

16 LEWISHAM'S EAST AREA

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Context and character

- 16.1 Lewisham's East Area comprises the neighbourhoods of Blackheath, Lee and Grove Park. It is made up of historic villages that formed along the route to Greenwich, which expanded dramatically with the arrival of the railways. Burnt Ash Hill is an important historic north-south route that connects from Blackheath to Lee. The area forms the eastern edge of the Borough and this is reinforced by the continuous stretch of green and open spaces that run from the riverside and Blackheath in the area's north to Elmstead Wood in the south. This network of green infrastructure, including the Green Chain Walk connecting green spaces, is one of the area's defining features.
- 16.2 The East Area has a predominantly suburban character. This is reflected by the built form and layout of the Victorian terraces, the formal historic village of Blackheath, Georgian and Regency villas, as well as 20th century housing, interwar homes and Council estates. Residential developments typically feature wide plots, large gardens and generous street sections. The area's neighbourhoods are therefore some of the lowest density in the Borough.
- 16.3 The East Area contains the district centres of Blackheath and Lee Green. Blackheath is a significant historic area whose character centres on its heritage assets and strong village identity, along with the open expanses of the heath. Blackheath town centre serves a generally local function although its rich character and village qualities make it a visitor destination, with an active evening and night-time economy. Lee Green is one of the Borough's smallest district centres a serves its local catchment with a mix of shops and services. It includes several large format retail units and the Leegate Shopping Centre, the latter of which was built in the 1960s. The centre suffers from areas of poorer quality public realm, with two busy roads forming a junction that dominates the centre of the high street, and is not performing as well as others in the Borough.
- 16.4 Grove Park is located to the very south of the Borough and is somewhat disconnected from its surrounding areas. This is owing to railway lines to the northeast and southwest that create physical barriers and contribute to severance, along with the South Circular. Baring Road is a key route within the neighbourhood, as well as the historic corridor of Burnt Ash Road, although these routes are dominated by vehicular traffic and have a generally poorer public realm, limiting opportunities for movement by walking and cycling. Grove Park station and the local centre comprise a gateway and focal point in the neighbourhood.
- 16.5 The Quaggy River, the upper reaches of which are known as Kyd Brook, passes through parts of Lewisham's East Area at Chinbrook Meadows in Grove Park and Lee Green. At Chinbrook Meadows, the river channel has been naturalised with river banks reintroduced to encourage wildlife. Much of the subsequent length of the river to the boundary with the London Borough of Bromley is within concrete channels, or has been culverted.

Vision

- 16.6 By 2040 the abundance of high quality parks and green spaces in the East area will make it a distinctive part of Lewisham. This includes the open expanses of Blackheath which provide the setting for the Maritime Greenwich World Heritage Site and the village character of Blackheath district centre. These assets will help to strengthen the area's visitor economy, making it a key destination in London. The character and role of the town centres that formed along the historic route to Blackheath, including Grove Park and Lee Green, will be re-examined to ensure they remain thriving and vital hubs of community and business activity. Improved links across major roads and railways will enhance movement between town centres and green spaces, opening opportunities for everyone to benefit from.
- 16.7 The revitalisation of the area's town and local centres will ensure they remain thriving hubs of community and commercial activity as well as focal points for new housing, including a high proportion of genuinely affordable housing. The redevelopment of Leegate Shopping Centre will act as a catalyst for the renewal of Lee Green district centre, making it a vibrant, more welcoming and accessible place. The centre will feature enhanced gateways, aided by the transformation of Lee High Road (A20) into a 'healthy street', with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. The local centres of Burnt Ash, Staplehurst Road and Grove Park will play an integral role in supporting their neighbourhoods. New development will deliver public realm and access improvements, enhancing the station approaches, making the centres more attractive for visitors and businesses. Blackheath Village district centre will build on its unique

qualities as a visitor destination with a vibrant night time economy. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

- 16.8 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The area's linear network of green infrastructure, which spans from the riverside and Blackheath in the north to Chinbrook Meadows in the south, will remain one of its predominant features. This will be celebrated by the distinction of an 'urban national park' in Grove Park, along with the open spaces at Blackheath. A network of walking and cycle routes, including the Green Chain Walk, will link open and green spaces both within and outside of the borough.

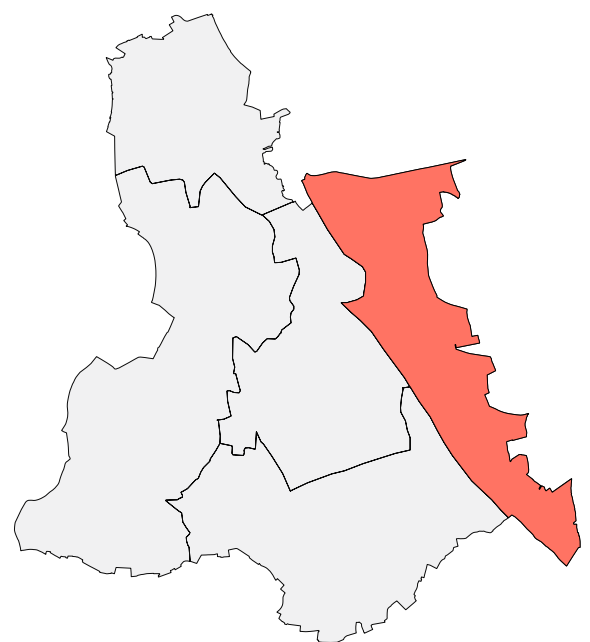


Figure 16.1: Eastern sub area



Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Re-establish Lee Green district centre as a welcoming and thriving hub of commercial and community activity. Deliver public realm improvements and high quality, mixed-use developments through the renewal of Leegate Shopping Centre and other town centre sites. Address the dominance of vehicular traffic at the centre's main junction.
2	Preserve and enhance the distinctive qualities of Blackheath Village district centre whilst building on its strengths as a key visitor destination.
3	Reinforce the role of Grove Park local centre in supporting the neighbourhood. Improve the quality of the townscape and environment through the redevelopment of larger sites within the centre.
4	Strengthen the role of Burnt Ash local centre in supporting the neighbourhood. Improve the quality of the townscape around Lee Station, and the station approach, through the renewal of sites within and around Chiltonian Industrial Estate.
5	Protect and enable the renewal of industrial land at Blackheath Hill and other smaller industrial sites, with the delivery of new employment-led mixed-use development.
6	Transform the South Circular (A205, Baring Road) and Lee High Road (A20) into 'healthy streets' with public realm improvements that make walking, cycling and use of public transport safer and more convenient.
7	Preserve the Outstanding Universal Value of the Maritime Greenwich World Heritage Site Buffer Zone at Blackheath, along with protecting strategic views to and from it.
8	Protect and enhance the linear network of open and green spaces, along with improving public access to them.
9	Deliver a connected network of high quality walking and cycle routes that link open and green spaces, taking advantage of the Green Chain Walk. Ensure these routes address existing barriers to movement, such as those caused by railways and major roads.
10	Enhance the environmental quality and amenity value of the River Quaggy by re-naturalising the river near Lee High Road.

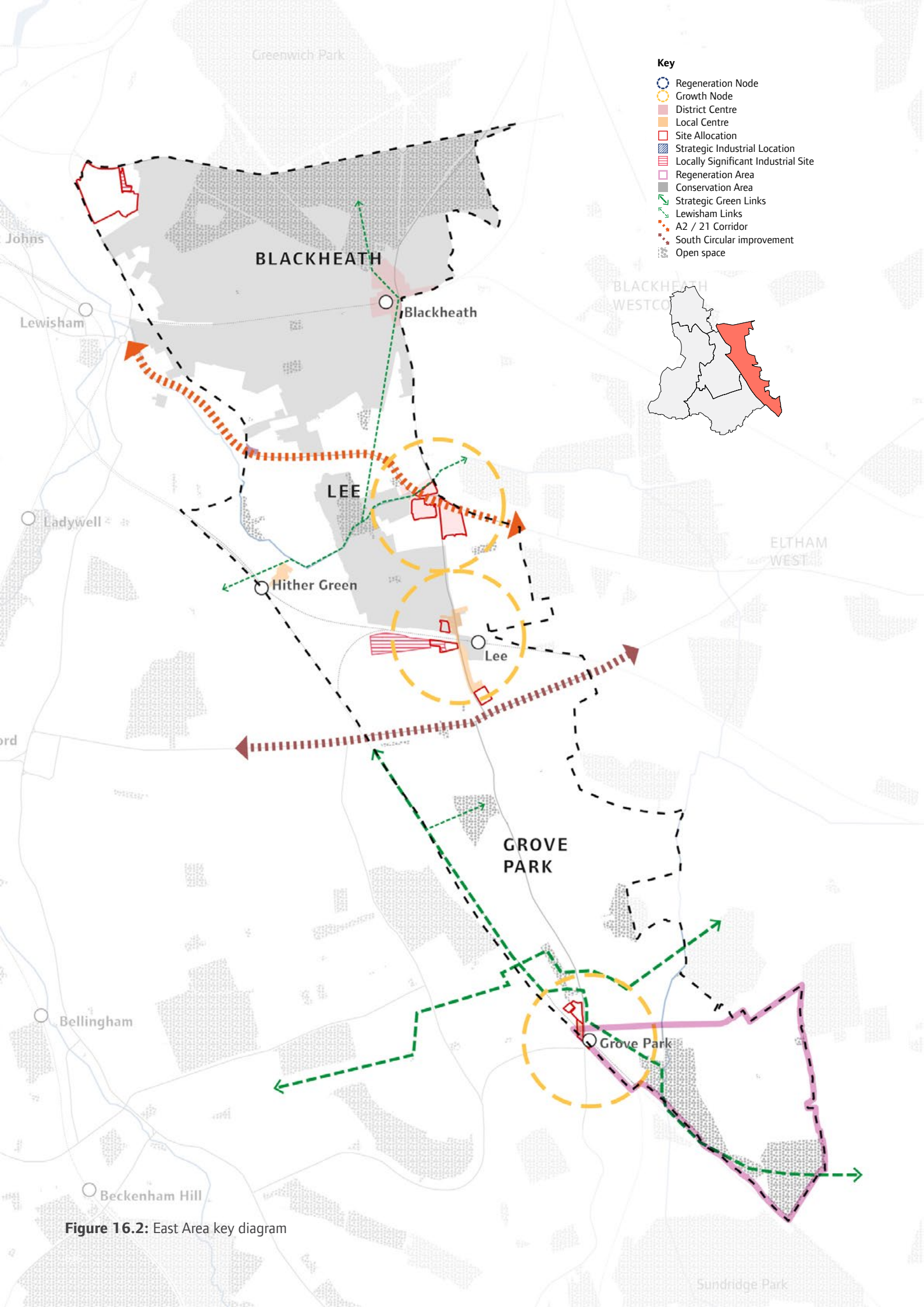


Figure 16.2: East Area key diagram

LEA1 East Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth, including through the focussed renewal of town centres and strategic sites. This will require that investment is appropriately coordinated within Lewisham's East Area and that:
 - a. The comprehensive redevelopment of strategic sites, and the renewal of other sites, within and around Lee Green district town centre is facilitated to secure the centre's long-term vitality and viability and to enhance its role as key focal point for community activity, in line with Policy LEA2 (Lee Green district centre and surrounds);
 - b. The renewal of sites at Grove Park and Staplehurst Road local centres and their surrounds, including the station approaches, is facilitated to support the long-term vitality and viability of the centres;
 - c. Burnt Ash local centre plays a more prominent role in supporting the local area with provision of modern workspace, services and community facilities;
 - d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Blackheath Hill and Manor Lane; and
 - e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on LSIS, along with improving the environmental quality of employment locations.
- B Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its 'Outstanding Universal Value', as well as its setting and the views to and from it, in line with Policy HE2 (Designated heritage assets).
- C Development proposals should respond positively to the historic and village character of Blackheath district centre and its wider setting, as well the architectural qualities of buildings that contribute to its local distinctiveness. A wide range of commercial, cultural and community uses will be supported within the centre in order to secure its long-term vitality and viability. A carefully managed approach to new development will be taken to maintain the centre's village character and reinforce its role in supporting the visitor, evening and night-time economy, whilst ensuring the locality benefits from a high standard of amenity.
- D The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into well-functioning and healthy streets that support a well-connected network of neighbourhoods and places will be facilitated, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Development proposals should seek to enhance the walking and cycle environment through the provision of public realm improvements and positive frontages along the roads including, where appropriate, the infilling of vacant and underused sites. Proposals that are designed to improve safe movement along and across the South Circular and Lee High Road will be strongly supported.

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- E The intensification of sites within the Lee Green district centre and those fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park station and Heather Road/Bramdean Crescent), and along the South Circular will be supported.
- F Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the South Circular (A205) and rail lines, particularly within the northeast and southwest parts of the East Area, and well as those that establish the boundary with Lewisham's Central and South Areas.
- G Burnt Ash will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Lee station. To help secure the long-term viability of the local centre, development proposals should:
- a. Enhance the character and accessibility to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of walking and cycle routes; and
 - b. Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial and other uses.
- H The sensitive intensification of established residential neighbourhoods will be supported where new development responds positively to their distinctive local character, including the landscape setting. The Council will prepare a Small Sites Guidance SPD which development proposals should have regard to.
- I Opportunities should be taken to direct new investment to the Grove Park neighbourhood to address the pockets of deprivation within it, having regard to Policy LEA3 (Area for Regeneration, Grove Park). New development proposals should respond positively to the character and design qualities of the Chinbrook Estate.
- J The network of green infrastructure within the East Area and its surrounds, including outside of the Borough, contributes to the area's distinctive character and environmental qualities. Development proposals should contribute to protecting and enhancing this network of green infrastructure, including by integrating greening measures that establish new linkages and greater continuity between green and other open spaces, in line with Policy LEA4 (Linear network of green infrastructure).
- K Development proposals should help to ensure the East Area benefits from a high quality network of walking and cycle connections and routes that better link neighbourhoods and places, including green spaces, having regard to Policy LEA5 (East Lewisham Links).
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- L The River Quaggy is a defining feature of the East Area which development proposals should respond positively to. Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront. This includes opportunities to deculvert and naturalise the River Quaggy near Lee High Road, as well as to deliver improved access and views to it, particularly around the town centre.
- M The Council has prepared evidence base documents and planning guidance to assist with understanding of the distinctive characteristics of the neighbourhoods and places within the North Area, and to help ensure coordination in the delivery of new investment. Development proposals should refer and positively engage with these documents, including:
- a. Lewisham Characterisation Study (2019);
 - b. Small Sites Guidance SPD (forthcoming);
and
 - c. River Corridor Improvement Plan SPD (2015).
-

LEA2 Lee Green district centre and surrounds

- A Development proposals should contribute to securing the long-term vitality and viability of Lee Green district town centre by enhancing the place qualities of the centre, as well as reinforcing its role as a key focal point for community activity in the East Area. Development proposals must contribute to a coordinated process of town centre renewal that responds positively to the area's distinctive character. They should also deliver a complementary mix of uses, including new housing, whilst ensuring that the centre's predominant commercial and community role is maintained and enhanced.
- B The comprehensive redevelopment of strategic sites within the town centre should provide a catalyst for its renewal. Development proposals on strategic sites will be expected to optimise the use of land, having regard to other Local Plan policies. Strategic sites should be delivered through the masterplan process, taking into account their relationship with adjoining and neighbouring sites, to ensure a coordinated approach to town centre renewal. This is particularly for development proposals at the Leegate Shopping Centre, Sainsbury's Lee Green and the land at Lee High Road and Lee Road, which together form a central focus for renewal.
- C Development proposals must contribute to enhancing the public realm in order to promote walking and cycling, and to make the town centre a significantly more accessible, safer and attractive environment. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of routes running through and connecting key commercial, leisure and cultural destinations, along with public open spaces. Particular consideration will need to be given to movements along and across the main junction, Lee High Road, Lee Road, Burnt Ash Road, Taunton Road, Leyland Road and Hedgley Street.
- D Development proposals should respond positively to the evolving urban scale and character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass and height between the centre, its edges and surrounding residential neighbourhoods.
- E Positive frontages should be integrated within the town centre area and at its edges. In order to ensure development interfaces well with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.
- F Development proposals will be expected to maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Quaggy and to improve public access to it.

LEA3 Strategic Area for Regeneration, Grove Park

- A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of Lewisham's South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within the area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.
- B Development proposals and stakeholders should seek opportunities to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, taking into account policies for the wider Strategic Area for Regeneration in the Borough's south, as set out in Policy LSA2 (Strategic Area for Regeneration).

LEA4 Linear network of green infrastructure

- A The East Area contains a linear network of green infrastructure that will be protected and enhanced, in line with other Local Plan policies. Development proposals should respond positively to the linear network of green infrastructure as a vital environmental asset within the Borough and defining feature of the Blackheath, Lee and Grove Park neighbourhoods.
- B Development proposals should maximise opportunities to reinforce and enhance the character, amenity and environmental value of the linear network of green infrastructure, including by:
 - a. Integrating greening measures to enhance existing green linkages, and create new linkages, between the different elements of green infrastructure within the area, particularly to support the achievement of a continuous linear and connected ecological network;
 - b. Seeking opportunities to restore or introduce habitats, particularly priority habitats, to support species and enhance the biodiversity value of the network;
 - c. Maintaining and enhancing the Green Chain walk as a key route for public access to and between spaces within the network;
 - d. Making provision for safe public access to and throughout the network, where appropriate, including by improving or introducing walking and cycle routes, pathways and access points, such as gates; and
 - e. Ensuring that development is designed in a manner that is sensitive to character of the network and the landscape setting.
- C The effective management of the linear network of green infrastructure, including initiatives that promote interpretation and appreciation of the network (including its local, historical and ecological significance), will be encouraged.

LEA5 East Lewisham links

- A Development proposals will be expected facilitate the creation and enhancement of the East Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the East area.
- B On sites located adjacent to an existing or proposed route of the East Lewisham Links, or where an existing or proposed route runs through a site, development proposals must contribute to the delivery of a high quality public realm, giving priority to movement by walking and cycling, in line with Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). Proposals will be expected to deliver public realm improvements to support the delivery of the East Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- a. New or enhanced footpaths or cycleways;
 - b. Road realignment;
 - c. Street crossings or other safety measures;
 - d. Cycle parking;
 - e. External lighting;
 - f. Landscaping;
 - g. Tree planting or other green infrastructure;
 - h. Drinking water fountains;
 - i. Public conveniences;
 - j. Way-finding signage.
- C To support the effective implementation of the East Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's East Area

- 16.9 Lewisham's East Area is largely made up of the historic villages that formed along the route to Greenwich. These greatly influenced the area's development and the predominantly suburban character that persists today. The East Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. Yet generating investment to improve the quality of neighbourhoods and opportunities for local people remains a priority. This is particularly in the Borough's Area for Regeneration, which extends to parts of Grove Park, where interventions are required to address the causes of deprivation. The Local Plan sets out a strategy to help facilitate new investment within the East Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets. This includes Blackheath and the Maritime Greenwich World Heritage Site Buffer Zone.
- 16.10 Town and local centres present the main opportunities for accommodating growth and securing new investment. The East Area's strategic development sites are generally located within or around these centres. There is significant potential to reinforce the role of Lee Green District Centre through targeted renewal. It contains a number of sites, including the Leegate Shopping Centre, whose comprehensive redevelopment will significantly enhance the place qualities of the centre whilst delivering new housing, improved retail provision and community facilities. There are also a number of local centres that play a vital role as community hubs serving the area's neighbourhoods, and where new development can help to support their long-term vitality and viability. This includes Grove Park, Burnt Ash and Staplehurst Road. Blackheath Village is an important visitor destination whose strategic role as a Night Time Economy hub is supported through the plan.
- 16.11 To make the best use of land and maximise opportunities for new investment in the East Area, the Local Plan seeks to facilitate the intensification of its neighbourhoods. The development of small housing sites provides a key means to realise the sensitive intensification of established residential areas. The Lewisham Characterisation Study (2019) has informed this approach and is useful in indicating where there is such scope in the East Area. We will prepare a Supplementary Planning Document to identify opportunities and to help ensure that all such development responds positively to its local context. Intensification of employment land is also promoted, particularly to deliver new workspace and secure the long-term viability of employment sites. Site intensification will be delivered primarily through the co-location of employment and other compatible uses on LSIS at Blackheath Hill and Manor Lane.
- 16.12 The Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into Healthy Streets underpins

this approach. These are principal movement corridors within the East Area, and have potential for accommodating growth and improving connections between neighbourhoods and places.

- 16.13 The linear network of green infrastructure is a defining feature of the Blackheath, Lee and Grove Park neighbourhoods and contributes to the East Area's distinctiveness. The network includes an expansive series of open spaces and parks, nature conservation sites and the river corridor, along with walking and cycle routes that are of strategic importance, including the Green Chain Walk. It is imperative that the environmental and place qualities of this network of green infrastructure are protected and enhanced. The Local Plan sets the strategic priorities for the network which community groups, including neighbourhood forums, are encouraged to support, whether through community projects or neighbourhood plans. The East Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it, particularly by walking and cycling.



Chinbrook Meadows, Grove Park



Baring Road, Grove Park

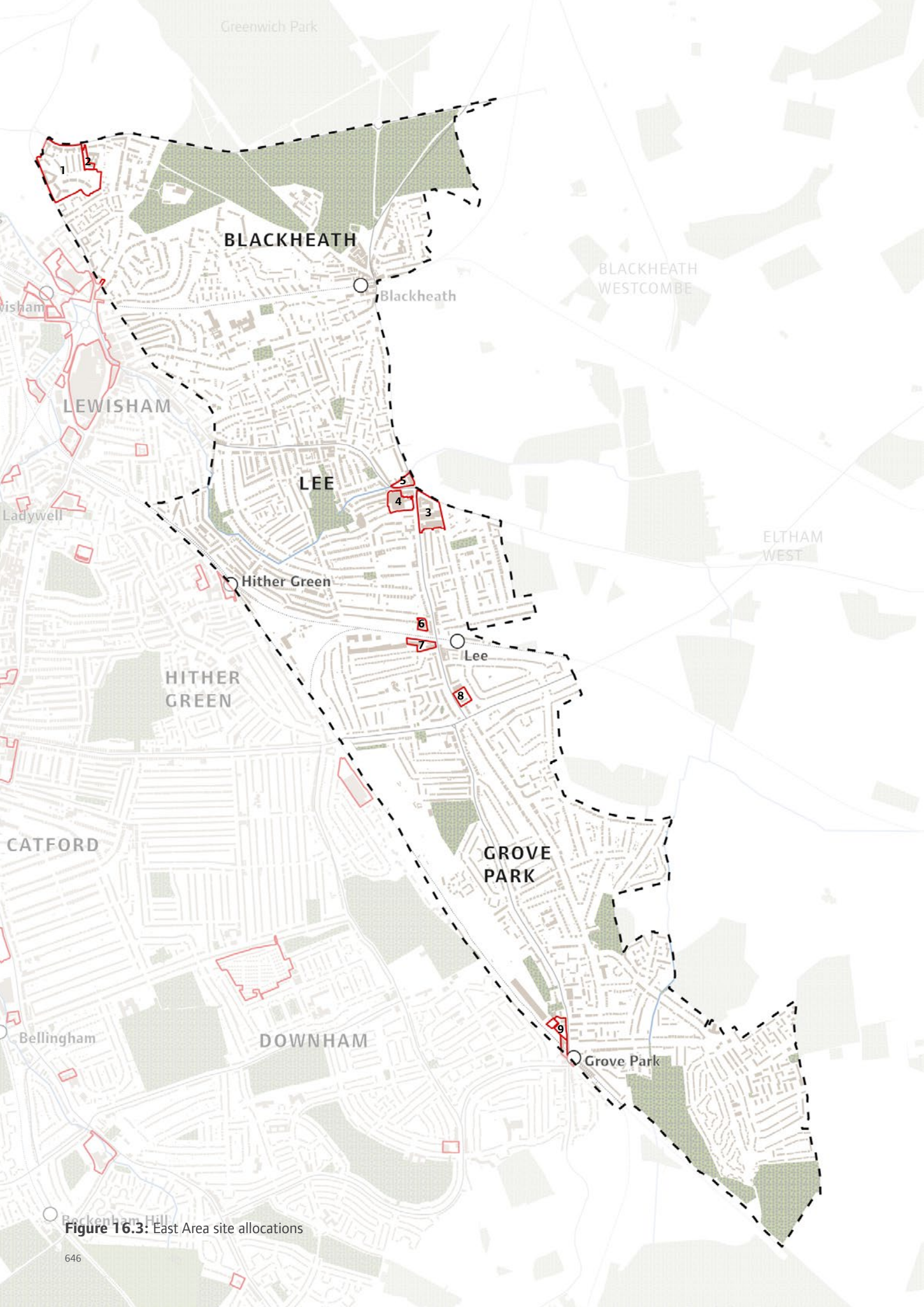


Figure 16.3: East Area site allocations

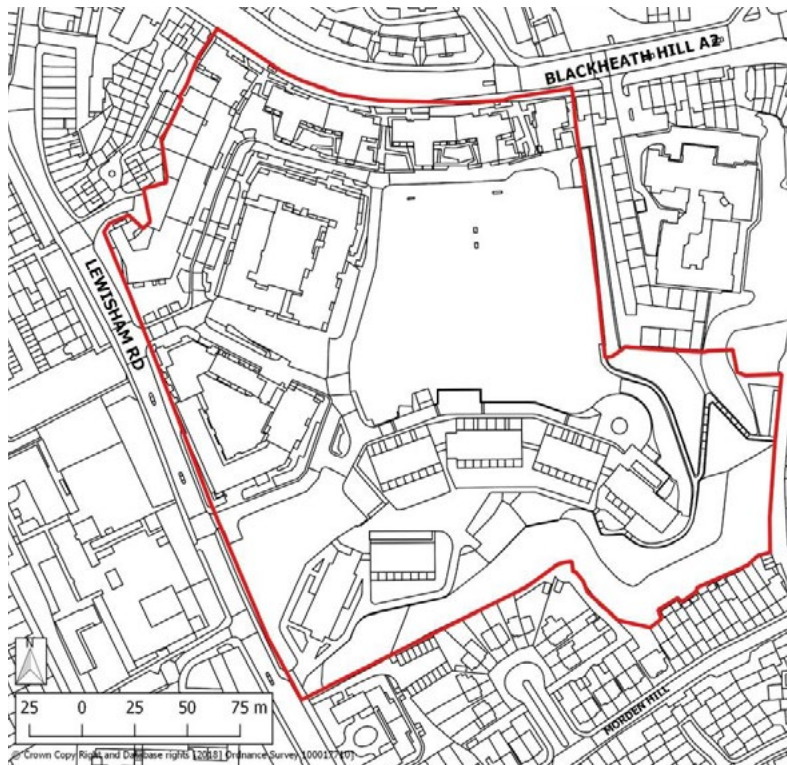
Site allocations

1 Heathside and Lethbridge Estate	649
2 Blackheath Hill Locally Significant Industrial Site	652
3 Leegate Shopping Centre	654
4 Sainsbury's Lee Green	657
5 Land at Lee High Road and Lee Road	659
6 Southbrook Mews	661
7 Travis Perkins and Citroen Garage	663
8 Mayfields Hostel, Burnt Ash Hill	666
9 Sainsbury Local and West of Grove Park Station	668



New development at Heathside and Lethbridge (BPTW)

1 Heathside and Lethbridge Estate



SITE ADDRESS	Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10				
SITE DETAILS	Site size (ha) 6.07	Setting Urban	PTAL 2015: 2-5 2021: 2-5 2031: 2-5	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. Construction started and development is partially complete				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30 Yes	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 443			Gross non-residential floorspace Employment 0 Main town centre 0	

Existing planning consent

- 16.14 DC/09/072554 as amended by DC/10/075627, DC/10/075395, DC/10/075536, DC/12/081165, DC/12/081169, DC/14/087835, DC/14/087333, DC/14/087335, DC/15/090624, DC/15/092670, DC/17/101616, DC/17/101686, DC/17/104709, DC/18/106053 and DC/18/107715 - for 512 square metres of retail floorspace, 768 square metres of community floorspace, an energy centre and buildings ranging from 3 to 17 storeys in height, together with car and cycle parking, associated highway infrastructure, public realm works and provision of open space; and phase 1 (138 residential units), phase 2 (190 units), phase 3 (218 units), phase 4 (236 units), phase 5 (284 units) and phase 6 (159 units).

Site allocation

- 16.15 Comprehensive regeneration of existing housing estate comprising residential, community and ancillary main town centre uses. Redevelopment of existing buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site, along with open space, public realm and environmental enhancements.

Opportunities

- 16.16 The Heathside and Lethbridge estate is located to the north of Lewisham major town centre and situated within a predominantly residential area. A Site of Importance for Nature Conservation is located at the eastern and south eastern boundaries. Regeneration of the housing estate is currently in progress, with the some phases now built and construction started on the remaining phases. Regeneration of the estate will secure a new high quality residential area including affordable housing, community facilities and public realm enhancements.

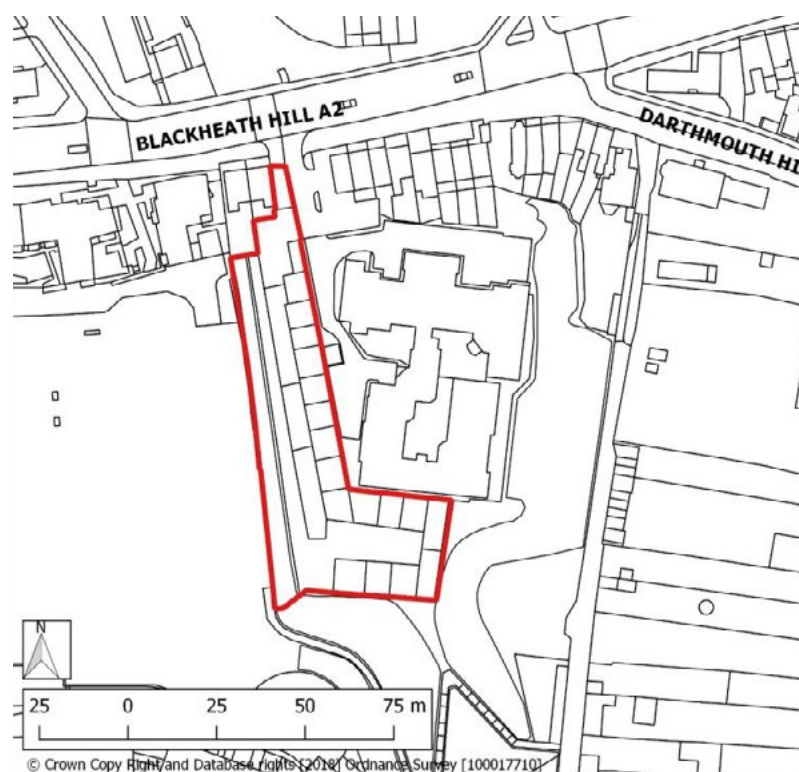
16.17 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site, as well as the surrounding area.
- Delivery of new and improved public realm, including new public open space as a central design feature,
- Provision of community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.

16.18 **Development guidelines**

- The remaining phases should be designed to respond positively to the surrounding residential area. This includes integration of perimeter blocks with views through to internal courtyards, along with through-routes between Blackheath Hill and Lewisham Road,.
- Site topography should be addressed to ensure that taller elements are located and designed to avoid adverse impacts on local character. This includes consideration of the Blackheath Conservation Area, along with Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.
- The design of development should respond positively to the character of existing residential properties surrounding the site. In particular, the heights and style of adjacent properties within the Blackheath Conservation Area to the south and east of the site and the Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.
- Development should have regard to the woodland area designated as SINC along the eastern and southern site boundaries.

2 Blackheath Hill Locally Significant Industrial Site



SITE ADDRESS	Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA				
SITE DETAILS	Site size (ha) 0.31	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Locally Significant Industrial Site, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 30			Gross non-residential floorspace Employment 1,038 Main town centre 0	

Site allocation

- 16.19 Comprehensive employment-led redevelopment. Co-location of compatible commercial and residential uses.

Opportunities

- 16.20 The site comprises the Blackheath Hill Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of the land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also provide public realm and environmental enhancements to improve local area amenity.

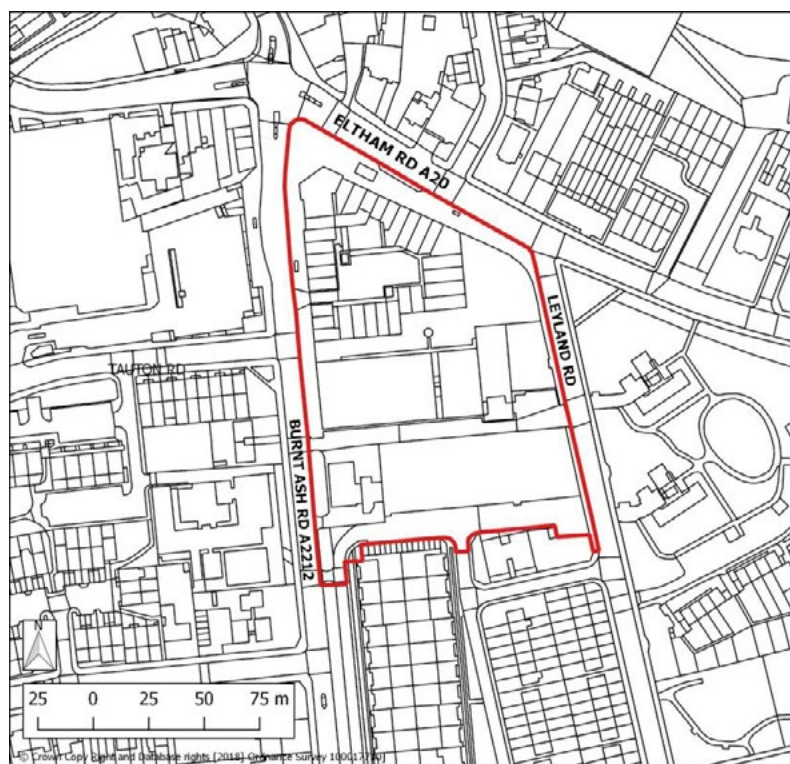
16.21 Development requirements

- All development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Development proposals must protect and seek to enhance green infrastructure, including the SINC that abuts the site at its south and eastern boundaries.

16.22 Development guidelines

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Development should be designed having regard to the heritage assets adjacent to the site, including the setting of the Blackheath Conservation Area, as well as Listed and Locally Listed Buildings to the east, on Dartmouth Row.
- The irregular shape of the site will require careful consideration of site access and layout, particularly for commercial and servicing vehicles.

3 Leigate Shopping Centre



SITE ADDRESS	Leigate Shopping Centre, London, SE12				
SITE DETAILS	Site size (ha) 1.90	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Main town centre uses, Retail, Employment, Residential, Car park
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/14/090032 received resolution to grant permission in May 2016. New full application DC/18/107468 submitted in June 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 450			Gross non-residential floorspace Employment 805 Main town centre 5,449	

Existing planning consent

- 16.23 DC/14/090032 - proposed development at Leegate Shopping Centre for the demolition of the existing buildings and redevelopment to provide a retail led mixed use development, including residential (Use Class C3), food store (Use Class A1), retail units (Use Class A1-A4), assembly and leisure (Use Class D2), non-residential institutions (Use Class D1), public realm, associated car and cycle parking parking, highways and access works and landscaping. This application received a resolution to grant permission but the section 106 was not agreed.

DC/18/107468 – Full application was submitted in June 2018 but has not yet been determined.

Site allocation

- 16.24 Comprehensive mixed-use redevelopment of existing shopping centre comprising compatible main town centre, commercial, community and residential uses. Redevelopment of existing buildings and reconfiguration of spaces to facilitate a street-based layout with new and improved routes, both into and through the site, along with public open space and public realm enhancements.

Opportunities

- 16.25 This site takes up a prominent position within Lee Green district town centre. It is currently occupied by the 1960s Leegate Shopping Centre, two office blocks (Leegate House and Cantilever House), a multi-level car park, a community centre and housing. It is key to the renewal and revitalisation of the town centre, and will play a critical role in linking sites and neighbourhoods surrounding it. Comprehensive redevelopment will deliver a significant amount of new housing together with modern retail and employment space, leisure, community and cultural facilities to support the long-term vitality and viability of the town centre. Development will also enable public realm enhancements to improve connections to and through the area.

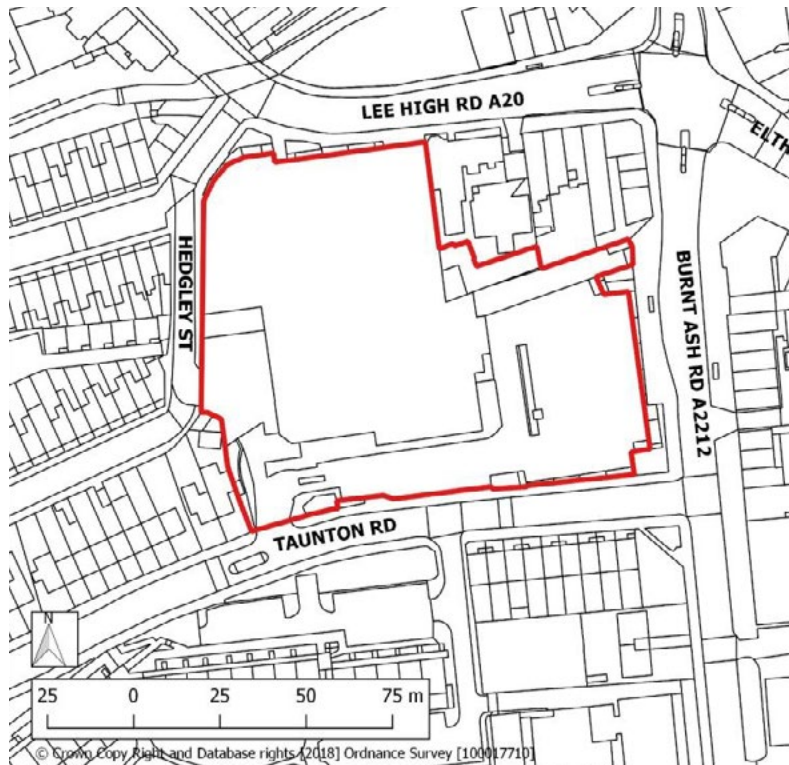
16.26 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

16.27 **Development guidelines**

- Careful consideration must be given to the integration of walking and cycle routes through the site to Eltham Road, Burnt Ash Road, Leyland Road and Taunton Road.
- Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses.
- Development should make more optimal use of the land by reviewing options for the existing multi-storey car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting public transport accessibility levels.
- Public realm should be redistributed across the site, with a new public square set back from Burnt Ash Road. Consideration should be given to external seating areas, landscaping and playspace as well as communal courtyard gardens, private amenity spaces and improved public realm along Eltham Road and Burnt Ash Road.
- Large canopy tree planting on south east corner should be used to improve the public realm and link the Burnt Ash Road Avenue of trees with the mature trees on the site.
- Development should seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area. The local history information board that currently exists on the south east side of the site should be protected or replaced and incorporated into the new scheme.

4 Sainsbury's Lee Green



SITE ADDRESS	14 Burnt Ash Road, Lee, London, SE12 8PZ				
SITE DETAILS	Site size (ha) 1.05	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Main town centre uses, Retail, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, adjacent Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Flood Zones 1, 2, 3a, adjacent Listed Building Primary Frontage within Lee Green District Centre, adjacent to Conservation Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zones 2 and 3.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30		2030/31 – 2034/35	2035/36 – 2039/40
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 120			Gross non-residential floorspace Employment 0 Main town centre 4,123	

Site allocation

- 16.28 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Reconfiguration of existing buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm enhancements.

Opportunities

- 16.29 This site takes up a prominent position within Lee Green district town centre. It is currently occupied a large format retail building and surface level car parking. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable public realm enhancements, better connecting the site to its immediate surrounds and wider town centre area.

16.30 Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

16.31 Development guidelines

- Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses.
- Development should make more optimal use of the land by reviewing options for the existing car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the public transport accessibility levels.
- Development should be designed to enhance movement by walking and cycling, with improved permeability through the site, in particular providing new routes between Hedgley Street, Brightfield Road, Taunton Road and Lee High Road.
- Development should create a positive frontage along Burnt Ash Road and Lee High Road, aligned with adjacent properties. Tree planting should be introduced to improve amenity and the public realm, filling in the gaps in the avenue of trees on Burnt Ash Road.
- Development should respond positively to the adjoining Lee Manor Conservation Area and the Grade II Listed Building Police Station.
- Staggered building heights should be used to respect the surroundings, with smaller grained development in the western side of the site to avoid overshadowing of existing residential units along Brightfield Road and with taller buildings located along the southern edge and in the north eastern corner of the site, away from the Listed Building.
- Development should seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.

5 Land at Lee High Road and Lee Road



SITE ADDRESS	Lee High Road and Lee Road, SE12 8RU				
SITE DETAILS	Site size (ha) 0.43	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Commercial, Residential
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, District Centre, Primary Shopping Area, Air Quality Management Area , Area of Special Local Character, Locally Listed Building on site, within 30m buffer of electricity cable, Flood Zone.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 55		Gross non-residential floorspace Employment 256 Main town centre 1,023		

Site allocation

- 16.32 Mixed-use redevelopment of existing car dealers comprising compatible main town centre and residential uses. Public realm enhancements including improved access to the River Quaggy.

Opportunities

- 16.33 This site is located within Lee Green district town centre. The western part of the site is occupied by a car dealers and its associated showroom parking. The eastern part of the site comprises a terrace of properties with a mix of residential and main town centre uses, including a public house, and is an integral feature of the townscape. The River Quaggy runs along the back of the site. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm enhancements, with improved access to the River Quaggy.

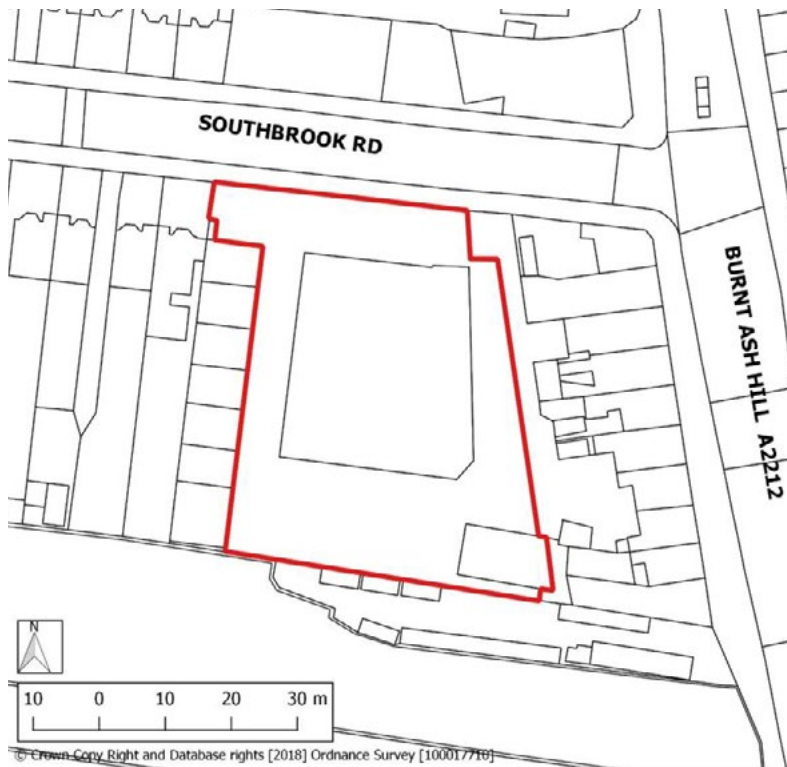
16.34 Development requirements

- Retention of the existing terrace of properties at the eastern part of the site, including the public house.
- Positive frontages with active ground floor frontages within the Primary Shopping Area, including at Lee High Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, including:
 - Improvements to enhance access to and amenity value of the River Quaggy
 - Along Lee High Road and Lee Road, improvements to the forecourt at the road junction

16.35 Development guidelines

- The design of development should respond positively to the existing terrace at the eastern edge of the site.
- Development should be designed to enhance access to the River Quaggy which runs along the northern edge of the site, and to improve its ecological quality and amenity value.

6 Southbrook Mews



SITE ADDRESS	Southbrook Mews, Lee, London, SE12 8LG				
SITE DETAILS	Site size (ha) 0.24	Setting Urban	PTAL 2015: 3 2021: 2-3 2031: 2-3	Ownership Private	Current use Employment, Commercial
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, adjacent 5 locally listed buildings, within 30m of an electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 23		Gross non-residential floorspace Employment 804 Main town centre 0		

Site allocation

- 16.36 Employment led mixed-used redevelopment with compatible commercial, main town centre and residential uses.

Opportunities

- 16.37 This site comprises a non-designated employment site which is located adjacent to Burnt Ash local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will enable the delivery of new and improved workspace and help to support the long-term vitality and viability of the local centre. Development will also provide public realm enhancements that improve local area amenity, with potential new access to Lee station.

16.38 Development requirements

- The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC7 (Non-designated employment sites).
- A positive frontage and public realm improvements along Southbrook Road.
- Investigate opportunities to, and where feasible, improve access to Lee station by creating a new access to the site at its south east corner.
- Development must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

16.39 Development guidelines

- There may be scope for the integration of main town centre uses, but these uses should be restricted to the frontage along Southbrook Road and function to complement the existing provision at Burnt Ash local centre.
- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- Building heights should be staggered, with taller elements located away from existing residential properties, the locally listed Northbrook Public House and the locally listed two storey mews building. Taller elements will be more appropriately located adjacent to the railway in the southern part of the site.
- Opportunities should be investigated to remove the boundary wall.
- Screening or communal amenity space should be considered to shield the back of existing properties on Burnt Ash Road.
- In order to support commercial uses, development should be designed to ensure vehicular access from Southbrook Road.
- Development should respond positively to the Lee Manor Conservation Area and the locally listed buildings adjacent to the site.

7 Travis Perkins and Citroen Garage



SITE ADDRESS	Holme Lacey Road, Lee, London, SE12 0HR				
SITE DETAILS	Site size (ha) 0.54	Setting Urban	PTAL 2015: 1b-3 2021: 1b-3 2031: 1b-3,c	Ownership Private	Current use Employment, Car services
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, within 30m of an electricity cable.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30		2030/31 – 2034/35	2035/36 – 2039/40
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 52		Gross non-residential floorspace Employment 1,809 Main town centre 0		

Site allocation

- 16.40 Comprehensive employment-led redevelopment. Co-location of compatible commercial, residential and main town centre uses. Public realm enhancements including improvements to the Lee station approach.

Opportunities

- 16.41 The site comprises part of the Manor Lane Locally Significant Industrial Site (also known as the Chiltonian Industrial Estate) and adjoining land to the east. It is located in close proximity to Lee station and forms part of the station approach. The western part of the site is currently occupied by a builders' merchants and the eastern part by a car dealers and associated showroom. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support long-term viability of the LSIS. Development will also provide public realm enhancements to improve local area amenity, including improvements to the station approach.

16.42 Development requirements

- All development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- A positive frontage along Burnt Ash Hill and Holme Lacey Road, particularly to improve legibility and safe access to Lee station.
- Development must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment

16.43 **Development guidelines**

- Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
- There may be scope for the integration of main town centre uses, but these uses should be restricted to the frontage along Burnt Ash Hill and function to complement the station approach and local centre.
- The Travis Perkins site benefits from a separate access point and segregates it from the rest of the industrial estate and creates a buffer.
- Building heights should be staggered, with taller buildings located away from existing residential properties and adjacent to the railway in the northern part of the site.
- The design of development should enhance the character and appearance of the adjoining Conservation Area. Where possible the setting of the Conservation Area should be enhanced adjacent to the railway bridge by reinstating/ exposing the brick bridge revetment.
- Along Holme Lacey Road development should be aligned with adjacent properties and introduce planting to improve amenity. New development should be set back along Burnt Ash Hill, enabling the creation of public realm with tree planting along this frontage and contributing to the vitality of the local centre.

8 Mayfields Hostel, Burnt Ash Hill



SITE ADDRESS	Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE				
SITE DETAILS	Site size (ha) 0.49	Setting Central	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Hostel
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	Full application DC/17/103886 granted in August 2018				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 47			Gross non-residential floorspace Employment 0 Main town centre 0	

Existing planning consent

- 16.44 DC/17/103886 - The demolition of the existing hostel and the construction of a five/six storey building comprising 24 two bedroom, 16 three bedroomed self-contained flats, a two storey commercial space (flexible use classes A1 / A2 / A3 / B1(a) / D1 (crèche, education, museum, art gallery) and 7 two storey houses at Mayfields 47 Burnt Ash Hill, disabled car parking and bicycle spaces, bins storage and associated landscaping.

Site allocation

- 16.45 Residential-led mixed use redevelopment with compatible residential, main town centre, commercial and community uses.

Opportunities

- 16.46 This site is located on Burnt Ash Hill, south of Burnt Ash local centre. It is currently occupied by Mayfields Hostel providing specialist accommodation. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and facilitate the re-provision of high quality housing, along with delivering new services and/or community facilities.

16.47 Development requirements

- Development must make provision for an appropriate mix of non-residential uses, including community and cultural uses, which are ancillary to and complement the principal residential use.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Retention of existing mature trees and trees of value.
- A positive frontage along Burnt Ash Hill.

16.48 Development guidelines

- The design of development should respond positively to the character of the site surroundings, including the adjacent church and residential development on Pitfold Road and Burnt Ash Hill.
- Development should be set back from Burnt Ash Hill to ensure alignment with adjacent properties and the retention of the existing line of mature trees.
- Landscaping should contribute positively to the setting of the area, including the existing mature tree planting to the north, east and west boundaries.

9 Sainsbury Local and West of Grove Park Station



SITE ADDRESS	Sainsbury's Local and West of Grove Park Station, London, SE12 0DU				
SITE DETAILS	Site size (ha) 0.90	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Private	Current use Main town centre uses, Retail, Transport, Garage, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 Yes	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 78		Gross non-residential floorspace Employment 362 Main town centre 1,449		

Site allocation

- 16.49 Mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements including improvements to the Grove Park station approach.

Opportunities

- 16.50 The site allocation comprises of a number of sites located within Grove Park local centre, which are situated in proximity to Grove Park station. The sites are currently occupied by a range of main town centre uses along with a petrol station, bus station and housing. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the local centre. Redevelopment can also enable public realm enhancements, including improvements to the station approach.

16.51 Development requirements

- The site must be well integrated with the surrounding street network to improve access and permeability through the centre, and along the station approach.
- Positive frontage with active ground floor frontages along Baring Road.
- Applicants must consult with Transport for London to investigate options for the existing bus station, including retention or appropriate re-provision, where necessary.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Development must protect and seek to enhance green infrastructure, including the green corridor along the railway embankment.

16.52 Development guidelines

- The bus garage is in operational use. Applicants should consult with Transport for London to investigate future options for the garage, including its continued use, which the site masterplan should address.
- Development must be designed to conserve or enhance the significance of the Grade II Listed Building Baring Hall Hotel, which is a prominent feature within the townscape.
- The design of development should reflect the historic development of Grove Park, taking into account the early development of an artistic colony.

