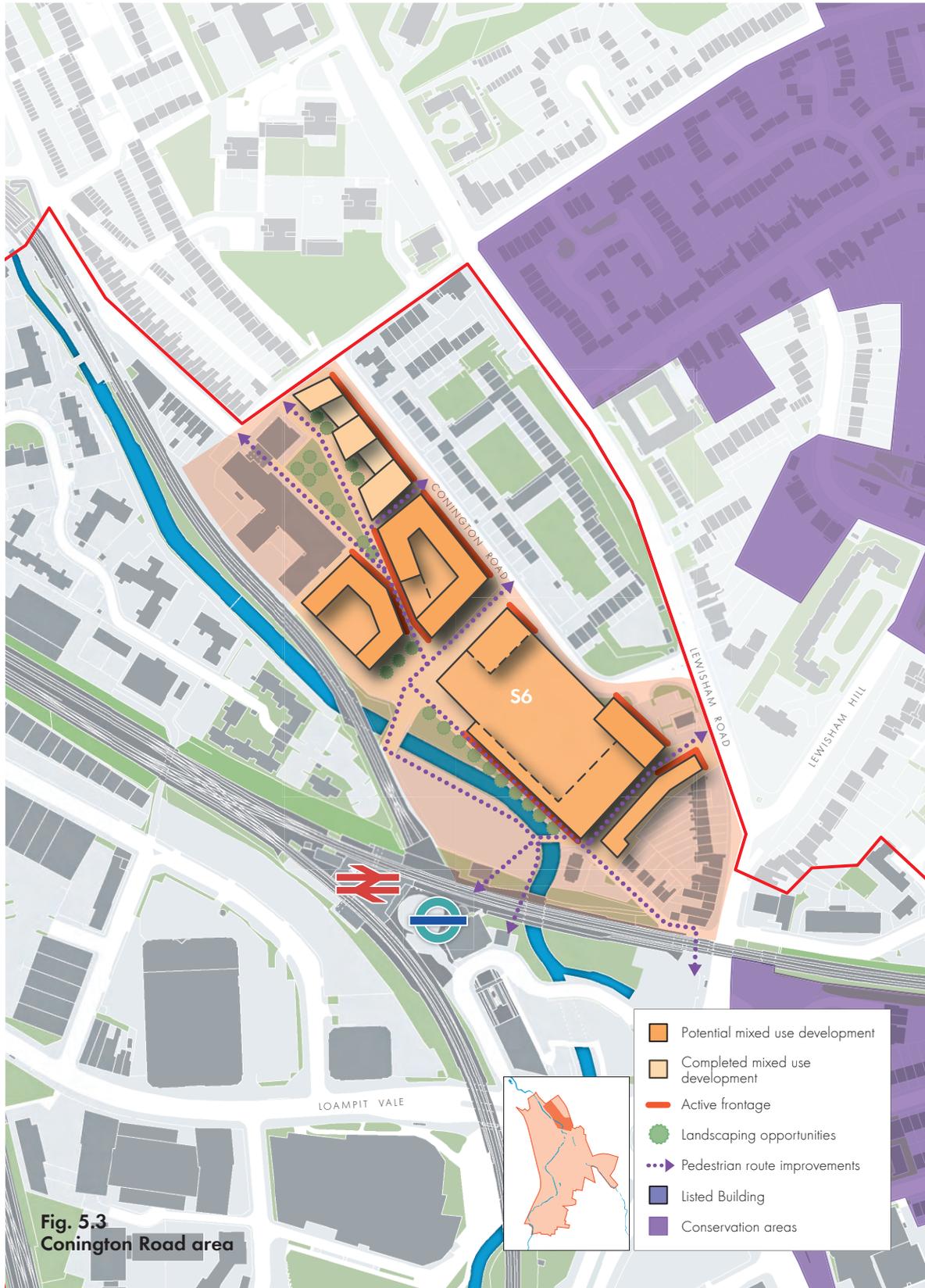


Fig. 5.3  
Conington Road area

## Delivery context

**5.18** Development in this Policy Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 6 of this Local Plan. In particular, the following area-wide policies are of importance:

- Growing the local economy
- Mixed use
- Employment uses
- Public realm
- Tall buildings
- Public and shopper parking spaces
- Sustainable transport

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

**5.20** Further considerations for this Policy Area that should be considered alongside the stated policy and Figure 5.3 are described below:

### Masterplanning:

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

### Access:

**5.22** Improved pedestrian and cycling access is required at the locations marked by the purple arrows in Figure 5.3. Of key importance is the Silk Mills Path which should form a landscaped avenue through new developments, joining the riverside walk and beyond to Lewisham Gateway. Dissecting this path should be access from Lewisham and Conington Roads to the river and Lewisham transport interchange.

### Urban space:

**5.23** Developments should deliver high quality public space forming the heart of the new neighbourhood. Landscaping opportunities are highlighted in Figure 5.3.

### Architectural quality:

**5.24** The south east corner of the Policy Area is an existing area of architectural and townscape merit containing buildings with local value. These assets should be protected and enhanced.

## Contributions

**5.25** In addition to affordable housing and the infrastructure priorities identified in LTC22 (social infrastructure), the priorities for site-specific developers' contributions associated with new development proposals in this Policy Area are:

- Public realm improvements
- Improvements to the ecological quality of the river
- Provision of the publicly accessible pedestrian and cycle routes
- Improved access to Lewisham transport interchange

- Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
- Public access to non-residential car parking
- Promotion of long-term decentralised energy options (either by direct provision or by safeguarding opportunities)

## 5.4 Lee High Road Policy Area

### Overview

- 5.26** The Lee High Road Policy Area encompasses Lee High Road to its junction with Eastdown Park, along with the Marischal Road shopping parade. Lee High Road provides the principal approach to Lewisham town centre from the east. The nature of this edge of centre Policy Area is distinct from that of the retail core of Lewisham town centre, as it is characterised by smaller retail units and independent specialist retailers. The Policy Area already constitutes a mixed and sustainable community, with some affordable housing located alongside more affluent residences.
- 5.27** Lee High Road is a traditional high street with continuous and varied ground floor retail (A1 and A3) uses, typically with several floors of residential use above. It has a strong, independent character and frontages are relatively short.
- 5.28** In 2011, a site at the eastern end of Lee High Road was completed as a new supermarket (1,750 sq m) with 57 homes above.
- 5.29** The western end of the Lee High Road Policy Area (Site 7, Figure 5.4) is still to be delivered and has the following indicative capacity:
- 40 homes
  - 2,000 sq m net retail

### Key area objectives

- Protect and enhance the retail character and townscape qualities of the Policy Area
- Create a more pedestrian friendly environment
- Improve the ecological quality of the River Quaggy environment
- Protect residential amenity for existing and future residents.

### Policy LTC6

#### Lee High Road Policy Area

1. The Lee High Road Policy Area is designated for mixed use development (A1, A2, A3, B1, C3). The Council will protect existing positive buildings (as designated in policy LTC23 heritage assets) and will elsewhere encourage development that contributes to the realisation of the following principles:

- (a) protect and enhance small scale, independent retail outlets and evening economy uses, limiting amalgamation of units,
- (b) protect and enhance the amenities of existing residents,
- (c) the scale of new development should respect the scale of surrounding development.

2. Further focus should be on improving the environmental quality of the Policy Area, particularly through:

(a) ensuring the high quality design of new and replacement shopfronts,

(b) enhancing the public realm in general and particularly reinforcing the positive relationship between the small stretches of cobbled street on the northern side of Lee High Road, including the western end of Marischal Road, to the busier Lee High Road,

(c) protecting and enhancing the biodiversity along the River Quaggy and its immediate environment and, where possible, improve visual and physical access to the river corridor in consultation with the Environment Agency and other relevant stakeholders.

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

Figure 5.4 Lee High Road area

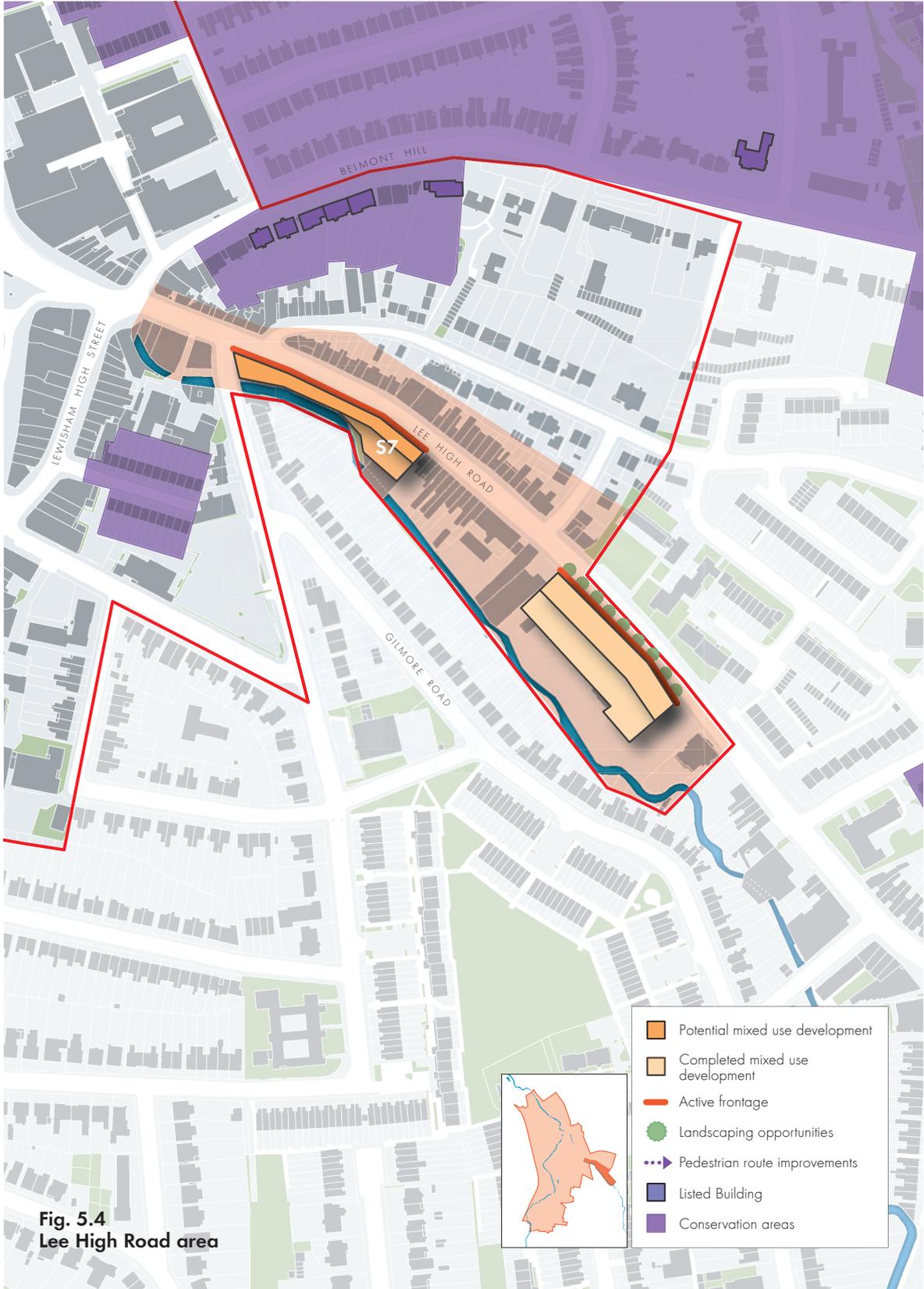


Fig. 5.4 Lee High Road area

### Delivery context

**5.30** Development in this Policy Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 6 of this Local Plan. In particular, the following area-wide policies are of importance:

- Growing the local economy
- Mixed use
- Employment uses
- Town centre vitality and viability
- Retail areas
- Public realm
- Sustainable transport
- Evening economy uses

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

### Contributions

**5.32** In addition to affordable housing and the infrastructure priorities identified in LTC22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Policy Area are:

- Improvements to the channel and environs of the River Quaggy
- Environmental improvements to Albion Road car park
- Physical and public realm improvements to Lee High Road
- Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness

## 5.5 Ladywell Policy Area

### Overview

- 5.33** The Ladywell Policy Area is the southern most part of the town centre. An edge of centre section of this Policy Area stretches along Lewisham High Street from the end of the Hospital up to the railway bridge, while an out of centre section runs along Ladywell Road from the junction with Lewisham High Street up to the Ladywell Station Bridge.
- 5.34** The Policy Area is characterised by a historical concentration of civic and community facilities which form part of the St Mary's Conservation Area, taking its name from the ancient church which anchors this community hub. The south side of Ladywell Road hosts a collection of beautiful historic buildings, including the Playtower (former Baths) where the Council is supporting efforts to see the building refurbished by a local community trust, and the former police station which is a listed building. Also in this Policy Area are the former library and fire station buildings, Ladywell leisure centre (Site 8, Figure 5.5), the mortuary and coroner's court building and the former Vicarage of St. Mary's building (Ladywell House), which dates back to 1693 and is one of the borough's oldest buildings.
- 5.35** Although the whole town centre is part of the Core Strategy 'Regeneration and Growth Area', the Ladywell Policy Area has a different nature from the rest of the town centre. The Council has undertaken a Conservation Area management plan for sections of this Policy Area and as it is in parts unsuited to wide scale growth. However, there are some key and important opportunities in the Policy Area that require consideration, in particular the Ladywell Leisure Centre will be surplus to requirements and brought forward for redevelopment once the new leisure centre opens on Loampit Vale. Additionally, a number of smaller employment sites along the north side of Ladywell Road may be suitable for mixed use redevelopment.
- 5.36** Parts of the Ladywell Policy Area, including the leisure centre site, form part of Lewisham's Low Carbon Zone. Lewisham Council is working in partnership with the Mayor of London, the GLA and a range of public, private and community sector groups to deliver a reduction in CO2 emissions of 20% by 2012 and a 60% reduction by 2025.
- 5.37** The Ladywell Policy Area has the capacity to deliver:
- 150 homes
  - 1,400 sq m net retail floorspace

### Key area objectives

- Promote the Ladywell Leisure Centre site for redevelopment for an appropriate mix of uses including retail and residential
- Conserve and enhance the heritage assets and community facilities that are prevalent in the Policy Area
- Encourage further work to promote the Policy Area as an environmental champion, including the introduction of a decentralised energy network.

## Policy LTC7

### Ladywell Policy Area

1. The Ladywell Policy Area is designated for mixed use development. All proposals in the Ladywell Policy Area should adhere to the following principles:

- (a) promote the conservation and enhancement of the multiple heritage assets in the Policy Area through sensitive development and environmental improvement,
- (b) support efforts to increase the hub of community facilities in Ladywell Road. In particular, to bring the Ladywell Playtower building back into active community use,
- (c) promote development that contributes to the Lewisham Low Carbon Zone target to reduce CO2 emissions of 20% by 2012 and a 60% reduction by 2025,
- (d) there may be smaller development opportunities fronting Ladywell Road. All developments should provide a mix of uses suitable to an edge of town centre location and ensure active frontages to streets.

### Additional site specific requirements:

#### S8 Ladywell leisure centre site

2. The Council will seek to bring forward a comprehensive development of the Ladywell Leisure Centre site and adjoining land where appropriate for a mix of uses including housing (C3) and retail (A1, A2, A3), subject in the case of the retail element to its having no demonstrable adverse impact on the Primary Shopping Area.

3. The following key principles will apply:

- (a) proposals should seek to enhance the Lewisham High Street frontage through the incorporation of active uses at ground floor level and enhancements to the public realm in front of the site and enhancements to permeability through the site. Residential units should be situated at upper levels and to the rear of the site with associated amenity space provision,
- (b) new development should seek to improve vehicular servicing of adjoining land to the south,
- (c) opportunities to establish a site-specific communal energy system with potential to link into a larger Lewisham Hospital decentralised energy system in the longer term will be encouraged,
- (d) proposals could include the redevelopment of Lewisham Opportunity Pre-School, subject to the allowance being made for alternative provision of equivalent benefit to the community.

Figure 5.5 Ladywell area

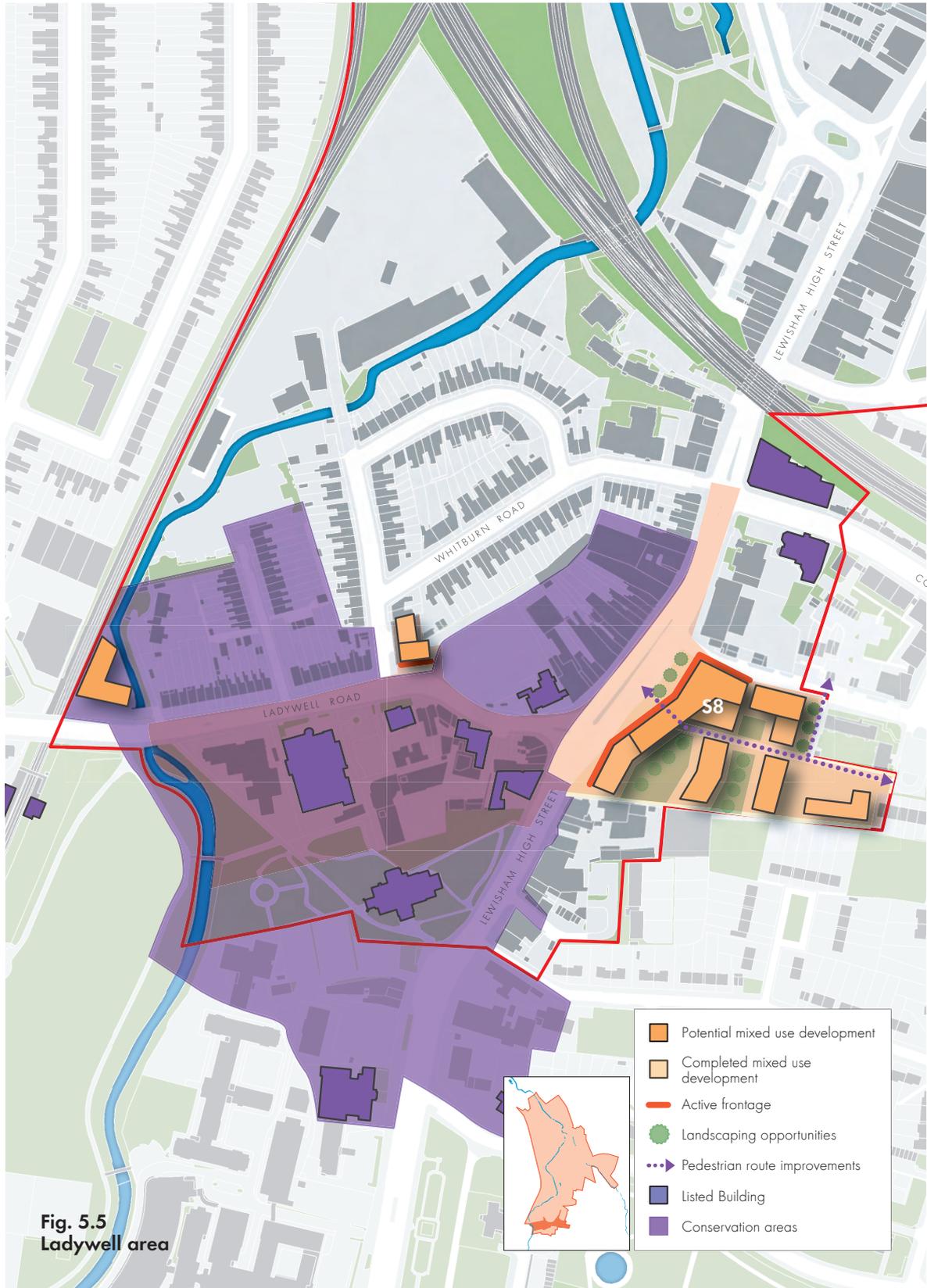


Fig. 5.5 Ladywell area

## Delivery context

**5.38** Development in this Policy Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 6 of this Local Plan. In particular, the following area-wide policies are of importance:

- Heritage assets
- Mixed use
- Town centre vitality and viability
- Public realm
- Tall buildings
- Public and shopper parking spaces
- Sustainable transport
- Carbon dioxide emission reduction
- Adapting to climate change
- Evening economy uses

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

**5.40** Further considerations for this Policy Area that should be considered alongside the stated policy and Figure 5.5 include:

### Public realm:

**5.41** Lewisham High Street and Ladywell Road form the principal traffic and pedestrian routes through this Policy Area. The junction of these roads is not particularly pedestrian friendly and this should be addressed as part of any large scale redevelopment. The same can be said for the junction of Lewisham High Street and Courthill Road.

**5.42** The open space and cemetery at St. Mary's church and the space outside the leisure centre are valuable local public assets. These should be protected, or in the case of redevelopment of the leisure centre, re-provided.

### Building scale and quality:

**5.43** The Policy Area contains a Conservation Area and a number of identified heritage assets (buildings of architectural value) and new development will be required to respect this.

**5.44** The scale of development in this Policy Area is smaller, at lower density than the rest of the town centre and particularly sensitive to tall buildings. Surrounding development should take close regard of this reduced scale. The grain of development alters through the Policy Area with three and four storey terraces to the west side of Lewisham High Street reducing to 2 storey terrace houses in Ladywell Road.

## Contributions

**5.45** In addition to affordable housing and the infrastructure priorities identified in LTC22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Policy Area are:

- Investing in the Waterlink Way initiative
- Ensuring the heritage assets contribute positively to community life

- Highway improvements particularly by the Ladywell Leisure Centre site
- Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
- Support delivery of the Low Carbon Zone CO2 reduction targets
- Public access to non-residential car parking
- Support local education needs

## 5.6 Central Policy Area

### Overview

- 5.46** The Central Policy Area forms the core shopping area of the town, including the Lewisham Shopping Centre and the street market. The Policy Area also comprises land directly adjoining the north and south of the Lewisham Shopping Centre, Molesworth Street and Lewisham High Street.
- 5.47** The Lewisham Shopping Centre dominates the primary shopping frontage and the owners are keen to develop and improve the offer available. Land north of the Lewisham Shopping Centre (including the Citibank Tower) (Site 9, Figure 5.6) is located at the junction between the Lewisham Gateway development and Lewisham High Street and is also visible from Lee High Road. It will play a crucial role in achieving regeneration objectives for the town centre and plays an important townscape role. To the south of the Lewisham Shopping Centre (Site 10, Figure 5.6) there is scope for the redevelopment of the site of the former model market and the Beatties building. This will help to secure the regeneration of the southern end of the High Street.
- 5.48** Lewisham High Street is the economic heart of the town centre and its most important social space. It is also home to Lewisham's historic street market, and several churches, the clock tower and other heritage assets. The market plays an important role for local people, in that it provides sale of affordable products in an accessible location.
- 5.49** Molesworth Street provides the principal north – south route for local through traffic and is a key component in local bus routing. However, together with the west side of the Lewisham Shopping Centre and the railway lines to the west, it acts as a significant barrier to east – west movement and the result is a fairly hostile vehicular-traffic-dominated poor pedestrian environment with reduced building frontage at the back of the Lewisham Shopping Centre. The western side of the road is almost entirely a Local Employment Location (LEL) providing important local jobs.
- 5.50** Development opportunities in the Central Policy Area have the following indicative capacity:
- 200 homes
  - 10,000 sq m net retail / leisure space

### Key area objectives

- Support and improve the vitality and viability of the Lewisham Shopping Centre
- Encourage a sustainable form of development, including an increase in centrally located housing
- Improve the quality and safety of the environment for all users
- Attract investment to Lewisham High Street
- Improve east-west permeability through the Policy Area
- Ensure continuation of the market's important role in meeting local needs
- Provide an improved trading environment for market traders

## Policy LTC8

### Lewisham Central Policy Area

1. The Council has identified the following key principles within the Central Policy Area:

(a) as the Lewisham Shopping Centre is managed, refurbished and redeveloped over time, ensure every opportunity is taken to improve the number and nature of the east – west connections across the Lewisham Shopping Centre area,

(b) create a more coherent and pleasant environment which meets the needs of both pedestrians and vehicles,

(c) secure investment in the Waterlink Way alignment along the course of the River Ravensbourne,

(d) create an active frontage to Molesworth Street,

(e) working in partnership with market traders and other stakeholders, achieve environmental improvements to Lewisham High Street and street market area.

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

### Additional site specific requirements:

#### S9 Land north of the Lewisham Shopping Centre

3. This site comprises land to the north east of the Lewisham Shopping Centre, the Citibank Tower and the land surrounding it. Redevelopment of the site could be in sections or phases, following the principles identified below:

(a) redevelopment will be encouraged in conjunction with more comprehensive improvements to the Lewisham Shopping Centre to provide retail (A1 – A3) and/or leisure use on the ground floor with commercial, leisure and/or residential use on the upper floors,

(b) active frontages should be provided at ground floor level to Lewisham High Street, the new connection road between Lewisham High Street and Molesworth Street and the new northern entrance mall to the Lewisham Shopping Centre,

(c) any proposal should seek to enhance the existing public realm and setting of the Lewisham Shopping Centre and its entrances,

(d) more intensive office use or residential conversion of the Citibank Tower would be favourably considered by the Council. Any proposal should include recladding of the building and improved environmental performance,

(e) redevelopment (including taller elements) should respond positively to the Lewisham Gateway development and provide a welcoming and accessible entrance to the centre from Lee High Road,

(f) new development should be mindful of future aspirations both on site and on nearby sites including required connections.

**S10 Land south of the Lewisham Shopping Centre**

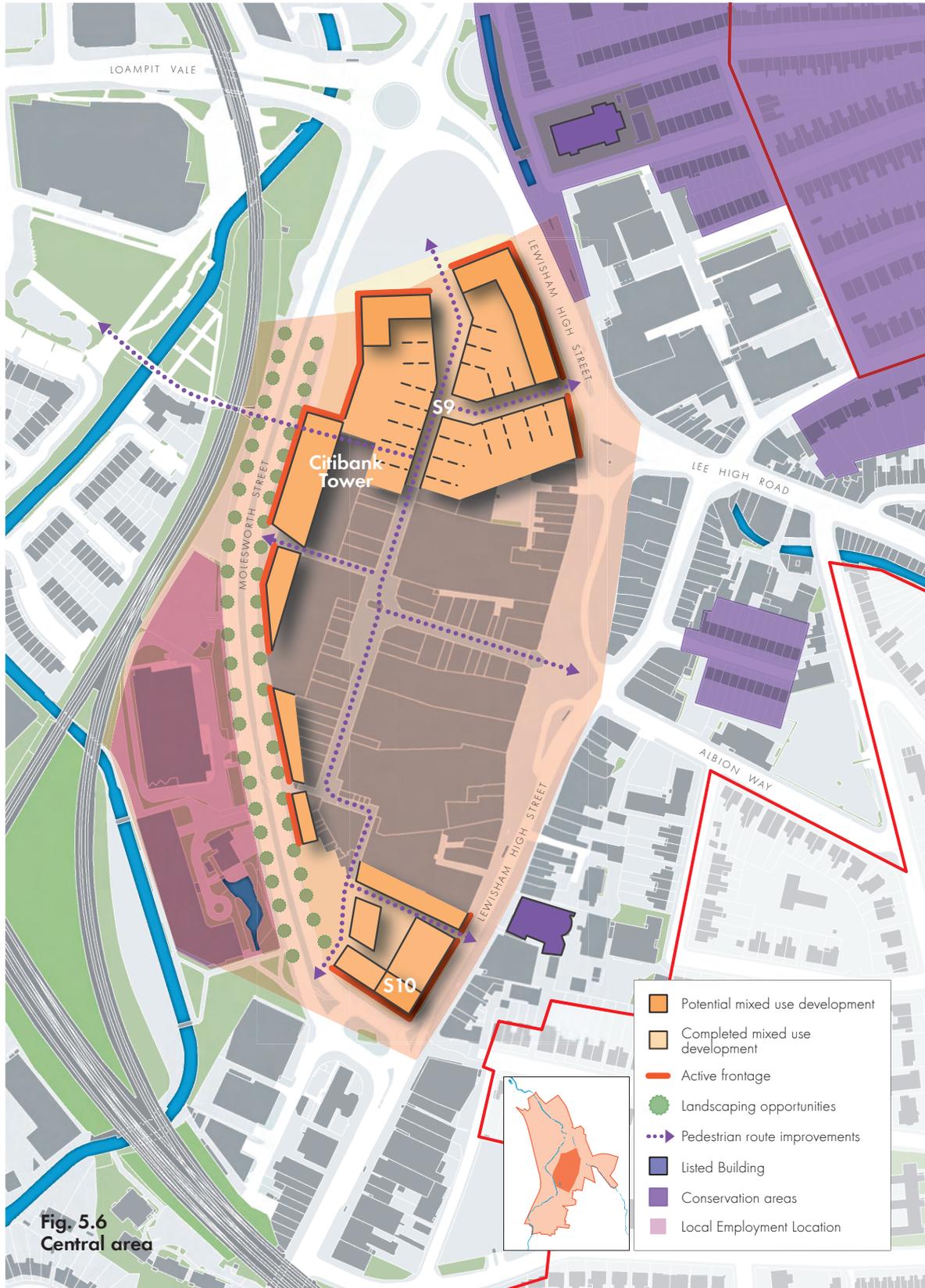
4. The following key principles will apply to redevelopment of this site:

(a) comprehensive redevelopment of the Beatties Building and model market sites should provide retail (A1-A3) or leisure uses on the ground floor with commercial and or residential uses on the upper floors,

(b) the redevelopment should mark the beginning of the commercial and retail heart of Lewisham town centre, while respecting the height, mass and bulk of local surroundings. It should create a new southern anchor for Lewisham High Street to encourage customers to travel the full length of the High Street,

(c) buildings should make the best use of the corner site and provide enclosure and active frontages to both Molesworth Street and Lewisham High Street as positive public space.

Figure 5.6 Central area



### Delivery context

**5.51** Development in this Policy Area should take account of the policies in this section, the spatial strategy and all of the area-wide policies detailed in Section 6 of this Local Plan. In particular, the following area-wide policies are of importance:

- Mixed use
- Employment uses
- Conversion of existing buildings
- Town centre vitality and viability
- Retail areas
- Tall buildings
- Public realm
- Public and shopper parking spaces
- Sustainable transport

**5.52** Efforts should also be made to continue the support of and where possible make enhancements to the existing Shopmobility scheme.

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

### Contributions

**5.54** In addition to affordable housing and the infrastructure priorities identified in LTC22 (social infrastructure), the priorities for site-specific developers contributions associated with new development proposals in this Policy Area are:

- Investment in the Waterlink Way initiative
- Long term improvements to the Lewisham street market
- Environmental improvements to the pedestrianised areas of Lewisham High Street, Molesworth Street and public realm in general including improved pedestrian crossings and landscaped measures
- Promotion of long-term decentralised energy options (either by direct provision or by safeguarding opportunities)
- Public transport improvements, including measures to assist bus operations, accessibility for passengers and awareness
- Provision of cycle parking near to shops and leisure facilities



Section 5 detailed the Policy Areas and development sites that make up the key regeneration areas within the town centre and which each require an individual approach and set of policies for redevelopment. Alongside this, a series of policies exist which are relevant to all the Policy Areas and the identified development sites, as well as across the wider town centre vicinity. This section presents those policies which will manage and implement town-centre-wide development.

As demonstrated in Figure 2.1 the LTCLP objectives have been matched with the objective themes (drivers for change) from the Lewisham Core Strategy to demonstrate the close relationship between the documents. As a result, the area-wide policies have been grouped under the Core Strategy objective themes as follows:

- Growing the local economy
- Building a sustainable community
- Environmental management

Each policy is followed by a short section of rationale which highlights key supporting evidence and explanatory text to assist with the implementation of the policy.

## 6.1 Growing the local economy

- 6.1** Section 6.1 details a number of key policies that are vital in protecting and enhancing the economic prosperity of Lewisham town centre. This includes policies regarding employment uses, housing options and the enhancement of the retail offer.
- 6.2** For the full list of policy and evidence base linkages with these policies see Appendix 1.
- 6.3** The following policy (LTC9) supports the implementation of the following objectives:
- Obj1 – Retail and town centre status
  - Obj2 – Housing
  - Obj4 – Employment and training
  - Obj5 – Open space and recreation
  - Obj8 – Community

### Policy LTC9

#### Growing the local economy

1. All proposals will be required to contribute towards the successful and sustainable growth of the local economy through the following:

(a) implementation of Lewisham Gateway proposals (see Core Strategy Strategic Site Allocations Policy 6),

(b) a greater component of residential development in the town centre within the overall mix of uses, supporting the borough's housing priority needs (see Core Strategy and London Plan targets),

(c) delivery of retail and mixed use allocations on key development sites and the retention and/or reprovision of employment and office uses in the town centre (see LTC10 and LTC11),

(d) provision of community and leisure facilities (see LTC22),

(e) utilisation of development activity to promote training and employment opportunities, in particular through the local labour agreement,

(f) public realm enhancements (see LTC18),

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

### Rationale

- 6.4** The health of the town centre and its ability to develop and grow is a major strategic planning priority for Lewisham town centre, as detailed in the Core Strategy spatial strategy and the vision for the LTCLP. In order for this to happen, a wide mix of uses is required to create a town centre with a number of strengths that support each other.

- 6.5** The London Plan consistently supports the growth of the town centre, in particular through its policies relating to retail, housing and employment. The London Plan also places a major emphasis on establishing high viability in town centres through a number of policies including 2.15, 4.7 and 4.8.

### 6.1.1 Employment

#### Overview

- 6.6** The economy, and in particular protecting and enhancing opportunities for employment and training, is a key issue for the town centre. The Policy Areas and sites detailed in Section 5 highlight specific locations where employment uses are expected to meet certain criteria. The following set of policies supports this approach by providing a framework of responsibilities for several types of employment use (known as a ‘use class’).
- 6.7** The Council is keen to protect existing provision of employment land in the town centre and encourage the development of new supplies where appropriate. Certain uses, such as office and hotel provision, have been specifically allowed for through the policies and are to be encouraged.
- 6.8** The following policies (LTC10 and 11) support the implementation of the following objectives:
- Obj1 – Retail and town centre status
  - Obj2 – Housing
  - Obj4 – Employment and training

#### Policy LTC10

##### Mixed use

1. An appropriate mix of compatible land uses will be encouraged vertically and horizontally in Lewisham town centre. In particular, residential development located above ground floor retail and commercial uses will be supported (providing it meets policy LTC11). Proposals that do not supply a mix of uses will first be required to provide evidence of why this is not currently deliverable and also asked to demonstrate the future adaptability of buildings to a mix of uses. New development should be designed to accommodate active uses at ground floor level, with a significant amount of active window display and entrances.

#### Policy LTC11

##### Employment uses

##### General employment uses

1. In general, the Council will seek to retain or re-provide existing employment uses in the town centre (uses falling within the category of Use Class B). This includes the Local Employment Location in Molesworth Street which is designated in the Core Strategy (protected from non B uses).

2. The Council will consider redevelopment or conversion of employment sites/buildings for a mix of uses, especially in the Policy Areas and sites identified in Section 5 of this Local Plan. It is envisaged that redevelopment proposals will enable the intensification of sites and there is an opportunity to re-provide employment of an equal or greater floorspace as part of a wider mix of uses, including residential.

3. The employment area in Engate Street is similarly suitable for intensification and it is desirable to provide a 'southern anchor' to the town centre. This site is considered most suitable for redevelopment as employment, leisure or other town centre uses.

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

(a) the building has been vacant for at least two years and appropriately marketed for that length of time, and evidence is provided to this effect,

(b) the scheme will considerably assist in meeting other regeneration objectives as identified in policy LTC14 (Vitality and Viability),

(c) the design is capable of longer term adaptation.

#### Office use

5. Lewisham town centre is the preferred location for office development in the borough and the Council will seek to promote new office development where appropriate. The Council will resist the loss of office space in the town centre. Where redevelopment entails the loss of office uses, proposals will be required to re-provide this office space in a modern format.

#### Hotel use

6. The Council is supportive of this use class in principle. The Council will insist that hotel development occurs only within the highly accessible sections of the town centre where car-free development is appropriate and resist it where access is an issue.

7. Proposals must be sympathetic to the existing and emerging surrounding built and natural environment and show consideration of the wider aims of the site, Policy Area and town centre as a whole. A hotel proposal will be required to:

(a) be of the highest design quality,

(b) contain appropriate supporting ancillary space,

(c) have a ground floor presence,

(d) improve pedestrian links and not have a negative affect on transport links or public parking,

(e) have provision for a coach and taxi drop off and collection point,

(f) enhance the image and experience of the town centre,

(g) demonstrate that it plans for long term adaptability and sustainability.

## Rationale

- 6.9** The vitality and viability of a town centre are greatly improved by the presence of an active employment sector, therefore it is of great importance to include policies which protect and enhance this offer within Lewisham town centre.

- 6.10** Much of the employment land within the borough is designated as an ‘employment site’ and subsequently protected by the Core Strategy employment policies, including the Molesworth Street Local Employment Location (LEL) within the town centre. However, the majority of the land in the town centre which is utilised for employment purposes is not included in these designations and therefore requires LTCLP policies to provide the protection required.

**Mixed use:**

- 6.11** The mixed use and employment use policies support the provision of employment use on the lower storeys of development, while allowing other (mainly residential) uses at higher levels. Where the loss of employment land will generally be resisted, the re-provision along with other uses may be more favourable at particular locations. This supports Core Strategy Policy 4 in assisting town centre renewal and regional and national policy by encouraging high density use of land in a town centre with excellent levels of accessibility.
- 6.12** Sites in the Ladywell Policy Area may be considered an exception to the mixed use policy if evidence shows that this should be the case. The Council acknowledges that the character of this edge of centre area is different from the majority of the rest of the town centre and some locations within the Policy Area may be inappropriate for mixed use.
- 6.13** The policy requires developments to have active window display at ground floor level. This does not simply mean a display window, but rather that the window displays activity and interaction with the inside of the building and the people who use it.

**Office use:**

- 6.14** The Lewisham Employment Land Study (ELS) 2008 details that the borough has a weak office use sector, which requires an increase in provision in the next two decades. The Core Strategy advances this stance by identifying Lewisham town centre as the Councils preferred location for office provision. Therefore there is an emphasis in the LTCLP to support the protection and growth of office space where appropriate.
- 6.15** There is an ambition to achieve growth in the large scale office sector, but also to ensure that smaller ‘town centre use’ offices of an improved level of quality are made available. The accessibility of a town centre location makes it highly appropriate to accommodate the demand for both large and small scale office development in Lewisham town centre.
- 6.16** Growing an office environment, even at a small scale, will provide an increased offer of local jobs and support the vitality of the town centre as a whole. Increased and improved office space as part of mixed use developments can lead to wider enhancement of the town centre offer. An increased local workforce alongside the increase in local residents will provide a larger and more varied market for retail and leisure facilities. In particular, it is hoped that an improved office environment will encourage development of the lunchtime and evening economy.

**Hotel use:**

- 6.17** Lewisham town centre is within 20 minutes travel of central London and Canary Wharf generating a significant opportunity for hotel development. The Council consider hotels as a suitable town centre use in principle and are, in general, supportive of the idea of the generation of a hotel cluster.

- 6.18** Similar to the desired increase in office development, hotels will provide local employment as well as an increased market for local businesses through both employees and visitors. In particular, hotel guests may provide a considerable boost to the evening economy, assisting the planned development of an expanding leisure, restaurant and bar cluster. In support of this, proposals must ensure ease of access to the town centre from the hotel.
- 6.19** It is important that proposals for hotel development are of the highest quality design and appearance. The Council will ensure that any individual or cluster of hotels provides an environment that has a positive effect on the image of the town centre and will strongly resist any proposals that do not improve the range and quality of the existing offer.
- 6.20** The Council will protect the town centre against the construction of buildings that do not serve their intended purpose and run the risk of dereliction. To ensure that any proposed hotel development is deliverable and a sustainable use, the Council will require developers to secure a hotel operator prior to the commencement of development. Given the bespoke nature and requirements of operators, the speculative development of hotel accommodation will not be acceptable.

## 6.1.2 Housing

### Overview

- 6.21** The Core Strategy provides a comprehensive suite of policies that support housing provision in the borough. There is however the requirement for a small number of policies in the LTCLP to support the Core Strategy in dealing with circumstances that are specific to the town centre location.
- 6.22** The following policies (LTC12 and 13) support the implementation of the following objectives:
- Obj2 – Housing

#### Policy LTC12

##### Conversion of existing buildings

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

- (a) a high quality living environment can be provided,
- (b) there is no conflict with existing land uses,
- (c) the proposal complies with policy LTC11 (employment uses),
- (d) the proposal meets demonstrated local housing need,
- (e) provision can be made for refuse and cycle storage.

### Rationale

- 6.23** Lewisham town centre has high public transport accessibility levels (PTAL) and is suitable for higher density development. It is therefore of importance that floorspace is efficiently used to provide active uses that support the objectives of the town centre. The Core Strategy identifies Lewisham town centre as a growth area and is supportive of high density residential development in this location.
- 6.24** The London Plan policy 3.5 supports policy LTC12 part a) by detailing the need for residential development to provide high quality living space internally and externally. Proposals should adhere to London Plan policy 3.5 as well as general design policies in the London Plan, Core Strategy and other local design guidance.
- 6.25** Part d) demands that conversions to residential use should ensure that they are meeting local housing need and comply with Core Strategy Policy 1.

## Policy LTC13

### Student housing

1. The Council will, in principle, support the provision of student accommodation within the town centre, providing that the development does not:

(a) cause a net loss of permanent self-contained homes, employment space or other town centre uses that add to its vitality or viability,

(b) prejudice the Council's ability to meet the London Plan target for delivery of self-contained homes or,

(c) involve the loss of sites that are considered especially suitable for affordable housing.

2. Further, student accommodation will be required to:

(a) provide a high quality living environment in private and shared spaces and comply with all relevant national and local standards and codes, including BREEAM and ANUK,

(b) include a range of unit sizes and layouts, including with and without shared facilities, as appropriate,

(c) contribute to the establishment of a mixed and inclusive community and does not create an over-concentration of student housing,

(d) be needed by and easily accessible to the higher education institution/s it will serve using public transport,

(e) have a positive affect on the existing and emerging environment of the site, Policy Area and town centre as a whole,

(f) demonstrate it is suitable for year round occupation and that it has long term adaptability and sustainability.

## Rationale

**6.26** Lewisham town centre is close to Goldsmiths College (University of London) in New Cross, several campuses of Greenwich University and is within easy reach of many other central London universities. This creates an opportunity for building student accommodation within the town centre. The Council considers student accommodation (purpose built or conversions of existing buildings that are not family housing) as a suitable town centre use in principle providing that developments can meet the rules set out within policy LTC13.

**6.27** Young people and students bring with them a different spending demographic from the existing residents near to Lewisham town centre and will therefore assist in developing an improved economy for the town centre. In particular, students may provide a considerable boost to the evening economy. In support of this, proposals must ensure that ease of access to the town centre from the accommodation is of utmost importance.

- 6.28** It is important that proposals for student housing development are of the highest quality design and appearance. The Council will ensure that any student accommodation has a positive effect on the environment and image of the town centre and will strongly resist any proposals that do not improve the range and quality of the existing offer.
- 6.29** A number of criteria will inform the Council if there is an over-concentration of student accommodation, including the existing mix of uses, the character of the Policy Area and the impact on existing permanent residents, amenity and infrastructure. Additionally, the Council's housing trajectory will be used to monitor the amount of student housing permitted and ensure that levels do not affect the borough's ability to meet the London Plan housing targets.
- 6.30** The Council will protect the town centre against the construction of buildings that do not serve their intended purpose and run the risk of dereliction. To prevent such circumstances from occurring, speculative development of student accommodation will not be acceptable and the Council will require applicants to secure a commitment of use by an educational institution or a recognised student housing management company prior to commencing development. The location of the occupying universities will also greatly affect the transport assessment required.
- 6.31** The conversion of existing buildings to student accommodation is particularly sensitive given the requirements to provide a high quality living environment which is not always possible with the conversion of existing buildings not originally designed for that use. In particular, the Council will not approve applications that cause a loss of residential, employment, retail, leisure or community space in the town centre and would not accept student accommodation which would be unduly compromised by the layout or position of an existing building.
- 6.32** Applicants will be required to submit management plans for the student accommodation planned as part of the planning application process.

### 6.1.3 Shopping

#### Overview

- 6.33** A key element of the LTCLP vision is to achieve Metropolitan status for the town centre in the London-wide retail hierarchy, which will require considerable growth in comparison retail floor space.
- 6.34** While growth is of clear importance, it is also vital that existing shopping facilities are protected. Lewisham town centre has a varied retail offer ranging from 'big box outlets' to town centre brands and a healthy selection of independent stores. There is also a popular and historic market that plays a key role in the vitality and character of the town centre.
- 6.35** The following policies (LTC14, 15, 16 and 17) support the implementation of the following objectives:
- Obj1 – Retail and town centre status
  - Obj4 – Employment and training

#### Policy LTC14

##### Town centre vitality and viability

1. Development will need to sustain and enhance the viability and vitality of the town centre through:

(a) a greater mix of ground floor uses which may include cafés, bars and other evening economy uses (in conformity with policy LTC17),

(b) incorporation of design principles such as a mix of uses, active frontages and effective street lighting with a view to making the town centre a safer place,

(c) shopfront improvements and funding programmes (see Shopfront Supplementary Planning Document).

#### Rationale

- 6.36** As detailed in the Core Strategy and the vision for the LTCLP, the Council is encouraging the development of the town centre to become a Metropolitan centre. This is in conformity with the London Plan, which strongly supports the maintenance, management and enhancement of shopping facilities within existing centres. The Lewisham Retail Capacity Study states that there is viable development potential available for such expansion as required to achieve Metropolitan status.
- 6.37** In order for such growth to take place, the centre must be healthy and have local policies in place to protect those elements that bring vitality to the town and ensure future development enhances the strength and animation of the centre. The London Plan places a major emphasis on vitality and viability through a number of policies including 2.15, 4.7 and 4.8.

- 6.38** While the Council is keen to encourage new retail uses, especially comparison retail, it will demand that any proposal supports the wider aims of the town centre. An appropriate mix of retail types is required and the Council will seek to avoid provision of particular types of retail that are not deemed to be required due to an existing high level of supply. Rather, development should look to create choice and options to enhance the vitality of the centre.

### Policy LTC15

#### Lewisham market

1. The Council will continue to promote Lewisham Market as an essential part of the retail centre and encourage ancillary facilities in order to maintain its viability. The Council will investigate, in consultation with market traders, retailers and other town centre stakeholders, ways in which the market can be improved including temporary use of the market space for alternative activities (e.g. street food stalls or informal leisure activities) in the evenings and other times when the market is not in use.

### Rationale

- 6.39** The market plays an important retail role within Lewisham town centre that makes it different from other centres and brings character, vitality and animation to the town centre. Development should protect, enhance and complement the market at all times.
- 6.40** Additionally, a principle has been identified for the potential utilisation of the market area for alternative uses outside of trading hours. This relates to an ongoing Council initiative to promote the innovative use of public spaces for recreational use.

### Policy LTC16

#### Retail areas

##### Primary shopping frontage

1. Within the primary shopping frontage, as defined in Figure 6.1, the Council will strongly resist any change of use involving the loss at ground floor level of Class A1 shops. The following factors will be taken into account when considering exceptions:

(a) whether the proposal harms the retail character of the shopping frontage, with an over-concentration of non-retail uses (normally three consecutive non A1 uses and 70% maintained in A1 use),

(b) whether the proposal will generate a significant number of pedestrian visits,

(c) whether the proposal uses vacant units (having regard both to their number within the centre as a whole and the primary shopping frontage and the length of time they have been vacant and actively marketed).

2. All proposals for non retail development within the primary shopping frontage, including where relevant, changes of use will:

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

#### Secondary shopping frontage

3. Within the secondary shopping frontage, as defined in Figure 6.1, proposals for development or change of use from an A1 shop will generally be acceptable provided:

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

#### Other shopping areas

4. Outside the primary and secondary shopping frontages as identified above, applications for development or change of use which involve the loss of A1 units will normally be acceptable, provided:

- (a) it does not harm the amenity of adjoining properties,
- (b) it does not harm the character, attractiveness, vitality and viability of the centre as a whole,
- (c) in the case of change to a residential use the frontage for shoppers is not unreasonably interrupted.

#### Retail Policy Areas

5. The town centre benefits from areas of discrete retail character which, individually and collectively contribute positively to the vitality and viability of the centre. There are also areas where major retail led developments are anticipated and the retail character that they create will be an important consideration. These retail Policy Areas are identified in the policies and text regarding Lewisham Gateway, Lee High Road, Loampit Vale and Ladywell in Section 5 – Policy Areas. In general, development proposals should take account of, not compromise and seek to complement the existing and anticipated retail character of each Policy Area.

## Rationale

- 6.41** Policy 2.15 of the London Plan promotes the identification of town centre boundaries and primary and secondary shopping frontages. The Council specifically identified an intention to define primary and secondary frontages within paragraph 6.93 of the Core Strategy, while the current geographical boundaries of the shopping areas are defined in Table 6.1 and are shown in Figure 6.1.

Table 6.1 Retail frontages

Primary shopping frontages
<p><b><u>Existing primary shopping frontage</u></b></p> <p>The Lewisham Shopping Centre</p> <p>70 – 212 Lewisham High Street</p> <p><b><u>Proposed primary shopping frontage</u></b></p> <p>Retail development in the Lewisham Gateway Policy Area (excluding Kings Hall Mews) as reflected indicatively on Figure 6.1</p>
Secondary shopping frontages
<p><b><u>Existing secondary shopping frontage</u></b></p> <p>73 – 83, 85 – 229, 236 – 252 and 262 – 328 Lewisham High Street</p> <p>1 – 43 and 2 – 32 Lewis Grove</p> <p>1 – 91 and 6 – 120 Lee High Road</p> <p><b><u>Proposed secondary shopping frontage</u></b></p> <p>Retail development in the Loampit Vale Policy Area as reflected indicatively on Figure 5.2</p>

- 6.42** There have been a number of changes in the primary and secondary designations to account for completed development, change of use and general updates.
- 6.43** The Council acknowledges that town centres require a wide range of uses, however the primary focus should be shopping. It is considered important to protect the primary retail functions in order to meet the vision for Lewisham town centre to achieve metropolitan status, as well as preserving the retail character and role of the primary centre. To help maintain the overwhelming retail character of the primary shopping frontage the Council will aim to maintain a high proportion of A1 uses within this area, with a target of 70 % A1 use.
- 6.44** The Council recognises that the town centre will require more than comparison retail to remain a viable and vibrant centre, therefore the secondary shopping frontage will be promoted for other popular town centre uses. This includes A2 and A3 uses and a more flexible approach to non A1 uses.
- 6.45** The Council has taken a more flexible approach to uses outside the primary and secondary shopping frontage. While the Council will seek to encourage the successful use of units for town centre uses, it acknowledges that in some cases a change of use back to residential may be acceptable in appropriate locations.
- 6.46** The Council also realises that there is a need to create a more subtle, character based approach to defining priorities for the different parts of the town centre. This is a locally justified decision which reflects the unique way in which Lewisham town centre combines a number of differing approaches to retail in one town centre. The differences and relationships between the market, small shops, brand stores and ‘big box’ retail must be allowed for to

create a successful centre. Within the shopping centre there are certain identified areas that have their own character and this must be acknowledged and supported by proposals. These areas are expanded on in the relevant Policy Areas in Section 5 of this LTCLP.

### Policy LTC17

#### Evening economy uses

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

(a) the retail character of the area is not harmed (with reference to LTC16), and in particular the retail character of the primary shopping frontages,

(b) the proposal would contribute positively to the character of the particular area, as outlined in LTC16,

(c) the cumulative impact of the proposal does not unreasonably harm the living conditions of nearby residents.

2. Particular areas would be suitable locations for evening economy uses, as part of a wider mix of uses. These areas will mainly be outside of the primary shopping frontages and should seek to promote hubs of evening use (see in particular Figure 6.2).

### Rationale

- 6.47** The evening economy means those uses that provide leisure, entertainment and social meeting places in the evening (normally A3, A4 and D uses). The Council is keen to stimulate the evening economy and assist in the provision of an active and vibrant town centre in the evenings. A strong evening economy alongside successful evening leisure uses would improve the image of the town centre and increased activity would help reduce the fear of crime. Additionally, it would provide financial stimulus for local businesses and the town centre in general.
- 6.48** Currently the town centre is lacking in both volume of outlets and a geographical focus of evening economy uses. There are a number of bars and restaurants although these are spread throughout the centre and are largely disparate from one another.
- 6.49** In general, the Council will encourage evening economy uses, within the confines of a number of identified criteria. The proposal must contribute positively to and not harm in any way the character of the Policy Area. Additionally, the cumulative impact of the proposal must not unreasonably harm the living conditions of nearby residents, including through the creation by noise and disturbance from users and their vehicles, smell, litter or unneighbourly opening hours.
- 6.50** The Council will be particularly supportive of evening economy uses in several sectors of the town centre (see Figure 6.2), including the generation of a cluster of restaurants, bars and leisure uses around the Lewisham Gateway site. This Policy Area is highly accessible via public transport, which encourages usage, but is also beneficial in dispersing people late at night. The Lee High Road will also be considered a suitable location, to add to the existing selection of evening uses in place.

- 6.51** Increased evening facilities south of the town centre, in Lewisham High Street between Limes Grove and Morley Road and also in Ladywell, would provide a good balance to the northern offer and would increase the amount of travel through the main retail centre after dark.

Figure 6.1 Retail designations

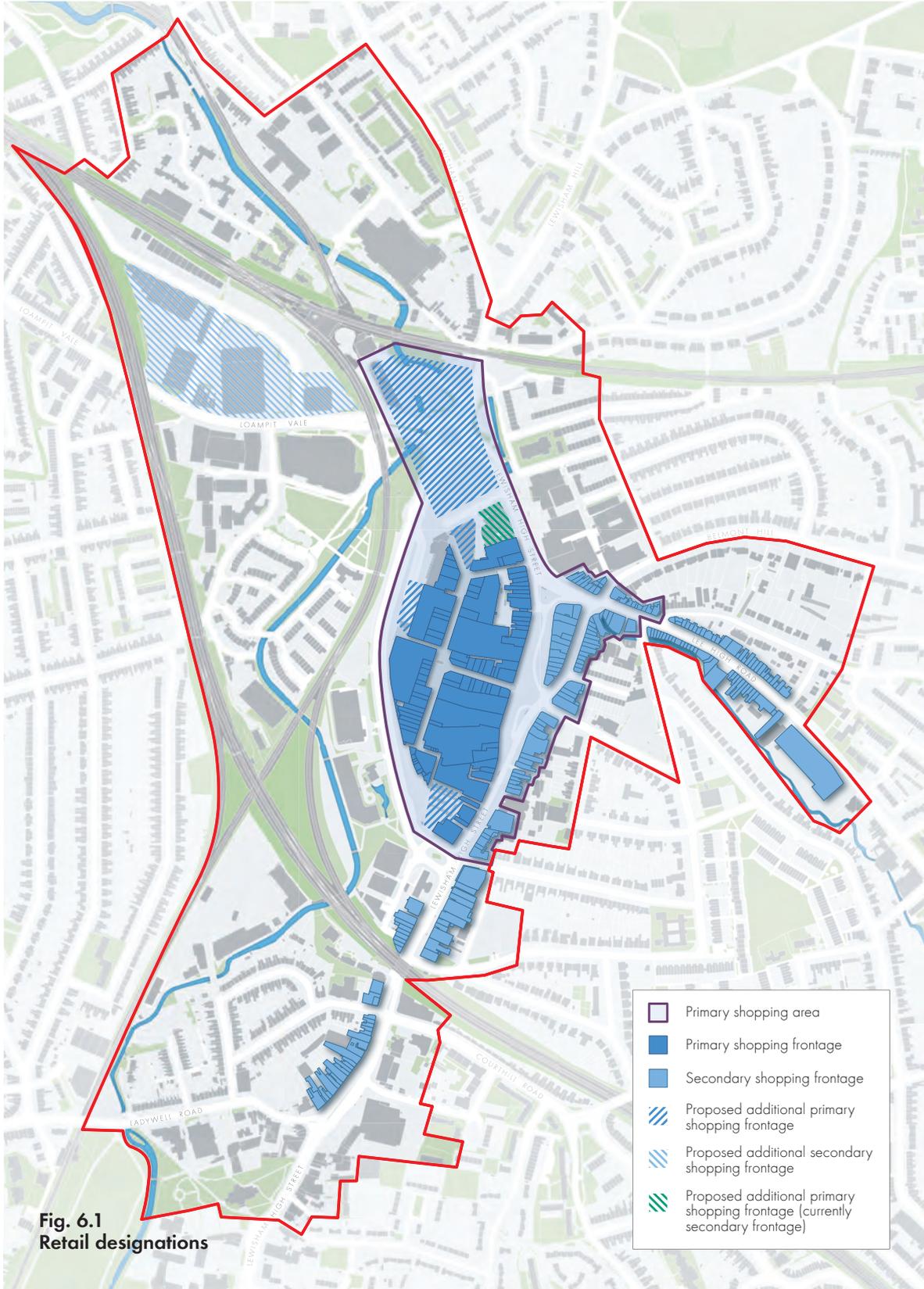


Fig. 6.1 Retail designations

Figure 6.2 Suitable locations for evening economy uses

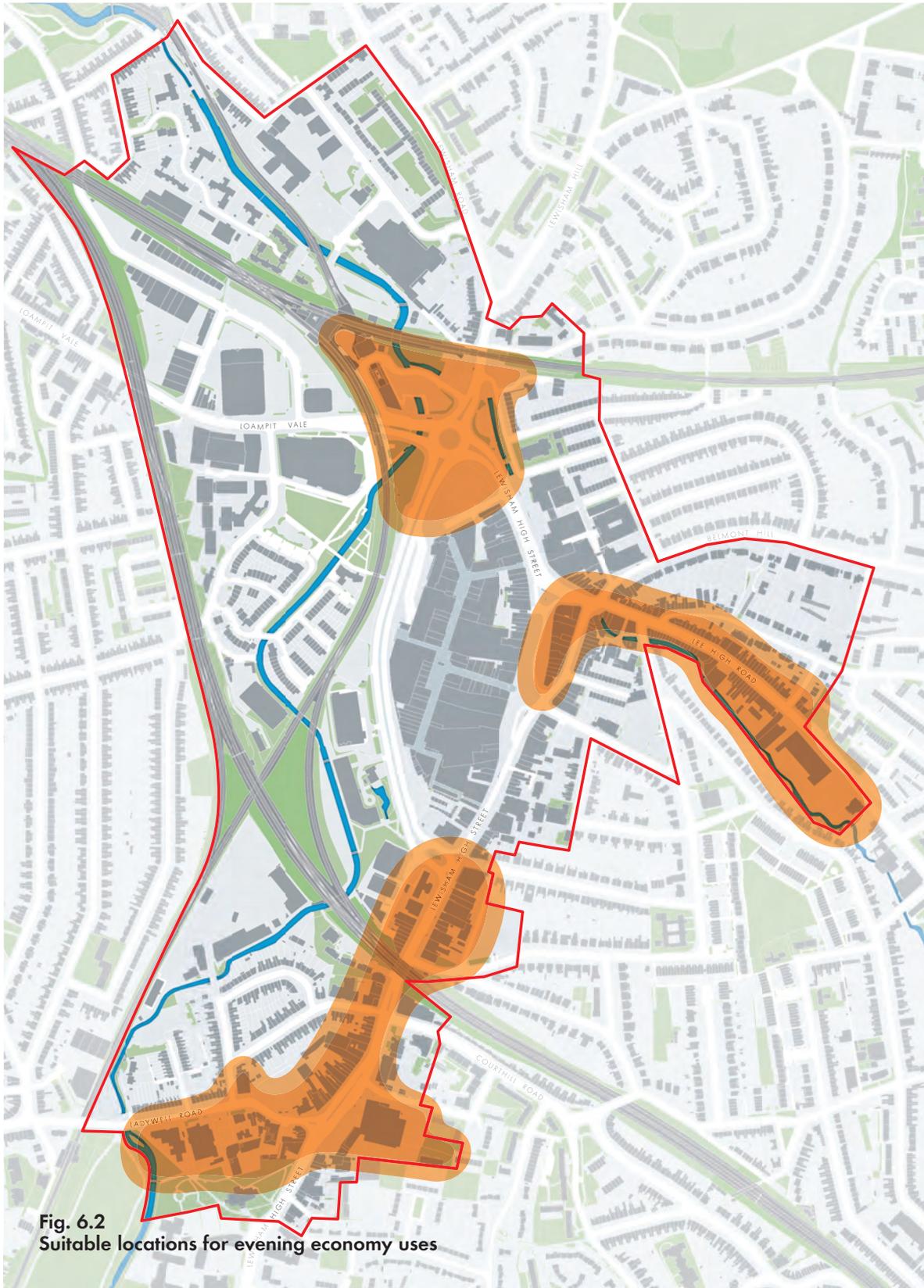


Fig. 6.2 Suitable locations for evening economy uses

## 6.2 Building a sustainable community

- 6.52** Section 6.2 details a number of key policies that are vital in delivering an approach to the redevelopment of the town centre that will benefit both existing residents and users and those from generations to come. Policies cover a diverse range of subjects such as urban design, transport and community needs, to ensure that Lewisham town centre becomes a socially sustainable hub.
- 6.53** For the full list of policy and evidence base linkages with these policies see Appendix 1.

## 6.2.1 Urban design

### Overview

**6.54** There is a considerable amount of policy and advice available on urban design at a national, regional and local level, however, it remains important for the LTCLP to consider and provide policy on a number of key design issues. Creating a town centre that provides a safe, accessible and attractive environment is vital to the vision of the LTCLP. The following policies (LTC18 and 19) support the implementation of the following objectives:

- Obj3 – Design quality
- Obj5 – Open space and recreation

### Policy LTC18

#### Public realm

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

(a) the Lewisham Streetscape Guide should be supported, in particular through the avoidance of street clutter, and where it is useful and functional, street furniture and lighting should be designed to delight,

(b) the provision of public art in association with all major development in the town centre will be encouraged and should be considered at the early stages of the design process,

(c) development should enhance community safety through the overlooking of entrances and exits and clear definition of public and private space. Applicants should show how they have taken 'Secure by Design' into account,

(d) new development and public space improvements should be generously sized and designed to improve the wider network of routes and open space in and through the town centre, particularly for pedestrians and, where possible, create new public routes. Enhancements to connections between the town centre and surrounding residential communities are particularly important,

(e) development should ensure that the public realm and development projects incorporate inclusive design principles. The Council will also seek to make provision for Shopmobility initiatives,

(f) building lines should be organised to provide generous streets and pavements,

(g) intelligent planting and street trees should be used to mitigate heat island effects and assist in reducing run-off and flood risk,

(h) urban enclosure and urban grain play a critical role in creating good quality environments and should be considered in any proposals for development,

(i) high quality and legible signage should be provided as appropriate.

## Rationale

- 6.55** Lewisham town centre has a considerable amount of public realm. While green space is largely limited to the edge of the centre, the core area contains wide pavements, a 'market square' and other civic space. The Council considers that the quality of the core public realm is of the utmost importance in generating an attractive and welcoming town centre.
- 6.56** In the first place, any new developments should look to add to the provision of space for public realm where possible. This includes not only civic squares or plazas, but also other provision such as generous, wide, well designed pavements and provision for other pedestrian and cycle routes.
- 6.57** Of equal value to the volume of provision, is the approach of development to enhancing existing and new sources of space. To create an attractive environment, consideration needs to be given to a wide range of influences on the public realm, including, but not limited to, the design of, street frontage, building design, height, mass and scaling, shop fronts, signage, street clutter, furniture and art, lighting, safety features and trees and other natural aspects. For further guidance, the Lewisham Streetscape Guide identifies the Council's principles for creating excellent quality public spaces.
- 6.58** The design of all new buildings and improvements to public places will be required to address safety and security issues and the Council will implement Secured by Design principles. Ensuring natural surveillance by good design, making sure ground level development adds vitality at different times of day and night and providing safe routes for cycling and pedestrians are all ways to design safe places, and development will be expected to address these issues.
- 6.59** In order to create good quality environments public spaces should be strongly defined by the built edges that surround them and groups of buildings should be designed to form unified urban 'backdrops'. This can be assisted by respecting and where possible extending the existing street patterns. Buildings should front public spaces, and on major streets and public spaces 'backs' of properties should be avoided wherever possible.
- 6.60** In general, the approach to urban design and public realm should follow the principles stated. It is also important that consideration is given to other policies within the LTCLP, in particular policy LTC2, but also policies regarding energy, historic assets, transport and other design policies.

### Policy LTC19

#### Tall buildings

1. Applicants will need to comply with Core Strategy Policy 18 and then satisfy the requirements of this policy.
2. Detail of zones generally appropriate or inappropriate for tall buildings and those areas sensitive to such development are shown in Figure 6.3.
3. Tall buildings in the town centre must:
  - (a) maximise this high density development type in the most sustainable town centre locations with access to transport, shops and services,

(b) increase the amount of local amenity space and improve its quality in order to accommodate tall buildings,

(c) add positively to the existing and emerging overall Lewisham town centre skyline through sensitive and high quality design providing positive landmarks from all angles of view,

(d) be part of a varied size, scale and height of development,

(e) be sensitive to the surrounding environment, in line with CABE and EH guidance.

4. Applicants should provide detailed modelling to assess the appropriate building height in relation to scale and massing.

## Rationale

- 6.61** Tall buildings have a role to play in the town centre, but need to support a varied skyline and assist in achieving the aims of the wider site, Policy Area and town centre as a whole. There are many sensitivities that applicants must consider and analyse the effects of in order to establish if a tall building is suitable. Clearly, tall buildings are not suitable everywhere in the town centre.
- 6.62** Applicants must initially comply with Core Strategy Policy 18: The location and design of tall buildings. Following this there are a number of local considerations for Lewisham town centre that must be regarded in relation to the placement and height of tall buildings including:
- Conservation areas
  - Listed buildings
  - Locally listed buildings
  - Undesignated heritage assets
  - Local landmarks
  - Metropolitan Open Land and other open space
  - Rivers
  - The World Heritage Site Buffer Zone
  - The high street and the street market area
- 6.63** This list demonstrates that Ladywell and other susceptible locations are inappropriate for tall buildings and several other areas are sensitive to their development. The influence of these factors has been taken account of in creating the appropriate, sensitive and inappropriate zones in Figure 6.3.
- 6.64** The zones are based on the English Heritage tall buildings guidance and are a rough guide as to the parts of the town centre that may be appropriate, sensitive or inappropriate for tall buildings. Applicants will still be required to complete local analysis and take into account the full range of factors detailed in this policy and rationale.
- 6.65** Policy LTC19 only relates to tall buildings inside the LTCLP boundary. The policy will not support the development of tall buildings beyond the plan area boundary.



## 6.2.2 Sustainable movement

### Overview

- 6.66** With a significant proposed increase in residential population and retail floorspace attracting added numbers of shoppers, it is of vital importance that Lewisham town centre is accessible.
- 6.67** The town centre has excellent public transport provision by trains, the DLR and a comprehensive bus network. Additionally the town is crossed by two major London routes, the A20 and the A21. Further there are a number of cycle and pedestrian routes that pass through and around Lewisham town centre.
- 6.68** Policies LTC20 and LTC21 are designed to support the development of transport facilities in the centre as the town develops. These policies support the implementation of the following objectives:
- Obj1 – Retail and town centre status
  - Obj5 – Open space and recreation
  - Obj6 – Transport

### Policy LTC20

#### Public and shopper parking spaces

1. Existing public and shopper parking is to be retained where appropriate and further provision to meet the needs of the growing retail sector in the town centre will be sought to maintain the current ratio of parking spaces to retail floorspace.
2. The development of the following Policy Areas and sites are expected to involve a significant amount of new retail floorspace and all existing and any new associated parking spaces should be publicly accessible:
  - (a) Conington Road Policy Area,
  - (b) Loampit Vale Policy Area,
  - (c) Ladywell Leisure Centre (Site S8).
3. All new developments are required to comply with the London Plan regarding the provision of electric charging points. Further, all accessible points must meet the Source London criteria so that they can become part of the London-wide network.
4. All car parks should prioritise disabled drivers and those with children.

### Rationale

- 6.69** The highly accessible nature of the public transport network (buses, trains and DLR) in Lewisham town centre, means there is a policy predilection towards the encouragement of these sustainable forms of transport. Given this preference for public transport over the car, parking levels are lower in Lewisham town centre than in many town centres of equivalent size. The Council however recognises that some groups of people are reliant on private

vehicle accessibility; some find it a preferable form of transport and some goods are not suitable for transport via the public network. It is therefore important that a suitable level of public and shopper parking is made available in the town.

- 6.70** If Lewisham town centre is to achieve Metropolitan status it must continue to be competitive with other comparable inner London town centres. The LTCLP promotes a context for enhanced public transport accessibility, but the centre must also be attractive for car borne shoppers. Therefore the Council will seek to retain the existing quantum of public and shopper parking spaces in the town centre as a minimum level. The Council will also seek to broadly maintain the existing ratio of parking spaces to retail floorspace through a moderate increase in provision in line with an expansion in retail floorspace. It is expected that the inclusion of public and shopper parking within the sites identified for redevelopment (as included in policy LTC20 Part 2) will manage this requirement.
- 6.71** The Council's public parking strategy is a pragmatic one. The existing Clarendon and Slaithwaite surface car parks are retained and continue to serve traffic arriving from the east and south respectively. Development of the Ladywell Leisure Centre site has some potential for further public parking for traffic coming from the south, development of sites in Thurston Road provides some public car parking for traffic coming from the west and existing car parking associated at the Tesco store continues to provide public car parking for traffic coming from the north. It should also be noted that the Council will allow the redevelopment of the small Rennell Street car park as it is part of the Lewisham Gateway Strategic Site.
- 6.72** The provision of public parking at these key gateways into the town centre, coupled with improved signs and real-time information on the availability of spaces, should help enable drivers to park at the first available parking area and help prevent through-traffic from being delayed by those circling to find a parking space. In support of the edge-of-centre provision, the Lewisham Shopping Centre multi-storey car park and the Molesworth Street surface car park will continue to provide central parking. Potential additional public car parking areas are identified in Policy LTC20 and shown in Figure 6.4.

## Policy LTC21

### Sustainable transport

1. The Council will work with a range of partners including Transport for London (TfL), Network Rail, public transport providers, landowners, developers and other stakeholders to ensure that improvements are secured and delivered to the frequency, quality, accessibility and reliability of the town centre public transport network, including those schemes identified in the Policy Area policies in Section 5.
2. Specific funding for improvements required to cycling and walking routes in Lewisham town centre will be sought, including:
  - (a) the Waterlink Way north of the Lewisham transport interchange towards Conington Road,
  - (b) east – west links through the town centre and beyond to the wider neighbourhoods.
3. Additionally, mitigation works to improve the pedestrian and cyclist experience are required at the following locations:
  - (a) northern roundabout,

- (b) Loampit Vale,
- (c) Lee High Road and Belmont Hill,
- (d) Lewisham High Street,
- (e) Molesworth Street,
- (f) southern roundabout,
- (g) the junctions at Ladywell Road / Lewisham High Street / Courthill Road.

## Rationale

- 6.73** The enhancement of public transport infrastructure and services within the town centre will improve its accessibility and encourage an increase in its use. Reducing reliance on car use and relieving pressure on roads and car parking has the potential to reduce air pollution levels and generally contribute to the environmental sustainability objectives of the LTCLP. Alongside service enhancements, improved safety and security measures to reduce crime and the fear of crime, combined with improved signage and the wider promotion of the public transport network, will assist in increasing usage.
- 6.74** Figure 6.4 identifies a number of the public transport opportunities that the Council will seek, alongside its partners, to deliver through the plan period. This includes improved access to and from the Lewisham transport interchange, enhanced connections to the town centre and multiple opportunities to improve the bus route and stops network (see relevant Policy Area policies).
- 6.75** In support of Core Strategy Policy 14, applicants will be required to enhance cycling and walking routes wherever this is possible. The Waterlink Way provides an excellent cycling route, a key gateway to the town centre and an area of public realm along the north – south axis of Lewisham town centre. A number of sections of this route have experienced major improvements over recent years and developments adjoining the river or with a responsibility to improve the Waterlink Way in the town centre will be expected to continue this recent history through the provision of cycle routes of excellent quality.
- 6.76** While travel along the north – south route is highly improved, it remains difficult to traverse the town centre along the east – west axis. All developments should consider this and take any opportunity to safely enhance this route.
- 6.77** The redevelopment of a number of sites in the town centre presents a real opportunity to dramatically improve the accessibility and safety of pedestrian and cycle routes. Applicants will be required to enhance the existing network, providing generous pavements and walking routes and support the safe use of bicycles.
- 6.78** TfL has proposed that a cycle superhighway will begin at the Lewisham transport interchange and run to Victoria in the centre of London. This is due to open in 2013 and development proposals should give this due consideration. Local cycle linkages to this new regional resource should be planned.

- 6.79** The Council will, and applicants should, seek to provide publicly accessible cycle parking throughout the town centre. In particular, provision should be made available where cycle routes lead through the town centre, in close proximity to the Lewisham transport interchange and to the primary shopping frontages. Cycle clubs or schemes will also be welcomed by the Council.
- 6.80** Figure 6.5 identifies those areas where the Council has recognised specific opportunities for mitigating the impact of roads and improving the walking and cycling environment. This is not an exclusive list and applicants should consider that there are generally opportunities to improve connectivity across the whole town centre which may even include future proofing for potential cycle hire extension schemes and other measures as appropriate. The quantum of development anticipated for the town centre will only be viable if a modal shift in transport use towards more sustainable methods is achieved. Therefore cycling and walking improvements are central to the acceptability of planning proposals.
- 6.81** TfL will be consulted and closely involved in the design and, where applicable, approval from TfL sought, for works affecting the Transport for London Road Network and the Strategic Road Network.
- 6.82** The London Plan identifies a southern extension to the Bakerloo Line and a southwards extension to the DLR from Lewisham. When these are progressed, it will be appropriate to assess the land use implications for the LTCLP.

Figure 6.4 Public transport opportunities

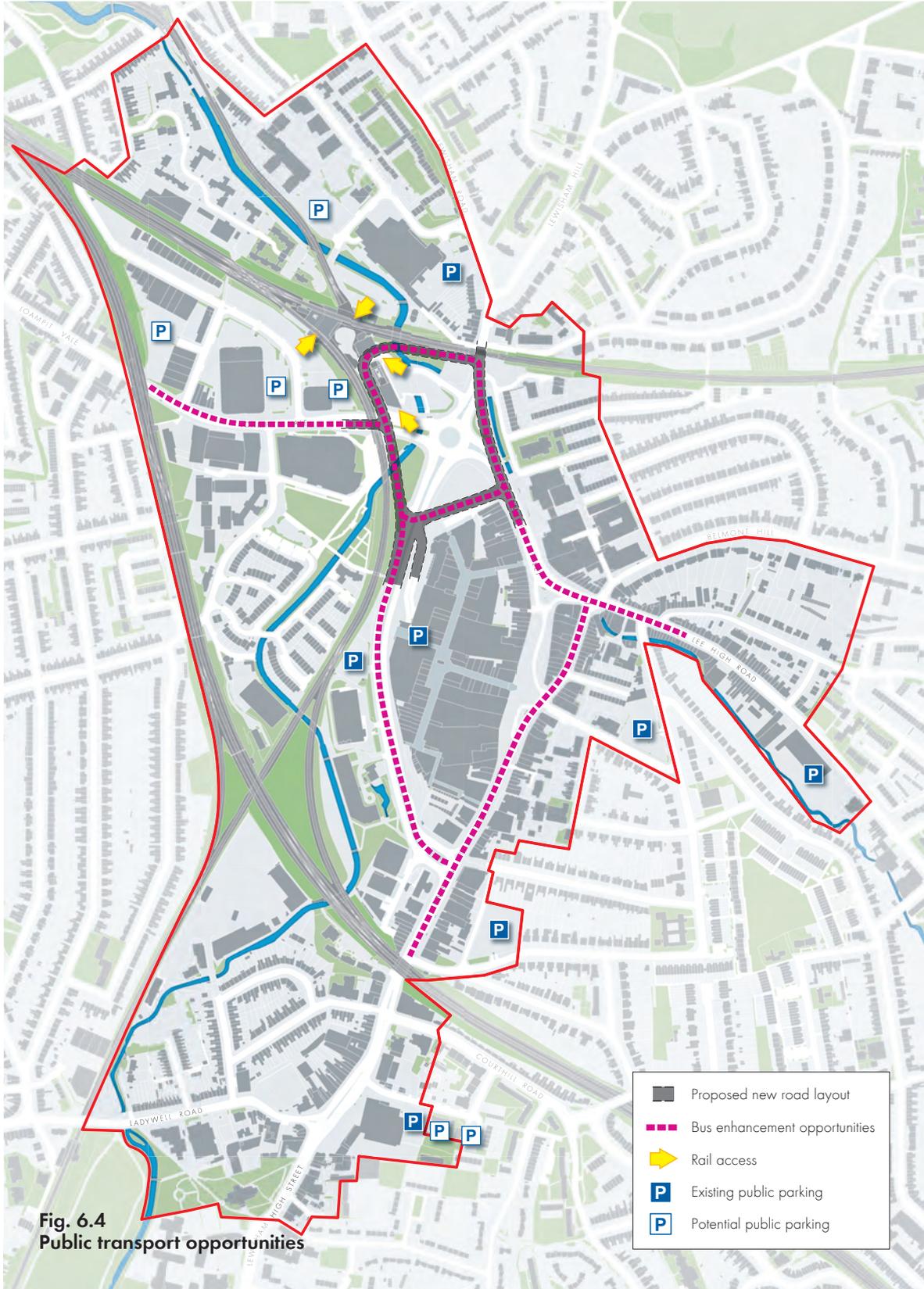
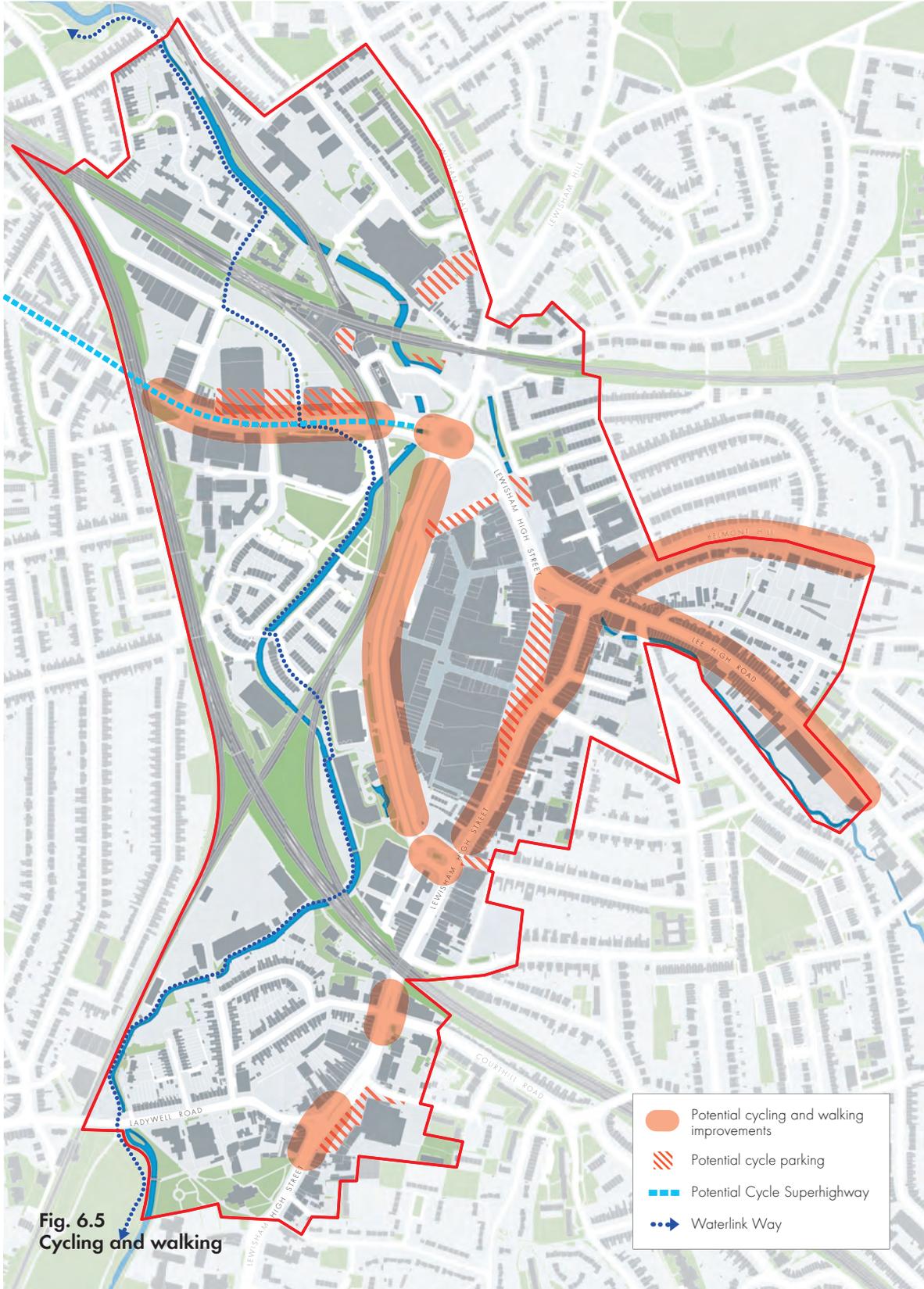


Figure 6.5 Cycling and walking



### 6.2.3 Community

#### Overview

- 6.83** Given the desire in the vision and objectives to expand the town centre, it is appropriate to also consider the associated facilities that additional people may require. Social infrastructure, such as schools, doctors, and childcare and leisure facilities, will be planned by the Council to meet the growth of the town centre, while important heritage assets will be protected to retain the important historical context of Lewisham town centre.
- 6.84** The following policies (LTC22 and 23) support the implementation of the following objectives:
- Obj5 – Open space and recreation
  - Obj7 – Environment
  - Obj8 – Community

#### Policy LTC22

##### Social infrastructure

1. The residential and commercial growth of Lewisham town centre will demand provision of additional social infrastructure such as schools, childcare and health facilities, and community and leisure spaces, and policing and other emergency services.
2. The Council will monitor infrastructure need and work alongside public, private and voluntary groups to deliver services. Specifically, applicants will be required to assist in the funding and implementation of new and improved facilities through both the planning obligations system and direct provision. Full contributions will be required from applicants to support all social infrastructure and in particular the increased demand for school places generated by high density town centre residential development.
3. Priorities for planning obligations for each Policy Area are detailed in the area specific policies in Section 5.
4. The redevelopment of existing community, leisure and entertainment spaces for alternative uses will only be permitted if it can be demonstrated that:
  - (a) the facility is no longer needed or an equivalent facility can be replaced at an alternative site with an equal or improved level of accessibility,
  - (b) the locational requirements for the facility are not met,
  - (c) the facilities need updating, which cannot be achieved at reasonable cost,
  - (d) alternative provision of equivalent benefit to the community is made.

#### Rationale

- 6.85** The Council understands that the planned increase in homes in the town centre will generate greater demand for services and facilities.

- 6.86** It should be noted that the delivery of the new homes for the town centre is expected to come over the next 10 years and beyond. The Council will need to deliver the associated social facilities at the right time and hence this is also a 10+ year programme. This is a long time in infrastructure terms and therefore while the Council will have a 10 year forecast to understand the amount of provision required in the future, it will not necessarily know the exact sites or details of schemes further than a few years in advance. It is important for the Council to retain several options for the delivery of social infrastructure in order to ensure that the most appropriate option is available at the time it needs to be delivered.
- 6.87** The Council's Infrastructure Delivery Plan (IDP) plans for the increased demand for infrastructure that comes from the growth of Lewisham town centre over 10+ years. In order to support the process outlined above, it is considered a 'living document' meaning it is regularly updated to include the most up to date information.

#### Primary school capacity

- 6.88** Births in the Borough of Lewisham increased by 34% between 2000/01 and 2009/10 with a corresponding increase in the demand for places in primary schools. Demand has exceeded supply since 2009/10 and is forecast to continue at this higher level throughout the plan period (this projection incorporates expected increases due to development activity). This means that across the borough the expected need is for an additional 20+ forms of entry (FE) (600+ pupils).
- 6.89** Primary school place planning in the borough is completed in primary place planning localities (PPPLs) which divide the borough into six areas. For Lewisham town centre, the appropriate PPPL is No. 3 – Lewisham and Brockley. In this area there is a projected shortfall of between 3.5 and 6 FE that will be met as best as possible by a mixture of permanent expansions supplemented by temporary classes. Demand is expected to fluctuate across the borough and therefore temporary flexible solutions will be beneficial. Already agreed in PPPL 3 is the expansion of Brockley and Gordonbrock (1 FE and 0.5 FE respectively), while work continues to locate existing schools where sites are large enough to expand, identify sites which may be recommissioned as schools and identify new sites. Further, 3.5 FE are proposed in PPPL's near to the town centre and will contribute significant cross boundary benefits.
- 6.90** Capacity inside the town centre boundary will not necessarily need to increase as provision in the surrounding areas may be able to support the more intensive development in the town centre. Further, development is only one of many influences on pupil numbers in Lewisham town centre. However, the planning department works closely with the education department to ensure that where new development is proposed, such as in the town centre, school places can be supplied to meet the increased demand.

#### Secondary school capacity

- 6.91** The new Prendergast Vale all-through school will see an extra 120 secondary school places a year in the Plan Area from 2012. Expansions at other secondary schools in the borough (most notably Prendergast Ladywell Fields in 2009/10) will deliver an additional 135 secondary spaces between 2009/10 and 2012. The IDP identifies a need for a possible additional 400 – 600 secondary school places in the area by 2019/20. Secondary school place provision is tackled at a borough-wide level and the Council will seek to work with its partners to identify and bring forward the required additional capacity.

#### Childcare

- 6.92** The Council's Childcare Sufficiency Review (March 2008) reported on a study into childcare facilities across the borough (based on the four children centre service areas). This found that every ward in the borough had considerable capacity, with childcare place vacancy rates of between 7% and 26%. However, supply within and surrounding the town centre was found to be tight. This is unduly influenced by reduced provision in Blackheath due to high property prices, whereas provision in Lewisham town centre is considered to be good.

#### Primary health care

- 6.93** The proposed population increase in the three wards that comprise the town centre and surrounding area of 5,460 up to 2021 will require an additional three GPs (based on the ratio of one GP per 1,800 people). NHS Lewisham considers that there is currently sufficient physical capacity to accommodate three GPs within the five GP surgeries that border the town centre, although investment will be needed for some of the existing premises to make them fully fit for purpose.
- 6.94** The proposed population increase will require an additional three dentists (based on the ratio of one dentist per 2,000 people). There is considered to be sufficient vacant and proposed accessible new non-residential space in appropriate locations (including the Lewisham Gateway Site) to easily accommodate this requirement.

#### Community and leisure facilities

- 6.95** The Council continues to be supportive of the provision of flexible community spaces along with a range of leisure and entertainment uses in Lewisham town centre. In particular, the Council will be supportive of proposals for a cinema in the town centre, and a site at the northern end of the centre, such as the Lewisham Gateway site, is considered to be an appropriate location.
- 6.96** The LTCLP is proactive in identifying opportunities for additional community and leisure facilities as follows:
- Refurbishment of the Playtower building in Ladywell into a multi-use community asset
  - Potential for enhancement of the Leemore Resource Centre on Lee High Road.
- 6.97** Further needs for community premises, including the apparent demand for additional churches (as evidenced by the number of unauthorised churches in the Loampit Vale Policy Area), will be informed by the Council's emerging Community Premises Strategy.
- 6.98** The Loampit Vale Leisure Centre will provide a significant improvement in the provision of indoor sports and leisure facilities in the town centre, enabling the development of the Ladywell Leisure Centre site for other uses. Opportunities also need to be maximised for the provision of enhanced and additional leisure and sports facilities in and around the town centre.

### Policy LTC23

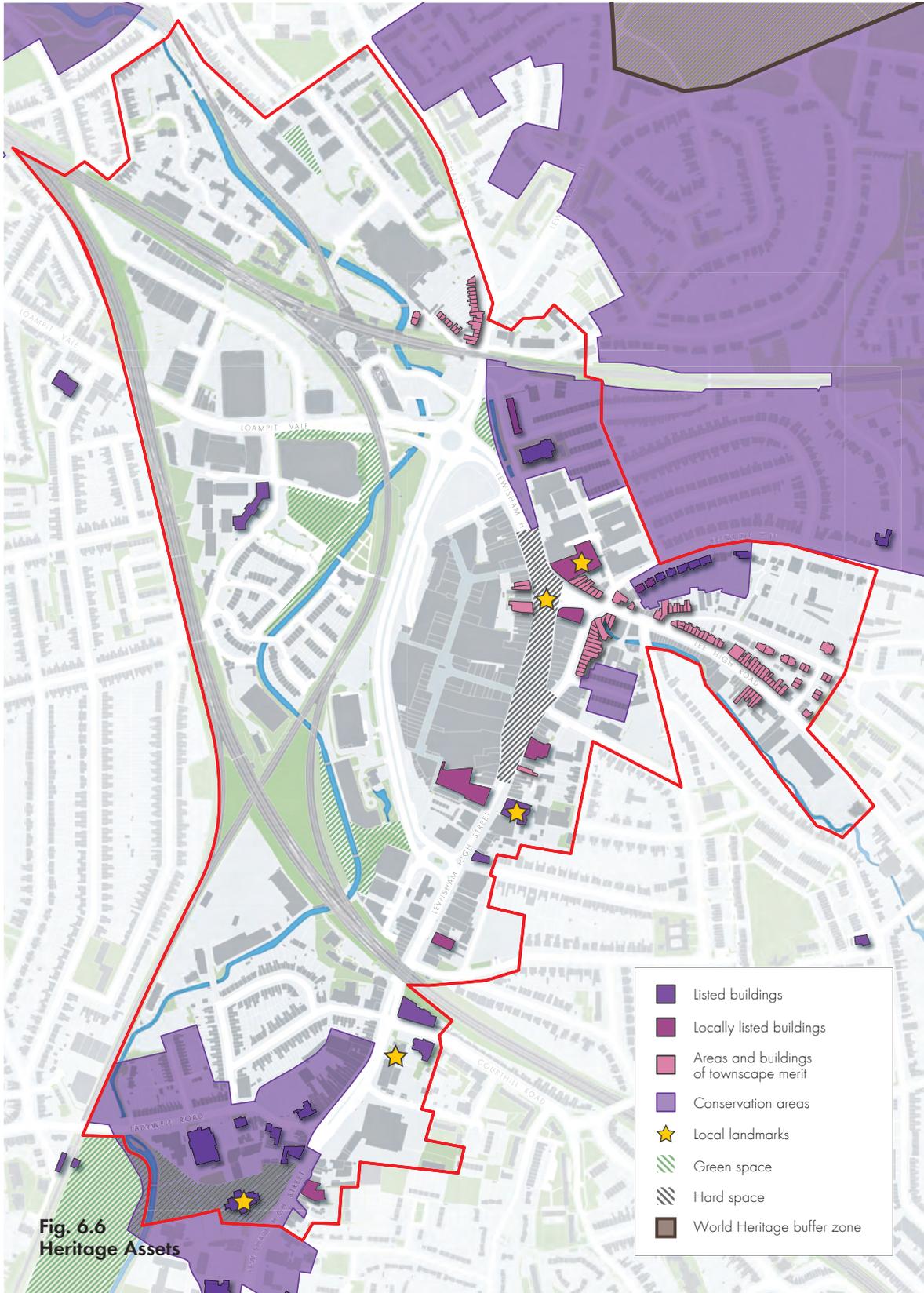
#### **Heritage assets**

The Council will require development proposals to conserve and enhance those heritage assets and their settings which contribute to the character of the town centre, in particular (but not exclusively) the assets listed in Appendix 2.

## Rationale

- 6.99** The town centre's development as the borough's commercial heart reflects its historic location at the confluence of the borough's two rivers and later at the junction of busy roads and railway lines. The core of the town centre is dominated by the 1970's shopping centre and today's high density new developments but elsewhere much of the early street layout remains, as well as numerous heritage assets which reflect the area's historical development and define its character.
- 6.100** Appendix 2 lists the known assets in and around the town centre. These are designated heritage assets (conservation areas, listed buildings and the buffer zone to the Greenwich world heritage site) as well as non-designated assets (locally listed buildings, local landmarks, buildings and areas of townscape merit, and the historic market). The assets are shown in Figure 6.6.
- 6.101** This is not an exclusive list and the Council will endeavour to protect all assets of value whether currently designated or not.
- 6.102** In addition to the previously designated local landmarks of the Clocktower and St Mary's Church, the Tall Buildings Study 2010 identified three buildings on Lewisham High Street that require recognition as Local Landmarks in the town centre:
- St Saviour's Church, Lewisham High Street
  - United Reformed Church tower
  - 65 – 71 Lewisham High Street

Figure 6.6 Heritage assets



### 6.3 Environmental management

- 6.103** Section 6.3 details two policies that are vital in delivering a number of the LTCLP objectives relating to environmental management and climate change.
- 6.104** For the full list of policy and evidence base linkages with these policies see Appendix 1.

## Overview

- 6.105** LTC24 details the approach to be taken by the Council with regards to CO2 emission reduction in the town centre. There is considerable redevelopment anticipated and this offers a great opportunity to deliver a co-ordinated and comprehensive approach to energy production and sharing.
- 6.106** LTC25 adds to Core Strategy Policies 7 and 8 in detailing specific aims and deliverable measures to ensure the town centre adapts to climate change.
- 6.107** The following policy (LTC24 and 25) supports the implementation of the following objectives:
- Obj7 – Environment

### Policy LTC24

#### Carbon dioxide emission reduction

1. All 'major development' will be required to incorporate communal heating and cooling which future-proofs the development and allows for larger scale decentralised energy clusters to be developed in the medium to long term, in some cases beyond the plan period. Where it has been demonstrated that a communal heating and cooling system would not be the most suitable option in the short to medium term, the development should ensure a connection can still be facilitated in the medium to long term. In doing so developments should:

(a) incorporate energy centres that are appropriately sized not only to accommodate the interim requirements of CHP and other centralised plants, but to accommodate a 'consumer substation unit' – to provide all the necessary equipment for a connection to a heating and cooling network and for domestic hot water preparation,

(b) where a communal heating system is not installed, incorporate pipework to the edge of the site which is compatible with any other existing networks or sections and ensure the likely shortest distance to future networks,

(c) locate energy centres close to a street frontage (but without creating 'dead frontage' to a street), ensuring the likely shortest distance to future networks,

(d) safeguard routes from site boundaries to energy centres to enable a connection to be made to a network in the future.

2. The LBL Energy Strategy recommends that there is potential for at least three Policy Areas which could support a cluster of decentralised energy in Lewisham town centre in the future, as follows:

(a) Loampit Vale Policy Area,

(b) Lewisham Gateway Policy Area,

(c) Ladywell Road Policy Area.

## Rationale

- 6.108** Developments will need to comply with Core Strategy Policy 8 and the London Plan hierarchy principle of 'lean, clean and green'. Therefore opportunities to implement energy efficiency measures should be pursued in the first place.
- 6.109** The town centre has been identified as a suitable location for decentralised energy networks. The Council will actively pursue options to establish them by, among other things:
- Monitoring opportunities and managing and co-ordinating development proposals
  - Working with public and private sector stakeholders
  - Facilitating further detailed assessment of logistical and technical issues such as potential energy centre locations, connecting pipework routes and operator issues for sites and clusters that have potential
  - Working with TfL and utility companies, to seek to facilitate potential pipework routes when undertaking any major highway works.
- 6.110** The three suggested clusters for decentralised energy in Lewisham town centre are as follows and are displayed in Figure 6.7.

### Loampit Vale

- 6.111** This is a potential future cluster and all opportunities to deliver this cluster should be explored. There is already an energy centre in existence south of Loampit Vale and this could act as a catalyst for future linkages to developments in the wider Policy Area, including on Thurston Road. This system could comprise more than one energy centre, with resilience linking.

### Lewisham Gateway

- 6.112** The outline consent for Lewisham Gateway makes provision for an energy centre and there is scope to consider longer term options to link into adjacent sites as the detailed scheme for the Gateway is progressed. In terms of planning for a phased approach it is recommended that the solutions for early phases are based on the installation of temporary high efficiency gas boilers, used to provide heat and establish the concept of district heating. Then once a critical mass on installation has been established the connection and conversion into a wider system can be progressed. Potential anchor loads include the Lewisham Shopping Centre.

### Ladywell Road

- 6.113** This area is part of Lewisham's Low Carbon Zone where Lewisham Council is working with the Mayor of London, GLA and a range of public, private and community sector groups to deliver a reduction in CO2 emissions of 20% by 2012 and a 60% reduction by 2025. The Ladywell Leisure Centre is a key Council-owned development site and there is an opportunity to incorporate decentralised energy, possibly linking into University Lewisham Hospital to the south of the LTCLP area.

Figure 6.7 Potential for CHP networks

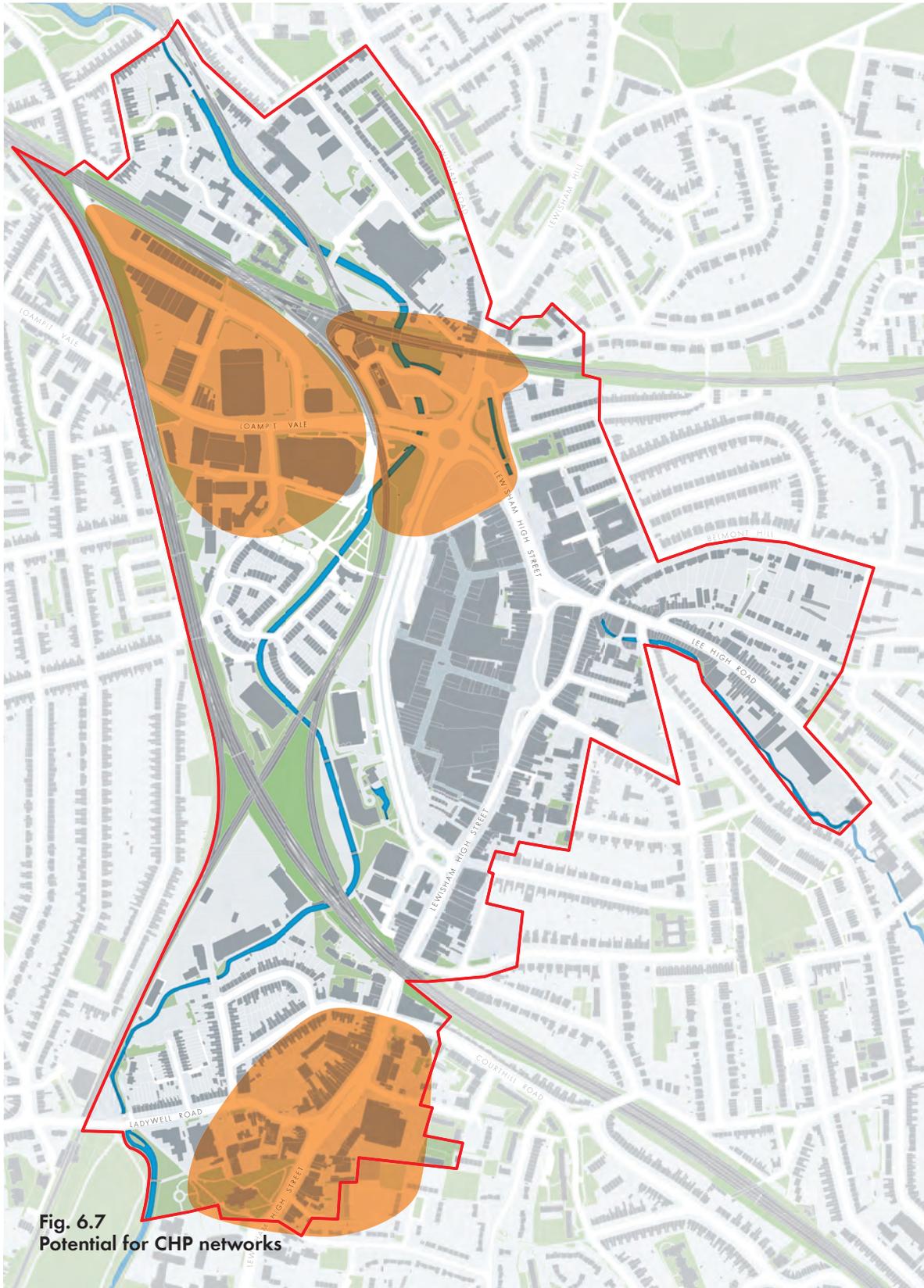


Fig. 6.7  
Potential for CHP networks

## Policy LTC25

### Adapting to climate change

1. All developments and works to the public realm will be able to adapt to the potential impacts of climate change. In doing so applications are required to use measures including, but not limited to, the following:

- (a) living roofs and walls,
- (b) water saving measures,
- (c) sustainable urban drainage systems,
- (d) vegetation and planting,
- (e) siting and design of buildings and services to minimise impacts,
- (f) materials.

### Rationale

**6.114** Adaption to climate change is a borough wide issue that is dealt with in the Core Strategy. However, there are a number of issues which are specific to town centres and where there is considerable development anticipated and which require more specific actions.

**6.115** There are a number of risks that Lewisham town centre will be exposed to as development comes forward, including:

- urban heat island effect
- overheating
- increased demand for cooling
- air quality impacts
- surface water run-off
- flash flooding
- river flooding

**6.116** To assist in the prevention of the above concerns, applicants will be required to utilise the adaptation tools and techniques described in this policy and expanded upon below:

#### Living roofs and walls:

**6.117** The Council expects opportunities for living roofs and walls to be maximised throughout the town centre.

#### Water saving measures:

**6.118** Measures including rainwater harvesting, greywater harvesting, low flow water fittings and water butts are considered to be deliverable on all town centre developments.

#### Soakaways and basins:

- 6.119** Particularly appropriate in the town centre are permeable and porous paving and infiltration devices such as soakaways and basins.

Vegetation and planting:

- 6.120** Filter strips and swales to help drain water away and planting that is able to cope with extreme weather conditions.

Siting and design of buildings and services to minimise impacts:

- 6.121** Examples include locating electrical and heating services above the likely maximum flood water level and introducing shading to buildings.

Materials:

- 6.122** Materials which are resistant to extremes of weather such as flooding or over-heating or which help to mitigate these effects, such as cool pavements.

This section shows how the vision and objectives of the LTCLP will be implemented to achieve regeneration and growth in the town centre.

Section 7 first explains the action and involvement the Council will have in ensuring implementation. Second, the monitoring framework highlights the process for scrutinising the progress of the LTCLP and how and when monitoring and, if necessary, reviewing the plan will take place. Third, there is a brief assessment of the main risks to the successful implementation of the LTCLP and where appropriate mitigation and adaptation measures are identified to ensure flexibility.

## 7.1 Implementation

### Overview

**7.1** Table 7.1 demonstrates how the delivery of the LTCLP area wide policies will in turn deliver the objectives and thus the vision of the plan. Policy Area policies LTC3 – 8 assist in implementing all of the objectives. The policies of the LTCLP are also supported by those policies in the Core Strategy and other Local Plan documents as well as the London Plan 2011.

**Table 7.1**

<b>LTCLP objectives</b>	<b>Area-wide policies delivering each objective</b>
1 – Retail and town centre status	LTC10: Mixed use, LTC11: Employment uses, LTC14: Town centre vitality and viability, LTC15: Lewisham market, LTC16: Retail areas, LTC17: Evening economy uses, LTC20: Public and shopper parking spaces
2 – Housing	LTC10: Mixed use, LTC12: Conversion of existing buildings, LTC13: Student housing
3 – Sustainable design	LTC18: Public realm, LTC19: Tall buildings
4 – Employment and training	LTC10: Mixed use, LTC11: Employment uses, LTC14: Town centre vitality and viability, LTC15: Lewisham market, LTC16: Retail areas, LTC17: Evening economy uses
5 – Open space and recreation	LTC18: Public realm, LTC21: Encouraging cycling and walking
6 – Transport	LTC20: Public and shopper parking spaces, LTC21: Encouraging cycling and walking
7 – Environment	LTC23: Heritage assets, LTC24: Carbon dioxide emission reduction, LTC25: Adapting to climate change
8 – Community	LTC14: Town centre vitality and viability, LTC15: Lewisham market, LTC16: Retail areas, LTC17: Evening economy uses, LTC22: Social infrastructure, LTC23: Heritage assets
9 – Implementing and monitoring the LTCLP	LTC26: Implementation, LTC27: Monitoring

**7.2** Policy LTC26 details the approach the Council will take to ensuring the successful implementation of the LTCLP over the plan period. Further detail is available in the delivery strategy table (in Appendix 3) containing each policy (site specific and area-wide) and indicating the delivery timescales, responsible agencies, specific infrastructure needs, risk and flexibility.

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

### Policy LTC26

#### Implementation

1. The Council will implement the LTCLP by working with public, voluntary, community and private sector partners and co-ordinating action, including:

(a) engaging in pre-application discussions with prospective developers,

- (b) using the Lewisham Design Panel or a site specific design panel to help secure high quality design,
- (c) requiring planning applications to address the LTCLP's vision, objectives and policies,
- (d) managing its own assets to facilitate appropriate development,
- (e) where appropriate using its compulsory purchase powers,
- (f) implementing the Infrastructure Delivery Plan, Local Implementation Plan and Borough Investment Plan,
- (g) partnership working,
- (h) securing appropriate sources of funding,
- (i) working with Thames Water to deliver water supply and sewerage infrastructure.

### Rationale

#### Pre-application service

- 7.4** The Council has a formal procedure in place to hold pre-application discussions with prospective applicants at all opportunities. Prior to this formal process, the Council encourages applicants, particularly in relation to major schemes, to engage the Council in more informal discussions at as early a stage as possible. The Council encourages early discussions with officers to ensure all aspects of a proposal are considered from the outset in order to provide greater certainty to applicants when developing their proposals. Discussions are focused on emerging design and access statements with a thorough site analysis. The planning case officer co-ordinates policy and design advice from within the Council and where appropriate the Lewisham Design Panel and external organisations (such as the Greater London Authority Planning Decisions Unit), to ensure applicants and their design teams receive timely, focused, co-ordinated and sound advice.

#### Lewisham Design Panel

- 7.5** The Council operates a design panel of independent built environment professionals. Its purpose is to provide design advice to ensure that development proposals are of the highest design quality and fully reflect and make a positive contribution to local context and character. Prospective developers of major proposals will be expected to present emerging proposals for the town centre to the Panel at appropriate stages of design development. In some cases, a particularly complex site may need an individual specialist design panel with several meetings.

#### Supporting documentation

- 7.6** Design and access statements are a national requirement and the Local Information Requirements for Lewisham sets out additional documentation that will be required to support major planning applications in the borough. All documents that accompany planning applications for sites in the town centre should demonstrate how the proposals would:

- Make a positive contribution towards the realisation of the vision, objectives and all of the policies in this LTCLP
- Enable (and in no way prejudice) future development in the rest of the area from doing the same – including the phased delivery of larger sites, in line with LTCLP policy LTC2.

#### LBL owned property

- 7.7** Subject to satisfying legal and strategic policy requirements, the Council will manage its assets including the property it owns in the town centre in ways that will help deliver the LTCLP's vision, objectives and policies.

#### Compulsory purchase

- 7.8** LBL will consider using its compulsory purchase powers where this would help secure the delivery of high quality development that is in line with the LTCLP vision, objectives and policies.

#### Infrastructure Delivery Plan

- 7.9** LBL has prepared a borough-wide Infrastructure Delivery Plan (IDP) in order to:
- Identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery)
  - Further strengthen relationships between the Sustainable Community Strategy and Local Development Framework (LDF)
  - Improve lines of communication between key delivery agencies and the local planning authority
  - Identify opportunities for integrated and more efficient service delivery and better use of assets
  - Provide a sound evidence base for funding bids and prioritising the deployment of allocated funding
  - Help facilitate growth in Lewisham and other growth and regeneration areas
  - Integrate with the Planning Obligations SPD and provide the basis for the Community Infrastructure Levy charging schedule.
- 7.10** The IDP is a live document that will be used as a tool for helping to deliver infrastructure and will be monitored and revised as necessary. Its implementation will be led by Lewisham's Asset Management Board (AMB), which will report to the Sustainable Development Partnership (SDP) – one of the thematic partnerships of the Local Strategic Partnership. The elements of the borough-wide IDP that are considered relevant to the town centre have been placed in the Infrastructure Schedule in Appendix 4.

#### Local Implementation Plan

- 7.11** LBL will continue to use the Local Implementation Plan (LIP) process to identify and secure funding for improvements that better manage road traffic, improve public transport accessibility and promote walking and cycling in the town centre.

#### Partnership working

- 7.12** LBL will work as part of the Local Strategic Partnership (which includes senior representatives from Lewisham's public, private, voluntary and community sector organisations) in delivering the vision, objectives and policies of the LTCLP. LBL will also work with other partners,

including local businesses, the Greater London Authority, London Development Agency, TfL, Network Rail, rail operators, the Environment Agency, landowners and developers (through the Major Developers Forum), utility companies (through the Lewisham Utilities Network), and others to deliver strategic change.

- 7.13** Further, LBL will engage and work with land and property owners and developers within the town centre to make delivery of developments possible within the context of the plan and vision.

### Funding

- 7.14** LBL has an adopted Planning Obligations Supplementary Planning Document (SPD) which sets out a tariff-based approach to the negotiation of financial contributions from developers. LBL may pool contributions in order to meet significant infrastructure requirements (including those set out in the IDP). The Community Infrastructure Levy (CIL) Regulations (April 2010 and 2011 amendments) introduce a new tariff for raising funds from developers to help deliver infrastructure (but not affordable housing) and the Council is currently preparing a charging schedule in compliance with the Regulations. On the local adoption of CIL (expected 2013) the Regulations restrict the local use of planning obligations for pooled contributions, however money generated through CIL will be available to deliver the identified infrastructure.

- 7.15** It is unlikely that planning obligations or CIL will be able to fully fund the infrastructure needs of the town centre, therefore alternative sources of funding will also be required. The Council will endeavour to use the processes identified above (including using its own land and partnership working) to facilitate the delivery of infrastructure. Regeneration of the town centre is largely developer led and the Council will work closely with such developers to seek out private, government and European funding sources.

### Water Supply and Sewerage Infrastructure

- 7.16** It is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development.

## 7.2 Monitoring

### Overview

- 7.17** Government legislation outlines a clear requirement for monitoring to be a central part of the plan-making process. Further, it is vital to the implementation process for the Council to understand if the LTCLP is successfully delivering the vision and objectives. To achieve this the Council will be using the plan, monitor, review approach as set out in the Lewisham Annual Monitoring Report.
- 7.18** To support this process the Council has produced a monitoring policy as identified below and a monitoring framework as part of the delivery strategy table in Appendix 3.

#### Policy LTC27

##### Monitoring

The Council will facilitate the monitoring of the LTCLP through the monitoring framework (as part of the delivery strategy in Appendix 3) and the following interventions:

- (a) using annual town centre surveys and health checks,
- (b) monitoring progress on planning applications,
- (c) reporting progress on infrastructure delivery to the Asset Management Board and Sustainable Development Partnership,
- (d) including a town centre specific section in the Annual Monitoring Report (AMR).

### Rationale

- 7.19** The delivery strategy table contained in Appendix 3 displays the monitoring indicators and targets and also describes when and how the measures will be monitored. This table will become part of the Annual Monitoring Report process on adoption of the LTCLP. The table also reflects and complements the monitoring framework in place for the Core Strategy.
- 7.20** The Council recognises that in order to be sure that sustainable development and sustainable communities are being delivered in the town centre, it needs to be able to check on whether the aims of the LTCLP are being achieved and to take corrective action if they are not. Therefore to supplement the delivery strategy identified in Appendix 3 the Council will complete the following monitoring objectives:
- Checking that the monitoring targets identified in Appendix 3 are being met and identifying the actions needed to address any barriers and blockages
  - Assessing the risks associated with particular aspects of the LTCLP and devising risk management strategies and contingency planning
  - Monitoring the quality of new developments in Lewisham town centre and their compliance with policies and proposals
  - Assessing the potential impacts of new or updated legislation, evidence and national and regional policy and guidance

- Measuring the performance of the LTCLP against the vision and objectives of the LTCLP, the indicators identified in the sustainability appraisal process, the Equalities Analysis Assessment process and other relevant indicators
- Monitoring the LDF evidence base and conditions in the town centre to assess the need for further spatial intervention, including checking and updating the assumptions on which the LTCLP is based

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

### 7.3 Risk

- 7.22** The implementation plan identified in policy LTC26 and detailed in Appendix 3 provides a process by which the vision and objectives of the LTCLP will be delivered. However, within the 10 year LTCLP plan period there are likely to be many changes to the wider circumstances surrounding the LTCLP which may affect successful delivery.
- 7.23** There will be changing economic and market conditions over the plan period, as well as other factors, including changes in legislation and national and London Plan policy, which will impact on the delivery of the LTCLP and its components. The full impacts cannot be predicted and will be monitored as part of the 'plan, monitor and review' process.
- 7.24** A short risk assessment covering the key risk areas is set out below. This incorporates commentary on contingency planning, including what alternative strategies will be implemented and what will trigger their use.

#### Changes to legislation and national or regional policy

- 7.25** The LTCLP has been prepared in accordance with legislative requirements and national policy and conforms with the London Plan. The LTCLP does not repeat national and regional policy, but rather refers to them and considers them in the local context. As a result, small adjustments to higher policy documents should not necessarily affect the implementation of the LTCLP. If major changes were proposed the LTCLP may need to be quickly reviewed alongside other LDF Local Plans. This would be overseen by the Council's LDF Steering Group. This would apply to all local authorities and would not be exclusive to the Borough of Lewisham.

#### Policy Area and site development

- 7.26** A number of the sites identified in the LTCLP already have granted planning permissions. Other sites are at earlier stages of the application procedure, while some have currently not yet entered the development process. The LTCLP as a whole has been produced with an understanding that granted permissions may not be implemented and therefore such sites could enter the planning system afresh during the LTCLP plan period. This has ensured that the policies in place are suitable for both known and unknown developments.
- 7.27** With all Policy Areas and sites there are risks that the expected development will not come forward in the timescales anticipated. The majority of the sites are in private ownership, while some are in multiple ownerships. Private developer co-operation and investment is required in order for some sites to progress. The Council remains in close contact with a number of land and property owners and developers in the town centre and continues to encourage progress through partnership working.
- 7.28** If one or two smaller sites experience delays in delivery in the plan period, the vision of the LTCLP could still be met due to the quantum of delivered development and the flexibility of site indicative capacities to allow for individual site circumstances. In the event of the widescale failure of delivery of sites, the Council would undertake a review of the surrounding circumstances, its evidence base and ultimately a full review of the LTCLP to understand what changes are required to produce a deliverable local plan.
- 7.29** The key scheme in the town centre is the Lewisham Gateway development. This site is considered central to the regeneration of the town centre and is hence identified as a strategic site in the Lewisham Core Strategy and monitored and progressed through the associated

processes in place. While the successful delivery of this site is central to the LTCLP and the wider Core Strategy, this does not mean that other development can not occur without it. A number of town centre developments have already preceded the Lewisham Gateway development and are complete.

### Infrastructure

**7.30** There are always risks that national or regional funding for infrastructure projects could be reduced or withdrawn. However, the risk is considered to be low as Appendix 3 states that key projects for the town centre are identified in existing business plans, have known funding sources, and in some instances are under way. The biggest single risk to infrastructure delivery relates to the delivery of the Lewisham Gateway development. This scheme involves road movements, public transport capacity and accessibility improvements, additional and reconfigured walking and cycling routes, open space and river enhancements and leisure provision. As identified previously, this is monitored and progressed through the Core Strategy.

### The economic climate

**7.31** The effect of the recent economic recession has been felt worldwide and this is certainly the case in Lewisham. There has been major government intervention at a national, regional and local level, while development has slowed, albeit less so in London than elsewhere. There is currently little assurance of whether the economy will improve or return to a recessionary state, therefore there is a considerable risk to the delivery of development in the near future, certainly in the first half of the plan period.

**7.32** Positively, throughout the economic recession, residential and mixed use (with retail and commercial) development has continued apace in Lewisham town centre. Schemes since 2008 on Loampit Vale, Conington Road and Lee High Road have provided hundreds of new dwellings and additional retail and commercial space.

**7.33** The Council will continue to monitor local economic conditions and work with regional and national partners on wider economic strategies. However, there is confidence that recent progress and the multitude of varied sites in the town centre will assist in maintaining growth throughout the plan period. Any detrimental impact or 'slowing down' of development will be considered if monitoring highlights it, but the Council remains confident that this will only change the phasing of delivery, not stop it entirely.

### Evidence base

**7.34** As with national and regional policy, the local evidence base is another component informing the preparation of the LTCLP. New evidence and a review of existing evidence will be prepared to respond to changing circumstances, and this in turn may point to the need to change or alter policy. This process will be managed through the Annual Monitoring Report.

# Appendix 1: Policy, guidance and evidence base linkages

Code	LTCLP	Relevant policies			Other guidance documents and evidence base
		Core Strategy	London Plan and other regional guidance	National policy	
<b>Overview policies</b>					-
LTC1	Town centre boundary		Policy 2.15 Part D	NPPF Section 2	<b>Overarching evidence documents for all policies</b> Shaping Our Future: Lewisham Sustainable Community Strategy 2008 – 2020 Lewisham Infrastructure Delivery Plan, 2010
LTC2	Spatial strategy	Spatial Policy 2	Policies 2.3, 2.13, 2.15 Part C	NPPF Section 2	
<b>Policy Area policies</b>					-
LTC3	TCA Policy – Lewisham Gateway	Spatial Policy 2 Strategic Site Allocation 6 CS Policies 3, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 18, 19 and 20	Policies 2.3, 2.13, 2.15 Parts A, C and D, 3.3, 3.7, 3.16, 3.17, 3.18, 3.19, 4.1, 4.2, 4.3, 4.6, 4.7, 4.8, 4.9, 5.2, 5.3, 5.5, 5.6, 6.2, 6.3, 7.1, 7.3, 7.4	NPPF Sections 1, 2, 4, 6, 7, 8, 10, 11 and 12	<b>Housing</b> Lewisham Strategic Housing Market Assessment, 2008 South East London Boroughs' Strategic Housing Market Assessment, 2009  <b>Employment land</b> Lewisham Employment Land Study, 2008  <b>Retail and town centres</b> Lewisham Retail Needs Study, 2009 Town Centre Health Checks, 2009  <b>Renewables and energy</b> Lewisham Renewables Evidence Base Study, 2009  LBL Energy Strategy, 2011  <b>Waterways and flooding</b> Lewisham Strategic Flood Risk Assessment, 2008 Lewisham Sequential Test, 2009  <b>Open space</b> Lewisham Leisure and Open Space Study, 2009
LTC4	TCA Policy – Loampit Vale				
LTC5	TCA Policy – <i>Conington Road</i>				
LTC6	TCA Policy – <i>Lee High Road</i>				

# Appendix 1: Policy, guidance and evidence base linkages

Code	LTCLP	Relevant policies			Other guidance documents and evidence base
		Core Strategy	London Plan and other regional guidance	National policy	
LTC7	TCA Policy – Ladywell				<p>Ravensbourne River Corridor Improvement Plan, 2009 Lewisham Physical Activity, Sport and Leisure Strategy, 2006</p> <p><b>Transport</b> Lewisham Borough-wide Transport Assessment, 2009 Lewisham Town Centre Transport Study, 2009 Lewisham Local Implementation Plan, 2009</p> <p><b>Design</b> Lewisham Tall Buildings Study, 2009 Lewisham conservation area appraisals and management plans Lewisham Borough-wide Character Study, 2010</p> <p><b>Community services</b> Lewisham Children and Young People's Plan, 2009 Lewisham Social Inclusion Strategy, 2005 Healthy Weight, Healthy Lives (PCT with LB Lewisham), 2009 Lewisham Joint Strategic Needs Assessment, 2009</p>
LTC8	TCA Policy – Central				
<b>Area-wide policies</b>					
LTC9	Growing the local economy	Spatial Policy 2 Strategic Site Allocation 6 CS Policies 1, 3, 4, 6, 12, 19 and 20	Policies 2.3, 2.13, 2.15 Parts A, C & D, 4.1, 4.2, 4.3, 4.6, 4.7, 4.8 and 4.9  London-wideTown Centre Health Checks Analysis, 2009	NPPF Sections 1 and 2	Lewisham Strategic Housing Market Assessment, 2008 South East London Boroughs' Strategic Housing Market Assessment, 2009 Lewisham Employment Land Study, 2008 Lewisham Retail Needs Study, 2009 Town Centre Health Checks, 2009 Lewisham Infrastructure Delivery Plan, 2010 Lewisham Leisure and Open Space Study, 2009 Ravensbourne River Corridor Improvement Plan, 2009
LTC10	Mixed use	Spatial Policy 2  Strategic Site Allocation 6  CS Policy 6	Policies 2.3, 2.13, 2.15 Parts A, C & D, 4.1, 4.2, 4.3 and 4.6	NPPF Sections 1, 2 and 6	Lewisham Strategic Housing Market Assessment, 2008 Lewisham Employment Land Study, 2008 Lewisham Retail Needs Study, 2009
LTC11	Employment uses	Spatial Policy 2 Strategic Site Allocation 6 CS Policy 5	Policies 2.3, 2.13, 2.15 Parts A and C, 4.1, 4.2, 4.3 & 4.6	NPPF Sections 1 and 2	Lewisham Employment Land Study, 2008
LTC12	Conversion of existing buildings	CS Policy 1	Policies 2.3, 2.13, 2.15 Parts A and C, 3.3 & 3.14	NPPF Sections 1, 2 and 6	Lewisham Strategic Housing Market Assessment, 2008 South East London Boroughs' Strategic Housing Market

# Appendix 1: Policy, guidance and evidence base linkages

Code	LTCLP	Relevant policies			Other guidance documents and evidence base
		Core Strategy	London Plan and other regional guidance	National policy	
LTC13	Student housing	CS Policy 1	Policy 3.8	NPPF Sections 2 and 6	Assessment, 2009
LTC14	Town centre vitality and viability	Spatial Policy 2 Strategic Site Allocation 6 CS Policies 6 and 15	Policy 2.15 Parts A & C, 4.1, 4.2, 4.3, 4.6, 4.7, 4.8 and 4.9  London-wide Town Centre Health Checks Analysis, 2009	NPPF Sections 1 and 2	Lewisham Employment Land Study, 2008 Lewisham Retail Needs Study, 2009 Town Centre Health Checks, 2009 Lewisham Borough Wide Character Study, 2010
LTC15	Lewisham market	CS Policy 6	Policy 2.15 Parts A and C, 4.7 and 4.8		
LTC16	Retail areas	Spatial Policy 2 Strategic Site Allocation 6 CS Policy 6	Policy 2.15 Parts A, C and D, 4.7, 4.8 and 4.9  London-wide Town Centre Health Checks Analysis, 2009		
LTC17	Evening economy uses	Spatial Policy 2 Strategic Site Allocation 6	Policy 2.15 Parts A & C  Best Practice Guidance: Managing the Night Time Economy, 2007 London-wide Town Centre Health Checks Analysis, 2009		
LTC18	Public realm	CS Policy 12 Strategic Site Allocation 6	Policies 2.15 Parts A and C and 7.5	NPPF Sections 2, 7, 8 and 11	Lewisham Leisure and Open Space Study, 2009 Lewisham Borough Wide Character Study, 2010 Ravensbourne River Corridor Improvement Plan, 2009

# Appendix 1: Policy, guidance and evidence base linkages

Code	LTCLP	Relevant policies			Other guidance documents and evidence base
		Core Strategy	London Plan and other regional guidance	National policy	
LTC19	Tall buildings	CS Policy 18	Policy 7.7	NPPF Sections 2 and 12	<p>Lewisham Tall Buildings Study 2009</p> <p>Lewisham Conservation Area Appraisals and Management Plans</p> <p>Lewisham Borough Wide Character Study, 2010</p> <p>By Design, CABE, 2000</p> <p>Building for Life, CABE</p> <p>Home Builders Federation and Design for Homes Guidance on Tall Buildings, CABE and English Heritage, 2007</p> <p>Locally Listed Buildings</p> <p>Biggin Hill and London City Airport Safeguarding Maps</p> <p>Areas of Archaeological Priority for Lewisham: English Heritage</p>
LTC20	Public and shopper parking spaces	CS Policy 14	Policies 2.15 Parts A and C and 6.13	NPPF Sections 2 and 4	<p>Lewisham Borough-wide Transport Assessment, 2009</p> <p>Lewisham Town Centre Transport Study, 2009</p> <p>Lewisham Local Implementation Plan, 2009</p>
LTC21	Sustainable transport	CS Policy 14	Policies 2.15 Part D, 6.9 and 6.10	NPPF Sections 2 and 4	<p>Lewisham Leisure and Open Space Study, 2009</p> <p>Ravensbourne River Corridor Improvement Plan, 2009</p> <p>Lewisham Physical Activity, Sport and Leisure Strategy, 2006</p> <p>Lewisham Borough-wide Transport Assessment, 2009</p> <p>Lewisham Town Centre Transport Study, 2009</p> <p>Lewisham Local Implementation Plan, 2009</p>
LTC22	Social infrastructure	CS Policies 19 and 20	Policies 2.15 Parts A and C, 3.16, 3.17, 3.18 and 3.19	NPPF Sections 2 and 8	<p>Lewisham Infrastructure Delivery Plan, 2010</p> <p>Lewisham Children and Young People's Plan, 2009</p> <p>Lewisham Social Inclusion Strategy, 2005</p> <p>Healthy Weight, Healthy Lives (PCT with LB Lewisham), 2009</p> <p>Lewisham Joint Strategic Needs Assessment, 2009</p> <p>Lewisham PCT Commissioning Strategy Plan 2008-2012</p> <p>Local Education Authority School Plan</p>

# Appendix 1: Policy, guidance and evidence base linkages

Code	LTCLP	Relevant policies			Other guidance documents and evidence base
		Core Strategy	London Plan and other regional guidance	National policy	
LTC23	Heritage assets	CS Policy 16	Policies 7.8 and 7.9	NPPF Sections 2 and 12	Lewisham Conservation Area Appraisals and Management Plans  Lewisham Borough Wide Character Study, 2010  By Design, CABE, 2000  Locally Listed Buildings  Areas of Archaeological Priority for Lewisham: English Heritage
LTC24	Carbon dioxide emission reduction	CS Policies 7 and 8	Policies 5.2, 5.3, 5.5 and 5.6	NPPF Sections 2 and 10	Lewisham Renewables Evidence Base Study, 2009 Lewisham Town Centre AAP Low Carbon and Decentralised Energy Strategy Recommendations, 2010 London Heat Map Study for Lewisham, 2010 Carbon Reduction and Climate Change Strategy, 2008
LTC25	Adaptation to climate change	CS Policies 7, 8 and 10	Policies 5.3, 5.9, 5.10, 5.11, 5.12, 5.13 and 5.15	NPPF Sections 2 and 10	Lewisham Renewables Evidence Base Study, 2009 Lewisham Town Centre AAP Low Carbon and Decentralised Energy Strategy Recommendations, 2010 London Heat Map Study for Lewisham, 2010 Carbon Reduction and Climate Change Strategy, 2008
<b>Delivery policies</b>					-
LTC27	Implementation		Policy 8.1	NPPF Sections 1, 2, 4, 6, 7, 8, 10, 11, 12 and Annex 1	Lewisham Infrastructure Delivery Plan, 2010 Planning Obligations Supplementary Planning Document Lewisham CIL Preliminary Draft Charging Schedule, 2011
LTC26	Monitoring		Policy 8.4		

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- 9.1** The following designations are part of a living list meaning that any new heritage assets designated within the plan area boundary will automatically be added to it. The identified assets listed below can also be found in Figure 6.6 in this report.

### Conservation areas

- 9.2** There are a number of conservation areas in and around the town centre which mostly comprise domestically scaled residential streets, notably the Victorian and early 20th century residential areas to the south, east and north.
- 9.3** Three conservation areas fall entirely within the boundary of Lewisham town centre in the north eastern corner. These are:
- St Stephen's, which also lies adjacent to the Lewisham Gateway Strategic Site
  - Belmont
  - Mercia Grove
- 9.4** To the south of the town centre there are:
- St Mary's, which straddles the plan area boundary
  - Ladywell, which lies close to the south western boundary
- 9.5** Other conservation areas close to the town centre are Blackheath to the north east and St. John's, Brookmill Road and Somerset Gardens to the north west.

### Listed buildings

- 9.6** The town centre has a number of listed buildings and structures:
- Clock Tower Lewisham High Street (Grade II)
  - Church of St Stephen, Lewisham High Street (east side) (Grade II)
  - Lewisham Bridge School (Grade II)
  - Church of St Saviour and St John the Baptist and Evangelist, Lewisham High Street (east side) (Grade II\*)
  - Presbytery adjacent Church of St Saviour and St John the Baptist and Evangelist (Grade II)
  - St Mary's Vicarage, Lewisham High Street (west side) (Grade II)
  - St Mary's Vicarage Garden Walls, Lewisham High Street (west side) (Grade II)
  - Church of St Mary the Virgin, Lewisham High Street (west side) (Grade II\*)
  - Walls surrounding St Mary the Virgin churchyard (Grade II)
  - Nos 233 – 241 Lewisham High Street, Rileys (former Temperance Billiard Hall) (Grade II)
  - No. 340 Lewisham High Street, Lewisham Fire Station (Grade II)
- 9.7** The first three in the above list are in the northern part of the town centre. The Church of St Stephen is directly adjacent to the Lewisham Gateway Strategic Site.
- 9.8** The other buildings in the list are in the southern part of the centre apart from St Saviour's Church, which provides a landmark on the High Street itself. The Grade II listed former Lewisham Public Library lies just to the south outside the plan area boundary.

## Locally listed buildings

**9.9** There are also a small number of locally listed buildings in the town centre as follows:

- 6 – 8 Belmont Hill
- 17 – 31, 65 – 71, 85 – 87, 93 – 95, 143 – 149 and 219 – 221 Lewisham High Street
- 66 and 180 – 190 Lewisham High Street
- Eagle House, Lewisham Road

## Buildings and areas of townscape merit

**9.10** The council has undertaken an assessment of buildings and areas of particular townscape merit in the town centre. These are buildings and areas that add to the local distinctiveness of Lewisham town centre including:

- All locally listed buildings
- Architecturally distinctive groups of buildings such as the 19th century terraces that line Lee High Road on the approach from Lee, and Nos 292 – 322 Lewisham Road on the approach from Blackheath
- Buildings that provide key focal points within the area, such as the rounded corner building No. 23 Lee High Road, the Pub ‘One’ Lee High Road or 100 – 104 Lewisham High Street
- Buildings that are notable for their architectural detailing, such as the Victorian Villas at Marischal Road or No. 115 Lewisham High Street, which has the elevation clad with unusual glazed brick
- Areas that have the potential for conservation area designation, such as the western end of Marischal Road or the small island of historic houses comprising Nos 292 – 322 Lewisham Road and Silk Mills Path behind.

**9.11** The following properties are considered to be of particular townscape merit:

- 1 – 3 (odd) Belmont Hill
- 1, 7, 19 – 45, 51 – 83 and 91 (odd) and 2, 6, 82 – 90 (even) Lee High Road
- 1 – 27 (odd) Lewis Grove
- 65 – 83 (odd) and 90 – 92 and 100 – 104 (even) Lewisham High Street
- 292 – 322 (even) Lewisham Road
- 1 – 9, 51, and 55 – 61 (odd) and 28 – 42 (even) Marischall Road
- 1 – 6 (cons) Germaines Villas and 1 – 2 Sharsted Villas, Silk Mills Path

## Local Landmarks

**9.12** In addition to the previously designated local landmarks of the Clocktower and St Mary’s Church, the Tall Buildings Study 2010 identified three buildings on Lewisham High Street that require recognition as Local Landmarks in the town centre (marked with an \* below):

- The Clocktower
- St Mary’s Church
- St Saviour’s Church \*
- United Reformed Church tower \*
- 65 – 71 Lewisham High Street (The Tower) \*

**Other concerns**

- World Heritage Site Buffer Zone
- The historic street market

# Appendix 3: Delivery strategy and monitoring framework

## 1 Policy Area policies

Policy Area	Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility
LTC3 – Lewisham Gateway	Overall	Mixed use – 800 homes, 17,000 sqm retail, 8,000 sqm office or business, 5,000 sqm hotel and 5,000 sqm of leisure	LBL, Lewisham Gateway Developments, Muse Developments Ltd, Taylor Wimpey Developments Ltd,	The Lewisham Gateway site development is dealt with by the Core Strategy policy Strategic Site Allocation 6.			
	Kings Hall Mews	LTCLP proposes a mix of uses including retail (A1, A2, A3), office or business (B1), hotel (C1) and residential (C3)	London Development Authority, TfL, London Buses and the Environment Agency and other property and land owners and developers	Development complete within plan period	Public realm (streetscape) improvements  Sustainable transport enhancements, including for bus services and cycling and walking provision  Decentralised energy and communal heating	Planning consent required  Site constraints	The Council will continue to work with landowners and prospective developers to address the site constraints and progress a successful application
LTC4 – Loampit Vale	Overall	Mixed use – 1,000 homes, 11,200 sqm net retail, commercial and office development	LBL, Empire developments with L & Q, other land and property owners and developers, TfL and the Environment Agency				
	Loampit Vale	Current granted permission for		Permission granted – 2011 Completion – 2014	Road enhancements to	Planning permission only until 2012	The Council will work with the

## Appendix 3: Delivery strategy and monitoring framework

Policy Area	Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility
	north west of <i>Jerrard Street</i>	6,771 sqm retail, 9 live/work units and 406 dwellings			<i>Jerrard Street</i> to accommodate increased bus traffic Pavement and public realm improvements		site owner and developer to encourage the commencement of development
	Loampit Vale north east of <i>Jerrard Street</i>	Retail (A1 comparison and A2), B1 commercial, with residential above		Ongoing development and phasing throughout the plan period	Road enhancements to <i>Jerrard Street</i> to accommodate increased bus traffic Pavement and public realm improvements	Land assembly  Planning consent/s required	Smaller individual schemes could come forward even if it is not possible for the entire site to be assembled at once.
	The Railway Strip	Retail (A1 comparison and A2), B1 commercial, with residential above		Ongoing development throughout the plan period	Pavement and public realm improvements	Planning consent required  Site constraints	The Council will work with the land owners to address the site constraints and progress a successful application
LTC5 – Conington Road	Overall	Mixed use – 400 homes, 3,000 sqm net retail	LBL, Tesco, the Environment Agency				
	Tesco block, car park and petrol station	Retail (A1 comparison and A2), B1 commercial, with residential above		Ongoing development and phasing throughout the time period	Public realm and river environs enhancements  Sustainable transport enhancements, including for cycling and walking provision and access to the railway station	Planning consent required	The Council will work with Tesco and other partners to encourage delivery of

## Appendix 3: Delivery strategy and monitoring framework

Policy Area	Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility
					Decentralised energy and communal heating		development on this site
LTC6 – Lee High Road	Overall	Mixed use – 40 homes, 2,000 sqm net retail:  Combination of granted planning permissions	LBL, the Environment Agency, various land and property owners and developers	Permissions granted 2011 – completion 2014	Environmental improvements to the river and the streetscape	Planning permissions not implemented	The Council will work with the developers to encourage the commencement of delivery as soon as possible
LTC7 – Ladywell	Overall	Mixed use – 150 homes, 1,400 sqm net retail:	LBL, land and property owners (including LBL), developers, TfL				
	Ladywell leisure centre	Retail (A1 comparison and A2) with residential above		Development complete within plan period	Highway, parking and cycling improvements  Heritage and community concerns  Supporting CO2 reduction zone	Planning permission not implemented	Council owned site reduces risk of non-delivery.
LTC8 – Central	Overall	Mixed use – 600 homes, 10,000 sqm net retail	LBL, Land Securities, Citigroup, TfL, Bridge House Trust (Corporation of London).				
	Land north of the shopping centre	Retail (A1 comparison and A2) with residential above		Ongoing development and phasing throughout the time period	High street and street market improvements  Public transport and cycling enhancements  Decentralised energy option	Planning consents required	Regular meetings between LBL and property owners, developers to ensure successful application process and
	Land south of the shopping centre	Retail (A1 comparison and A2) with residential above					

## Appendix 3: Delivery strategy and monitoring framework

Policy Area	Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility
							encourage delivery in the plan period

\* Specific infrastructure needs do not include those requirements that LBL feels are required as standard across all major town centre developments, including contributions towards social infrastructure such as schools, health facilities and community facilities as well as general open space, transport and other key measures. These are dealt with in policy LTC22

## 2 Area-wide policies

Policy	Strategic objectives	Responsible agencies	Indicator and action	Target and dates	Indicator source
LTC1 – Plan area boundary	Objective 1 – Retail and town centre status	LBL	n/a	n/a	n/a
LTC2 – Spatial strategy	All Objectives	LBL, land and property owners, developers, local business and residents, other private and public sector bodies	This is proved by the successful delivery of the sites identified in the Policy Areas.	See sites delivery strategy above	See sites delivery strategy above
LTC9 – Growing the local economy	Objective 1 – Retail and town centre status Objective 4 – Employment and training Objective 5 – Open space, recreation Objective 8 – Community	LBL, other public commerce and education bodies, land and property owners, developers, local business	Amount of completed additional A class retail floorspace (A1 comparison in particular)  Amount of completed leisure space Amount of retail vacancies No loss of convenience retail floorspace	Provision of 40,000 sqm additional retail floorspace by 2026 to reach metropolitan status  Increased leisure provision  Year on year reduction  No reduction in convenience retail	Annual Monitoring Report (AMR) and Town Centre Retail Survey

## Appendix 3: Delivery strategy and monitoring framework

Policy	Strategic objectives	Responsible agencies	Indicator and action	Target and dates	Indicator source
LTC10 – Mixed use	Objective 1 – Retail and town centre status Objective 2 – Housing Objective 4 – Employment and training	LBL, land and property owners, developers, housing associations	Amount of delivered mixed use development in line with the site's delivery strategy	Development delivered in line with timescales identified in the site's delivery strategy	AMR
LTC11 – Employment uses	Objective 1 – Retail and town centre status Objective 4 – Employment and training	LBL, other public commerce and education bodies, land and property owners, developers, local business	Mix of employment uses on new development sites  Retention, replacement of B use employment space  Retention of Molesworth Street LEL	match the identified proposals (mix of employment space) set out in the sites delivery strategy  No net loss of B use employment space  No loss of space in the Molesworth Street LEL	AMR
LTC12 – Conversion of existing buildings	Objective 2 – Housing	LBL, land and property owners, developers	Number of permissions granted for conversions that contradict policy LTC12  No negative impact on the overall amount of wheelchair accessible housing provision (measure identified in the Equalities Analysis Assessment)	No permissions  Ensure 10% remains the average for the town centre as a whole	AMR
LTC13 – Student housing	Objective 2 – Housing	LBL, land and property owners, developers, educational institutions	Student and standard housing delivery	No negative impact on Lewisham Borough housing targets	AMR  GLA monitoring
LTC14 – Town centre vitality and viability	Objective 3 – Sustainable design Objective 4 – Employment and training	LBL, other public town centre bodies, land and property owners, developers, local business	Annual town centre survey and health checks  Evening economy uses at ground floor level	Year on year improvement  Year on year increase	AMR and Town Centre Retail Survey

## Appendix 3: Delivery strategy and monitoring framework

Policy	Strategic objectives	Responsible agencies	Indicator and action	Target and dates	Indicator source
LTC15 – Lewisham market	Objective 1 – Retail and town centre status Objective 4 – Employment and training	LBL (in managing and licensing the market), market traders	Retention of street market pitches	No reduction in available street market pitches	AMR
LTC16 – Retail areas	Objective 1 – Retail and town centre status Objective 4 – Employment and training	LBL	Amount of A1 floorspace in the primary shopping frontage  Retail occupancy figures  No. of developments inappropriate to retail character	No reduction in A1 floorspace and retain 70% of total floorspace as A1; Also, avoid over-concentration of non-A1 units (normally over 3 in a row)  Reduction in vacancy rates  No developments	AMR and Town Centre Retail Survey
LTC17 – Evening economy uses	Objective 1 – Retail and town centre status Objective 4 – Employment and training Objective 5 – Open space, recreation	LBL, property owners, developers, local business	Volume of evening economy units (A3 and A4) in the town centre	Year on year increase	AMR and Town Centre Retail Survey

## Appendix 3: Delivery strategy and monitoring framework

Policy	Strategic objectives	Responsible agencies	Indicator and action	Target and dates	Indicator source
LTC18 – Public realm	Objective 5 – Open space, recreation	LBL, private and public sector property and land owners, developers	Prevent development on open space and seek provision of new public space as part of new development  Provision of additional areas of biodiversity including living roofs and walls	No net loss of open space  Net gain of public hard space  Year on year increase	AMR
LTC19 – Tall buildings	Objective 3 – Sustainable design	LBL, land and property owners, developers, design panel	No. of permissions granted for buildings contradicting policy LTC19 and, or CABE and EH guidance	No permissions	AMR
LTC20 – Public, shopper parking spaces	Objective 6 – Transport	LBL, property owners, developers, local business, the shopping centre	Ratio of public parking spaces to the amount of retail floorspace	No loss compared to existing ratio	AMR
LTC21 – Sustainable transport	Objective 3 – Sustainable design Objective 5 – Open space, recreation Objective 6 – Transport Objective 7 – Environment	LBL, property owners, developers, TfL	Length of improved walking and cycling route provided  Amount of cycle parking	Annual growth  Annual growth in cycle parking places	AMR

## Appendix 3: Delivery strategy and monitoring framework

Policy	Strategic objectives	Responsible agencies	Indicator and action	Target and dates	Indicator source
LTC22 – Social infrastructure	Objective 8 – Community	LBL, property owners, developers, NHS, local residents, voluntary organisations	<p>No loss of community and recreational facilities completed</p> <p>Delivery of identified social infrastructure</p> <p>Index of Multiple Deprivation</p> <p>People aged 16 – 74 with no qualifications</p> <p>% pupils receiving 5 or more GCSEs at grades A* to C or equivalent</p> <p>Healthy life expectancy at age 65</p>	<p>No net loss</p> <p>Delivery in accordance with Appendix 4 of the LTCLP</p> <p>Improve overall rank of SOAs within the plan area boundary</p> <p>Year on year reduction</p> <p>Year on year increase</p> <p>Year on year increase</p>	AMR
LTC23 – Heritage assets	Objective 7 – Environment Objective 8 – Community	LBL, property owners, developers, English Heritage, voluntary organisations, local residents	<p>Number of buildings added to local List</p> <p>Number of identified designated and non-designated heritage assets</p>	<p>No loss of listed heritage assets</p> <p>No loss of designated and undesignated heritage assets</p>	AMR

## Appendix 3: Delivery strategy and monitoring framework

Policy	Strategic objectives	Responsible agencies	Indicator and action	Target and dates	Indicator source
LTC24 – Carbon dioxide emission reduction	Objective 7 – Environment	LBL, land and property owners, developers, design panel, TfL	<p>% of major developments granted permission with communal heating and cooling systems or connection for future adaptation</p> <p>Year on year increase in the number of properties connected to communal heating and cooling systems</p>	<p>100%</p> <p>Year on year increase</p>	AMR
LTC25 – Adaptation to climate change	Objective 3 – Sustainable design Objective 7 – Environment	LBL, land and property owners, developers, design panel, GLA	<p>No. of new living roofs and walls</p> <p>No. of planning permissions granted contrary to EA advice (flood defence or water quality grounds)</p> <p>No. of approved developments which incorporate Sustainable Urban Drainage Systems (SUDS)</p>	<p>Increase in the number of completed living roofs and walls</p> <p>Zero applications</p> <p>Year on year increase</p>	AMR

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# Appendix 4: Lewisham town centre Infrastructure Schedule

Stages	Status of project	'Essential' projects
<ul style="list-style-type: none"> <li>Pre-2011</li> <li>Stage 1 – 2012 to 2017</li> <li>Stage 2 – 2018 to 2022</li> </ul>	<ul style="list-style-type: none"> <li>'Committed' – where they are ready to go and funding has been secured</li> <li>'Planned' – scope of project is defined with the intention to deliver, but funding yet to be identified</li> <li>'Emerging' – need for a project identified, but scope yet to be defined and funding yet to be secured.</li> </ul>	'Essential' projects are highlighted in grey. These are projects that must happen if the policy objectives set out in the LTCLP are to be met in full.

## P1. Transport

IDP Ref.	Major links to town centre objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks and contingency planning
P1A	Objectives 5 and 6	Waterlink Way	Signage and marketing	1	£1.96m	LDA (committed)	LBL (with DfL and Environment Agency support)	Waterlink Way is a long-standing LBL objective that is now embedded into the East London Green Grid concept. This project focuses on LBL owned land and risk to non-delivery is low.
P1J	Objectives 1 and 6	Lewisham Station	Re-location of bus layover and increase in capacity	1	To be determined	s.106 contributions (planned)	TfL (with Lewisham Gateway Developments Ltd + LBL)	This is linked with and dependent on the Lewisham Gateway scheme. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and other sources. Existing bus station will remain in interim and alternative ways of increasing bus service capacity may need to be investigated.
P1K	Objective 5	Bus Stops and Bus Lanes	Measures to improve bus movements	1	To be determined	s.106 Contributions (committed)	Developers (with TfL + LBL)	The s.106 agreement that forms part of the planning permission for the Loampit Vale scheme enables TfL to require land from the site to implement a bus lane. Regular liaison meetings with TfL will enable the need for such a widening and s.106 funding should enable this to happen.
P1M	Objectives 1 and 6	LewishamTown Centre	Re-modelling of Lewisham Interchange (removal of roundabout + creation of 'Low H' layout)	1	To be determined	TfL and s.106 contributions (planned)	TfL (with Gateway Development Ltd + LBL)	This is linked with and dependent on the Lewisham Gateway scheme. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and other sources over the funding of these enabling works. The Council remains optimistic that this project will proceed imminently.
P1V	Objective 6	Group 3 – LewishamTown Centre, Brookmill Road and Loampit Vale	Emerging programme for Lewisham TC	1 to 2	To be determined	TfL (LIP), LBL, s.106 and CIL contributions (emerging)	LBL (with TfL and developers)	This project comprises a series of interventions, all of which are sub-projects in themselves. Regular liaison with TfL and other stakeholders will enable the overall programme to be monitored and changed where necessary. This is being coordinated via the Local Implementation Plan Neighbourhood and Corridor programmes and is a consideration for gap funding using Community Infrastructure Levy payments. If individual sub-projects fall by the way-side, alternative ways of meeting programme objectives will be developed.

## P2. Utilities

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P2C	Objective 9	Utility enhancements	Necessary adjustments and improvements to the established utility networks	1 to 2	To be determined	Developers (emerging)	Developers (utility companies)	The Lewisham Utilities Forum should help improve liaison between LBL and alert the utility companies to development opportunities more quickly.

## Appendix 4: Lewisham town centre Infrastructure Schedule (as of January 2012)

### P4. Flood Defence

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
P4A	Objectives 5 and 7	LewishamTown Centre Open Space	Channel re-profiling	1	Unknown	Developers (planned)	Lewisham Gateway Development Ltd and London Development Agency	This is linked with and dependent on the Lewisham Gateway scheme. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and other sources to help ensure the early delivery of this project. If required, alternatives will be explored with the EA and landowners as part of developing and implementing the Ravensbourne River Corridor improvement Plan.

### S1. Education

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S1B	Objectives 4 and 8	GordonbrockPrimary School	New build and refurbishment. Expansion from 2.5 FE to 3FE (complete Sept 2011)	1	£9.2m	Tranche 1 Primary Capital Programme (committed)	LBL C+YP	No significant risks identified. LBL Project Board is overseeing the delivery of the project.
S1C	Objectives 4 and 8	BrockleyPrimary School	New build. Expansion from 1FE to 2FE (complete Sept 2011)	1	£8.3m	Tranche 1 Primary Capital Programme (committed)	LBL C+YP	No significant risks identified. LBL Project Board is overseeing the delivery of the project.
S1I	Objectives 4 and 8	Prendergast Vale	New all-through school (600 secondary, 210 primary, 25 nursery (complete April 2012)	1	£22.7m	BSF (PFI) (committed)	LBL C+YP (Learning 21)	Current planning application for proposals for a revised scheme (incorporating the listed original LewishamBridgePrimary School). Risk is being mitigated by close liaison with English Heritage and other stakeholders in relation to design. LBL Project Board and Local Education Partnership are overseeing the delivery of the project.
S1P	Objectives 4 and 8	Primary School Capacity Enhancements	Additional 6 forms of entry by 2015/16 (exc 1.5 FE gained by projects above)	1 + 2	To be determined	DfE, Planning Obligations (emerging)	LBL (land owners + developers)	High risk and consequences of non-delivery. LBL Planning and LBL Education are liaising closely in order to test the feasibility of expanding existing schools and identify opportunities for new provision. The AMB is considering the wider public sector estate and the opportunities for rationalisation and co-location that may help deliver additional school places.  School place projections are reviewed regularly and there are also regular meetings between LB Education and colleagues in adjoining boroughs to discuss and respond to cross-borough movement.  Ongoing analysis will ensure that the Council is prepared for further need for development post 2016.
S1Q	Objectives 4 and 8	Secondary School Capacity Enhancements	Additional 14 to 20 forms of entry by 2019/20 (borough-wide)	1 + 2	To be determined	BSF (PFI and Design + Build), DfE, Planning Obligations (emerging)	LBL C+YP (Learning 21, land owners + developers)	High risk and consequences of non-delivery. Secondary school place provision needs to be tackled at a borough-wide level and the AMB is considering the wider public sector estate and the opportunities for rationalisation and co-location that may help deliver additional school places.  School place projections are reviewed regularly and there are also regular

## Appendix 4: Lewisham town centre Infrastructure Schedule (as of January 2012)

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
								meetings between LB Education and colleagues in adjoining boroughs to discuss and respond to cross-borough movement.  Ongoing analysis will ensure that the Council is prepared for further need for development post 2016.

### S2. Health

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Funding
S2E	Objective 8	GP Facilities	Additional 3 GPs needed up to 2022 (based on the ratio of 1 GP per 1,800 people).	1 to 2	To be determined	PCT, joint venture, LIFT, Planning Obligations and CIL (emerging)	Lewisham PCT and LBL (developers)	NHS Lewisham suggests that existing GP practices in the town centre could accommodate anticipated population growth, subject to necessary capacity enhancements. The NHS and LBL are working together to ensure that there is sufficient surgery space to accommodate growth.
S2F	Objective 8	Dentist Facilities	Additional 3 dentists needed up to 2022 (based on the ratio of 1 dentist per 2,000 people).	1 to 2	To be determined	PCT, joint venture, LIFT, obligations and CIL (emerging)	Lewisham PCT and LBL (developers)	There is considered to be sufficient vacant or proposed new non-residential space in appropriate locations (especially in the Lewisham Gateway scheme) to easily accommodate this requirement. However, the situation will be monitored in liaison with Lewisham PCT.

### S3. Community

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S3B	Objective 8	Lewisham City Mission, Elmira Street, SE13	Replacement and enhanced church facility (315m2) with a private garden space (approx. 95m2).	1	Embedded within development scheme.	Barratt East London (committed)	Barratt East London (City Mission)	This is an integral part of the consented Loampit Vale proposals that are on-site and is secured by legal agreements between Barratt East London, LBL and the City Mission. Risk of non-delivery is therefore low.
S3E	Objective 8	Ladywell Tower Project	Refurbishment of existing building into a multi-use community asset.	1	To be determined	To be determined (planned)	LBL Community Sector Unit (VAL)	Efforts at the moment are focused on the establishment of a trust that could manage the building and the range of uses proposed. Securing funding for refurbishment works will be challenging. If the project fails, LBL will need to develop alternative means of finding a use for this historic and listed building.

### S4. Leisure

## Appendix 4: Lewisham town centre Infrastructure Schedule (as of January 2012)

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
S4A	Objectives 5 and 8	Loampit Vale Leisure Centre, SE13	Swimming pool (25m), teaching pool, fitness suite, dance and aerobic studios, 'healthy living suite' and climbing wall.	1	Embedded in scheme – £20.5m	Land sale, development agreement and s.106 (committed)	Barratt East London (LBL)	This is an integral part of the consented Loampit Vale proposals that are on-site and is secured by legal agreements between Barratt East London and LBL. Risk of non-delivery is therefore low.

### G1. Green Infrastructure

IDP Ref.	Major links to town centre objectives	Project Reference	Requirement	Stage	Approximate Capital Cost (Revenue)	Funding Source (Status)	Responsible Agency (Supporting Agencies)	Risks/ Contingency Planning
G1B	Objectives 5 and 7	Waterlink Way Open Spaces	Improvements to Green Chain, including major improvements to Ladywell Fields Middle and South.	1	£1.96m	London Development Agency (committed)	LBL (Environment Agency)	This is a long-standing LBL objective that is now embedded into the East London Green Grid concept. This project focuses on LBL owned land and risk to non-delivery is low.
G1K		Lewisham Gateway Open Space	New 2,250m <sup>2</sup> public open space at confluence of Quaggy and Ravensbourne Rivers.	1	Embedded in scheme	Landowner/ developer (planned)	Landowner/ developer	This is linked with and dependent on the Lewisham Gateway scheme. Discussions are continuing with Lewisham Gateway Developments Ltd, TfL, LDA and other sources to help ensure the early delivery of this project. If required, alternative projects will need to be identified to improve open space provision in the area.
G1L		Loampit Vale Open Spaces	Improved and larger 'East Piazza' (approx. 0.19ha) and new 'West Piazza' (approx. 0.14ha)	1	Embedded in scheme	Landowner/ developer (planned)	Landowner/ developer	This is an integral part of the consented Loampit Vale proposals that are on-site and is secured by legal agreements between Barratt East London and LBL. Risk of non-delivery is therefore low.

The following table lists the development sites, as shown in UDP Schedule 1 and on the UDP Proposals Map, that have been implemented or amended so far by changing circumstances as to be replaced by new sites. There is no need to show these sites on the Proposals Map and the site references can be deleted.

### UDP proposals replaced by the LTCLP

**Table 12.1**

Site Ref.	Site Address
37	Lewisham Passenger Transport Interchange site
39	Lewisham Town Centre – Odeon Site
40	Lewisham Town Centre – Riverdale
40a	206 –210 Lewisham High Street and 'Model Market', SE13

**Annual Monitoring Report**

A report produced by the Local Authority to assess progress with and the effectiveness of the Local Development Framework.

**Biodiversity**

Biodiversity is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants and the woodlands, grasslands, rivers and seas on which they all depend including the underlying geology.

**Code for Sustainable Homes**

A national standard for sustainable design and construction of new homes which became mandatory on 1 May 2008. The Code measures the sustainability of a new home against categories of sustainable design using a 1 to 6 rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level. Go to [www.communities.gov.uk/thecode](http://www.communities.gov.uk/thecode) to find out more.

**Community Infrastructure Levy (CIL)**

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Comparison Retailing**

The provision of items not obtained frequently. These include clothing, footwear, household and recreational goods.

**Conservation Area**

Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

**Contribution**

Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.

**Convenience Retailing**

Convenience retailing is the provision of everyday items, including food, drinks, newspapers, magazines and confectionery.

**Core Strategy**

A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for the area, in line with the Sustainable Community Strategy.

**Decentralised Energy**

Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

**Department for Communities and Local Government (DCLG)**

The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.

**Development**

'The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land' (Town and Country Planning Act (1990) Part III Section 55).

**Development Plan Document (DPD)**

A Local Development Document that has been drawn up by the local planning authority in consultation with the community, has been subject to independent testing and has the weight of development plan status. The terminology 'Development Plan Document' has been replaced with 'Local Plan' for new documents, but remains for pre-existing documents (i.e. Lewisham Core Strategy DPD, 2011).

**Edge of Centre**

For retail purposes, a location that is well connected and up to 300 metres of the primary shopping frontage. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Equalities Analysis Assessment (EQAA)**

Equality Analysis Assessments are concerned with anticipating and identifying the equality consequences of particular policy initiatives and service delivery and ensuring that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

**Evidence Base**

The data and information about the current state of Lewisham used to inform the preparation of Local Development Framework documents.

**Flood Risk Assessment**

An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.

**Infrastructure**

The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.

**Issues and Options and Preferred Options**

The 'pre-submission' consultation stages on Local Plans with the objective of gaining public consensus on proposals ahead of submission to Government for independent examination.

**Lewisham Transport Interchange**

This includes the mainline railway station, the DLR station and the bus layover site that covers the area sandwiched between both station buildings and the large roundabout that links the A20 and the A21.

**Listed Building**

Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

**Local Development Document (LDD)**

Sits within the LDF portfolio and comprises Development Plan Documents (DPDs) and Local Plans that have been subject to independent testing and have the weight of development plan status and Supplementary Planning Documents (SPDs) which are not subject to independent testing and do not have development plan status.

**Local Development Framework (LDF)**

The Local Development Framework is a portfolio, or a 'folder', of Local Development Documents which will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of their area where this affects the development and use of land.

**Local Development Scheme (LDS)**

A public statement identifying which Local Development Documents will be produced by the Council and when.

**Local Employment Location (LEL)**

Land that is of local significance and provides goods and services for the local economy, which is used for business use, industrial use, storage and distribution uses, generally being those uses falling within Classes B1, B2 and B8 of the Use Class Order.

**Local Plan**

A Local Development Document that has been drawn up by the local planning authority in consultation with the community, has been subject to independent testing and has the weight of development plan status.

**Local Strategic Partnership**

A Local Strategic Partnership is a single non-statutory, multiagency body which matches local authority boundaries and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.

**Masterplan**

A document which sets out proposals for buildings, spaces, movement strategy and land use in text and three dimensions and matches these proposals to a delivery strategy. The masterplan can be described as a sophisticated 'model' that:

- shows how the streets, squares and open spaces of a neighbourhood are to be connected
- defines the heights, massing and bulk of buildings
- sets out suggested relationships between buildings and public spaces
- determines the distribution of activities and uses that will be allowed
- identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles
- sets out the basis for provision of other infrastructure elements such as utilities
- relates physical form to the socio-economic and cultural context and stakeholder interests
- allows an understanding of how well a new, urban neighbourhood is integrated with the surrounding urban context and natural environment.

### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

### **Out of Centre**

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

### **Planning and Compulsory Purchase Act 2004**

National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit [www.communities.gov.uk](http://www.communities.gov.uk) to find out more.

### **Planning Obligation**

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Policy Area**

Six Policy Areas have been defined in Lewisham town centre. These geographic areas contain the sites where it is expected that most of the change and development will occur in the town centre.

### **Previously Developed Land/Brownfield Land**

Land which is or has been occupied by a permanent structure (excluding agriculture and forestry buildings) and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal, where provision for restoration has not been made through development control procedures.

### **Primary and secondary frontages**

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

### **Public Transport Accessibility Level (PTAL)**

A standard method used in London to calculate access level of geographical areas to public transport. The result is a grade from 1-6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport and a PTAL of 6b indicates excellent access by public transport. More parking is generally allowed in areas with a low PTAL i.e. poor public transport and vice versa - and that also relate the allowed density of development to PTAL (i.e. areas with better public transport may have higher density housing or offices).

### **Regeneration**

The process of putting new life back into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.

### **Sequential approach and test**

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

### **Stakeholder**

A person, group, company, association, etc, with an economic, professional or community interest in the borough or a specific part of it, or that is affected by local developments.

### **Statement of Community Involvement (SCI)**

The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

### **Strategic Environmental Appraisal (SEA)**

A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.

### **Strategic Flood Risk Assessment (SFRA)**

An assessment usually undertaken by a local authority at a borough-wide level that considers flood risk, both fluvial and tidal, and examines the risks involved for developing certain areas within the borough in accordance with the NPPF. The Lewisham SFRA was produced by Jacobs and published in July 2008. Areas/sites are categorised as falling within one or more of the following flood zones:

*Flood Zone 1* Low probability of flooding. Defined as land outside flood zone 2 and having less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%)

*Flood Zone 2* Medium probability of flooding. Defined as land having between 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% - 0.1%) in any year

*Flood Zone 3a* High probability of flooding. Defined as land having 1 in 100 or greater annual probability of river flooding

*Flood Zone 3b* Land where water has to flow or be stored in times of flood. Defined as land having a 1 in 20 (5%) or greater annual probability of flooding in any year; or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the local authority and the Environment Agency.

### **Supplementary Planning Document (SPD)**

Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

### **Sustainability Appraisal (SA)**

Sustainability appraisal is a systematic and iterative appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process.

### **Sustainable Community Strategy (SCS)**

The Sustainable Community Strategy has been prepared by Lewisham's Local Strategic Partnership and sets out how the vision and priorities for Lewisham will be achieved. The Core Strategy is the spatial interpretation of the SCS.

### **Town Centre**

Area defined on the local authority's proposal map, including the primary shopping frontage and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping frontage.

### **Waterlink Way**

A long distance cycle/pedestrian route following the River Ravensbourne from the south of the borough to the Thames at Deptford.

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Lewisham