



15 LEWISHAM'S NORTH AREA

Context and character	558
Vision	560
Key spatial objectives	561
LNA1 North Area place principles	563
LNA2 New Cross Road / A2 corridor	566
LNA3 Creative Enterprise Zone	569
LNA4 Thames Policy Area and Deptford Creekside	571
LNA5 North Lewisham Links	573
Site allocations	577

Context and character

- 15.1 Lewisham's North Area contains the neighbourhoods of North Deptford, Deptford, and New Cross. The waterway network helps to define the area, particularly the River Thames that establishes its northern boundary. The River Ravensbourne and Deptford Creek, the latter forming the boundary with Royal Borough of Greenwich, are also prominent physical features and reflect the Borough's unique Thames side character.
- 15.2 The North Area has a rich and varied historic environment with a number of listed buildings and conservation areas. Historic buildings and structures include churches, Georgian townhouses, Victorian terraces, industrial warehouses and railway viaducts. Local character is also strongly influenced by the historic dockyard and maritime industries, with the first residential areas developed around the Greenwich railway. The area was heavily damaged in WWII and redevelopment through the subsequent interwar and postwar periods has given rise to a mixed urban character, with a number of large estates featuring large plots and mid-rise, medium density housing, including the Pepys Estate.
- 15.3 The North Area contains much of the Borough's employment land stock, giving it a distinctive industrial character. There are designated and non-designated employment sites situated throughout, including the regionally important Strategic Industrial Location at Surrey Canal Triangle and clusters of locally significant sites around Deptford Creekside. Several larger industrial sites have recently undergone a plan-led process of regeneration. Contemporary mixed-use residential and employment schemes have been introduced, including larger tower blocks with taller elements situated on landmark sites. Continued renewal of older employment sites will influence the area's evolving character, whilst helping to improve its environmental qualities. Planning consent has been granted for major mixed-use developments at Convoys Wharf and Surrey Canal Triangle.
- 15.4 The character of the North Area is also strongly informed by the layout of historic roads and railway infrastructure that dissect much of the area. This infrastructure contributes to severance and limits permeability and circulation between neighbourhoods and places. There are key movement corridors within the area linking to other parts of London, such as Surrey Canal Road, Evelyn Street (B200) and New Cross Road (A2). However these main routes are dominated by vehicular traffic and typically suffer from poor quality public realm, limiting their suitability for movement by walking and cycling.
- 15.5 The historic high streets at Deptford and New Cross play a key role in shaping local character and identity. They offer provision of a rich and vibrant mix of shops, services and independent traders. Deptford market, situated at the heart of Deptford district centre, is a focal point for community activity and a well-known visitor destination. New Cross district centre is a vibrant town centre and thriving evening and night-time hub that serves its local catchment, including a large student population. The town centres benefit from their proximity to important cultural and educational institutions, including the Albany

Theatre, Goldsmiths College and Trinity Laban Centre, which exert a strong influence over the area. These institutions play a critical economic role and have been vital to the growth of the creative and digital industries in the Borough. The North Area includes one of London's first Creative Enterprise Zones.

- 15.6 The network of green infrastructure in the North Area, including parks and open spaces, are valuable natural and recreational assets within the predominantly urban context. Many newer developments have delivered public realm improvements, opening up access to and naturalising parts of Deptford Creek and the River Ravensbourne, as well as providing improved access to the River Thames. Many neighbourhoods however have a limited number of street trees and could benefit from urban greening.

Vision

- 15.7 By 2040 the maritime and industrial heritage of the North area, linked to its unique position along the River Thames, will be celebrated as a vital focus for cultural activity and regeneration. The character and role of vacant and underused industrial sites around the Thames and Deptford Creek will be re-imagined to provide well integrated employment areas and mixed-use neighbourhoods. A new Creative Enterprise Zone will cement Lewisham's position as a leader in the creative and cultural industries and support an inclusive local economy. The arrival of the Bakerloo line, with a new station at New Cross, will also open opportunities for everyone to benefit from.
- 15.8 The regeneration of larger brownfield sites will deliver a significant amount of new housing, including a high proportion of genuinely affordable housing, workspace and jobs, community facilities and open space. New mixed-use areas will be created at Convoys Wharf, the Timber Yard at Deptford Wharf and Surrey Canal Triangle. These will be well integrated with existing neighbourhoods and communities, including housing estates, ensuring all local residents enjoy access to decent homes, high quality living environments and good job opportunities. The historic high streets at New Cross and Deptford district centres will remain at the heart of community activity, reflecting the area's culture and diversity. The centres will form an integral part of the Creative Enterprise Zone (CEZ) featuring modern and affordable workspace, including artists' studio space, building on the presence of world renowned institutions such as Goldsmiths College, Trinity Laban Centre and the Albany Theatre. New workspace will be delivered through the renewal of industrial land, including sites around Surrey Canal Road and Deptford Creekside.
- 15.9 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The riverfront will be transformed into an attractive leisure destination that is well connected to its surrounding neighbourhoods. Enhancements to Waterlink Way at Deptford Creekside will also provide for improved access to the river valley corridor. A network of walking and cycle routes will enhance connections within and beyond the area, with Folkestone Gardens a focal point for linking key radial routes, including the route of the former Grand Surrey Canal. New Cross Road (A2) will also be transformed into a 'healthy street', with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient, particularly around New Cross and New Cross Gate stations.

















Figure 15.1: North Area

Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Secure the delivery of the Bakerloo line extension, with a new modern station at New Cross, to improve transport accessibility and to help unlock the development potential of the Opportunity Area.
2	Continue to deliver modern business space through the regeneration of larger vacant and underused industrial sites, such as Convoys Wharf, Timber Yard at Deptford Wharf and Surrey Canal Triangle. Create new high quality, residential and mixed-use areas that are well integrated with existing neighbourhoods and communities, including the Pepys Estate.
3	Secure the future of Millwall Football Club in the Borough with a modern stadium as part of a new leisure and community destination, supported by a new Overground station.
4	Protect and enable the renewal of industrial land at Surrey Canal Road. Re-configure Strategic Industrial Land to create a high quality mixed-used, employment quarter at the edges of Deptford Park and Folkstone Gardens, with an improved transition between residential and industrial uses in the area.
5	Create new opportunities for business by making better use of land around railways, including railway arches and the 'Bermondsey Dive Under'.
6	Establish a Creative Enterprise Zone to cement Lewisham's position as one of London's leaders in the creative, cultural and digital industries. Support and grow these industries through the renewal of industrial sites at Deptford Creekside Cultural Quarter, along with new workspace and artists' studio space elsewhere. Build on the presence of world renowned institutions, such as Goldsmiths College, Trinity Laban Centre and Albany Theatre.
7	Deliver heritage-led regeneration schemes to preserve and enhance Lewisham's industrial and maritime heritage, as well as the character and cultural identity of historic high streets at Deptford and New Cross. Ensure Deptford market remains a vibrant hub at the heart of the community.
8	Transform New Cross Road (A2) into a 'healthy street' with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Secure the removal of the Amersham Gyratory. Create a lively and continuous frontage along New Cross Road by repairing breaks in the townscape, such as through infill development and introducing active uses at the street level.
9	Maximise the recreational and amenity value of the River Thames and Deptford Creekside by transforming the riverside area into a vibrant neighbourhood and visitor destination. Enhance public access to the river, including by repairing breaks in the Thames Path and Waterlink Way, as well as enabling river bus services at Convoys Wharf.
10	Protect and enhance open and green spaces, including waterways. Continue to deliver and expand the North Lewisham Links, a connected network of high quality walking and cycle routes that link these spaces. Ensure these routes address existing barriers to movement, such as those caused by the tangle of railways and major roads.
11	Safeguard strategic waste management sites, including South East London Combined Heat and Power (SELCHP), and develop decentralised energy networks linked to this facility.

Key

-  Regeneration Node
-  Growth Node
-  District Centre
-  Local Centre
-  Site allocation
-  Locally Significant Industrial Site
-  Strategic Industrial Location
-  Conservation Area
-  Strategic Green Links
-  Lewisham Links
-  A21 Corridor
-  South Circular improvement
-  Bakerloo Line Extension
-  Open space

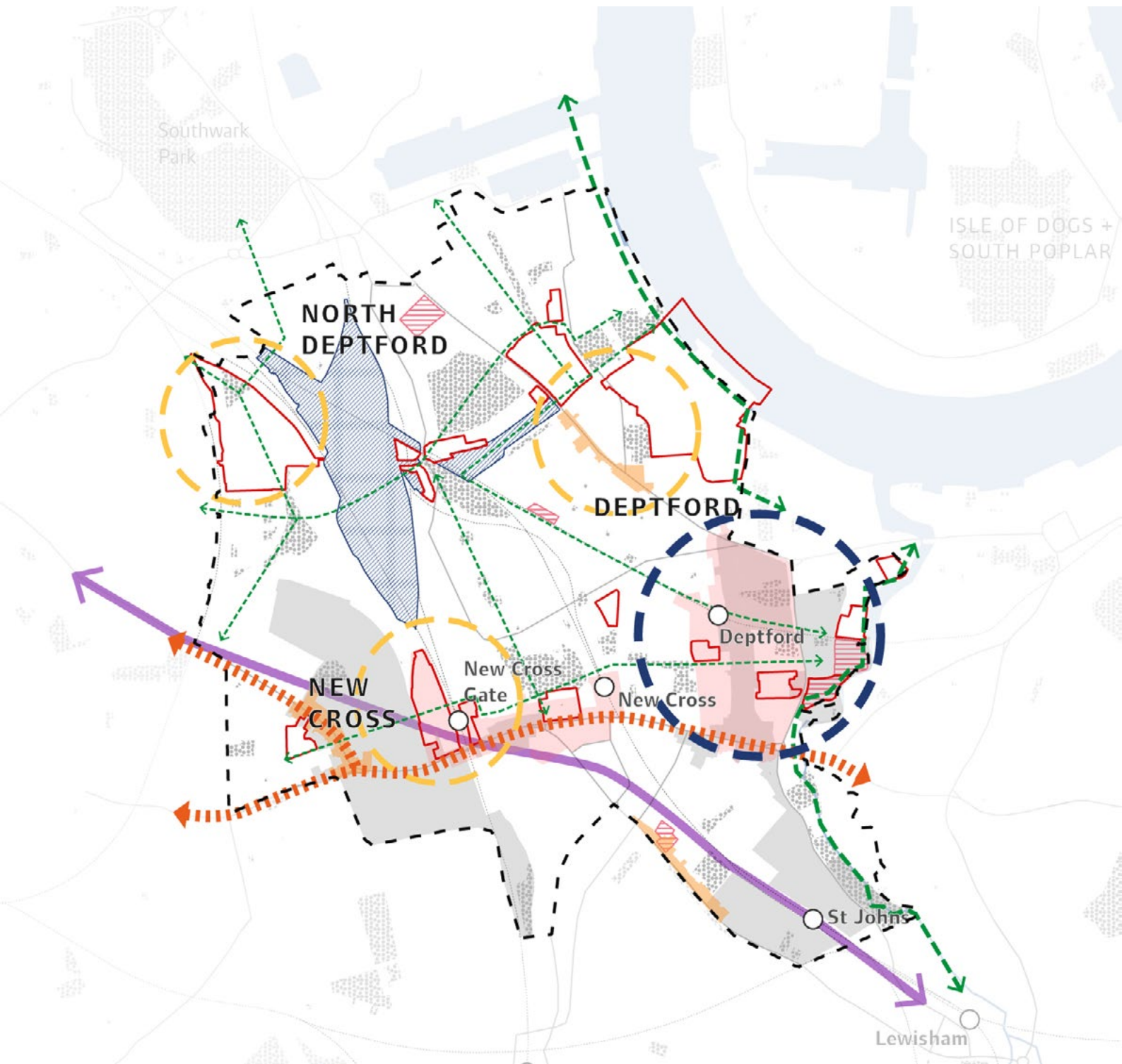
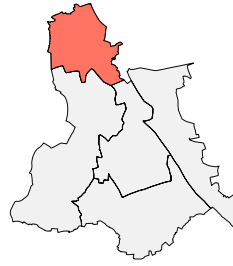


Figure 15.2: North Area key diagram

LNA1 North Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth and ensuring that the regeneration potential of the Opportunity Area⁵⁶ is fully realised. This will require that investment is appropriately coordinated within Lewisham's North Area and that:
- a. The comprehensive regeneration of strategic sites is facilitated to deliver new urban localities that are well-integrated with existing neighbourhoods, bringing a significant amount of new housing and workspace, along with community facilities and other supporting infrastructure. This includes regeneration of the Mixed-use Employment Locations of Convoys Wharf, Oxestalls Road and Surrey Canal Triangle;
 - b. New employment development is concentrated within town centres, Mixed-use Employment Locations, Locally Significant Industrial Sites and the Surrey Canal Road Strategic Industrial Location;
 - c. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, along with improving the environmental quality of employment locations. Cultural and creative industries will be promoted, in particular, in order to enhance existing clusters of commercial activity within Lewisham's Creative Enterprise Zone;
 - d. Development proposals reinforce and enhance the integral role of the Deptford Creekside and New Cross Cultural Quarters in supporting the cultural and creative industries; and
 - e. Land is safeguarded to secure the delivery of strategic transport infrastructure, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension), including:
 - i. Bakerloo line extension, including a new station interchange at New Cross;
 - ii. A new London Overground station at Surrey Canal Road; and
 - iii. River bus services at Convoys Wharf.
- B The transformation of the New Cross Road / A2 corridor into a well-functioning and healthy street that supports a well-connected network of neighbourhoods and places will be facilitated, in line with Policy LNA2 (New Cross Road / A2 corridor).
- C Development proposals should help to ensure the North 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 LNA5 (North Lewisham Links). Folkestone Gardens should form a central point for a series of walking and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road.

⁵⁶ Refers to the New Cross / Lewisham / Catford and Deptford Creek / Greenwich Riverside Opportunity Areas, as established by draft London Plan policy SD1 (Opportunity Areas).

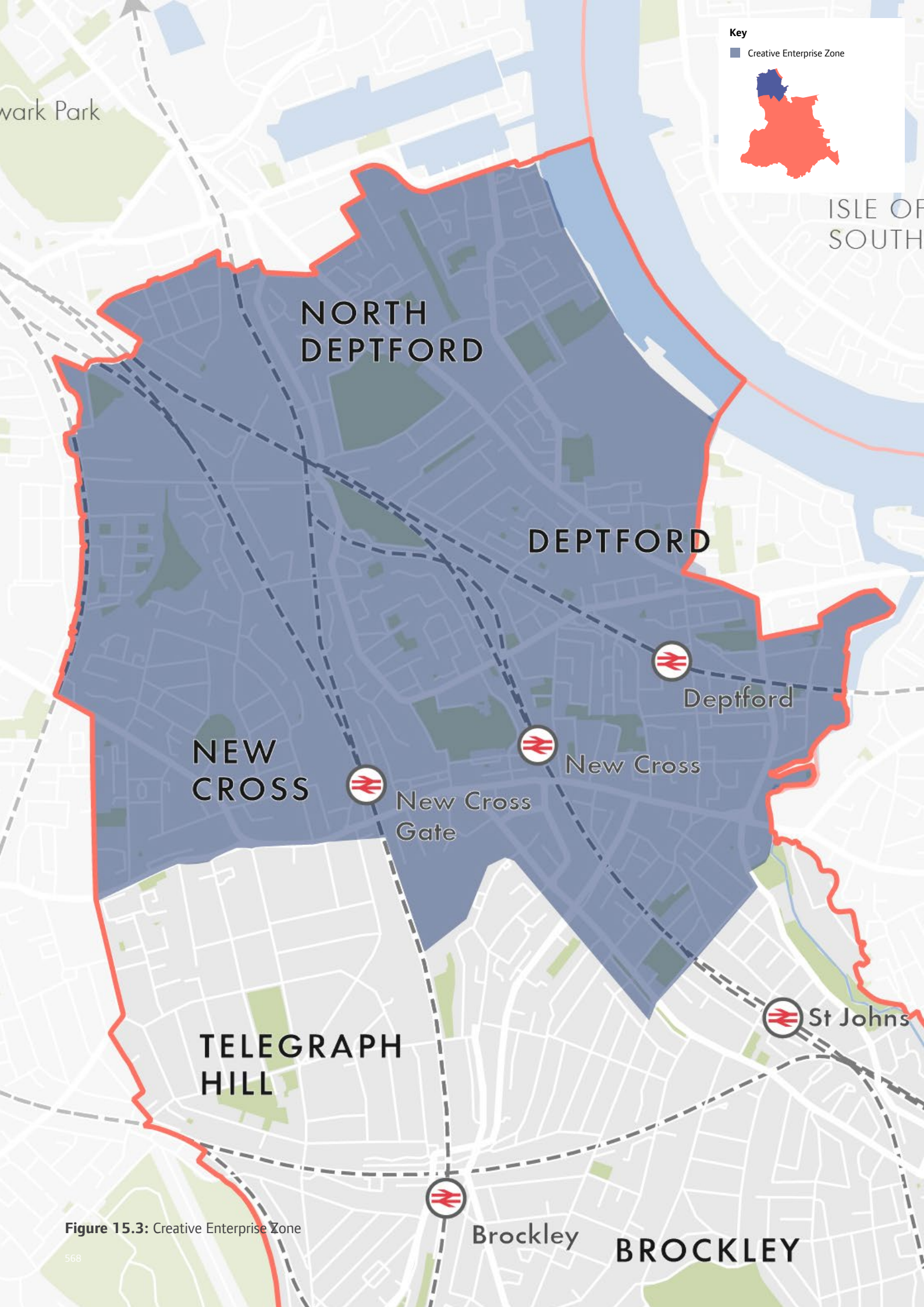
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- D Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, as well as the barriers to movement around and across other major roads, such as New Cross Road and Evelyn Street (A200).
- E Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals should address the historic environment as an integral part of the design-led approach. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that contribute to the area's character and identity, particularly where sites are delivered comprehensively through the masterplan process. This includes heritage assets associated with:
- Deptford's maritime and industrial heritage, including the Royal Naval Dockyard;
 - The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving access to it; and
 - The historic fabric and grain of the high streets at Deptford and New Cross.
- F The River Thames and Deptford Creek are defining features of the North Area which development proposals should respond positively to, having regard to Policy LNA4 (Thames Policy Area and Deptford Creekside). 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, particularly the Thames Path and Waterlink Way at Deptford Creek.
- G Development proposals should respond positively to the historic and cultural character of New Cross and Deptford district town centres. A wide range of commercial, cultural and community uses will be supported within the centres, helping to ensure their long-term viability and broadening their role as key nodes of employment generating activity within the Creative Enterprise Zone.
- H Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, having regard to Policy EC 18 (Culture and the night-time economy).
-

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- I Deptford market and market yard are at the heart of the Deptford district town centre and will be protected as an important commercial destination and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.
- J 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. New Cross Area Framework and Station Opportunity Study (2019);
 - c. New Cross Gate Station SPD (forthcoming);
 - d. Surrey Canal Triangle SPD (2020); and
 - e. River Corridor Improvement Plan SPD (2015).
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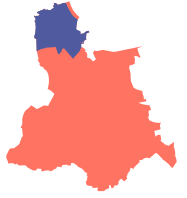
LNA2 New Cross Road / A2 corridor

- A Development proposals should be designed to facilitate the transformation of the New Cross Road / A21 corridor into a well-functioning and healthy street, with a distinctive historic and cultural character. Proposals should make the best use of land to enable the delivery of a high quality, lively and thriving high street. They should also reinforce and enhance the corridor's movement function, ensuring it supports a wider network of well-connected neighbourhoods and places.
- B Development proposals along the New Cross Road / A2 corridor and its surrounds should enhance the place qualities of the corridor by:
 - a. Responding positively to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting;
 - b. Reinforcing the predominant commercial function and distinctive identity of the high street, taking opportunities to introduce a wider and richer mix of uses into the area;
 - c. Enhancing the continuity of the high street from Old Kent Road to Deptford by repairing breaks and activating frontages, particularly through the retention and introduction of commercial, cultural and community uses at the ground floor level;
 - d. Improving relationships between the northern and southern sides of New Cross Road to create a more cohesive high street, including through public realm enhancements that reduce barriers to movement and enable safe access along and across the road;
 - e. Delivering public realm improvements that make the corridor a more accessible and welcoming place;
 - f. Maximising opportunities to integrate urban greening measures; and
 - g. Supporting the continued evolution of the corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of strategic and other sites.
- C C. Development proposals must reinforce the role of New Cross Road as a strategic movement corridor, giving priority to the safe and convenient movement by walking and cycling, as well as the use of public transport. This principal east-west route should be supported by a complementary network of legible, safe and accessible routes, including cycle routes, that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross district centres, New Cross and New Gate Stations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Proposals will be expected to secure the continuity and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites.

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- D A partnership approach will be pursued to help facilitate the transformation of the New Cross Road / A2 corridor into a healthy street, particularly to deliver strategic transport infrastructure and public realm improvements, including:
- a. A new high quality station interchange at New Cross Gate, necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;
 - b. Interventions to support a rebalancing of New Cross Road to prioritise movement by walking and cycling, including by widening pavements and reducing pinch-points; and
 - c. Improvements at key junctions to enhance safety for all road users, including at Amersham Gyratory.
- E Development proposals on sites along the New Cross Road / A2 corridor and its surrounds should be designed having regard to the Healthy Streets principles, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).
-



Key
■ Creative Enterprise Zone



ISLE OF SOUTH LONDON

NORTH DEPTFORD

DEPTFORD

NEW CROSS

TELEGRAPH HILL

New Cross Gate

New Cross

Deptford

St Johns

Brockley

BROCKLEY

Figure 15.3: Creative Enterprise Zone

LNA3 Creative Enterprise Zone

- A A Creative Enterprise Zone (CEZ) is designated in Lewisham's North Area. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham's distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development.
- B To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through:
- The regeneration of Mixed-use Employment Land;
 - Retaining and enhancing workspace provision at Deptford Creekside;
 - Focused renewal of industrial sites located at the convergence of Grinstead and Trundleys Roads to establish a revitalised employment-led mixed-use quarter; and
 - Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford district town centres, including night-time economic activities.
- C The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:
- Ensuring that new development proposals protect existing business floorspace and contribute to making provision for a wide range of workspace and facilities, at an appropriate range of rents. Proposals incorporating an element of affordable workspace catered to micro, small and medium sized businesses, including start-ups, will be considered favourably;
 - Ensuring new development proposals are designed to enable full-fibre, or equivalent infrastructure, connectivity to all end users;
 - Encouraging the temporary use of vacant buildings and sites for creative workspace and cultural activities; and
 - Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.
- D Within the CEZ, development proposals involving the loss of B1 Use Class workspace that is currently occupied by, or suitable for, uses in the creative and cultural industries, including artists' workspace, will be strongly resisted. Proposals involving the redevelopment of this type of workspace will be required to:
- Ensure that an equivalent amount of B1 Use Class workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), incorporating existing businesses where possible; or
 - Within a Mixed-use Employment Location, seek to maximise the provision of B1 Use Class workspace for uses in the creative and cultural industries, and demonstrate that reasonable efforts have been made to retain or re-provide such existing provision; and
 - Include an element of affordable workspace, in line with Policy EC4 (Providing suitable business space and affordable workspace).



Figure 15.4: Thames Policy Area

LNA4 Thames Policy Area and Deptford Creekside

- A Development proposals must respond positively to the distinctive character and environmental qualities of the River Thames and Deptford Creek. They should also support and seek to maximise the multifunctional social, economic and environmental benefits of the watercourses, having regard to Policy SD9 (Water management).
- B Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, will be expected to address the watercourse as an integral part of the design-led approach. New development should help to reinforce and enhance the site's relationship with the River Thames and Deptford Creek, including by:
- a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore;
 - b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to:
 - i. Views, vistas, landmark features and other points of interest;
 - ii. Building lines, along with the orientation and spacing between buildings; and
 - iii. Physical connections to the river or creek, including walking and cycle routes that enable access to the waterfront;
 - c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way;
 - d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity and enhance visual connections with the river or creek;
 - e. Resisting encroachment into the creek or river and foreshore; and
 - f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies.
- C Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are investigated and implemented.



LNA5 North Lewisham Links

- A Development proposals will be expected facilitate the creation and enhancement of the North Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the North area.
- B On sites located adjacent to an existing or proposed route of the North 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 North 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.
- C To support the effective implementation of the North Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's North Area

- 15.10 Lewisham's North Area has a key role to play in accommodating growth and supporting our regeneration objectives. A large part of the area falls within a London Plan Opportunity Area. It is instrumental to the delivery of the spatial development strategy for London. There are pockets of deprivation in localities across the North Area. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the North Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension. It requires that new development is well integrated with existing neighbourhoods and communities, and maximises opportunities to deliver area improvements and transformational change for the benefit of everyone.
- 15.11 Mixed-use Employment Locations present the main opportunities for accommodating growth and securing new investment in the North Area. MELs are, for the most part, underused and vacant industrial sites. They are the Borough's largest reservoir of brownfield land suitable for redevelopment and include, for instance, the Convoys Wharf and Surrey Canal Triangle sites. The strategic approach for MELs was established by the Core Strategy. There are now a number of MELs with planning consent for mixed-use development and some sites have started to come forward. We will continue to support the comprehensive regeneration and renewal of MELs in order to improve the environmental quality of the North Area and to deliver significant amounts of new housing, workspace, community facilities and public realm improvements, including new open and green space. Site allocations have been included in the plan to ensure certainty over the delivery of MELs. Guidance has also been prepared to support the Local Plan policies and provide clarity for the public over development opportunities and outcomes sought, including the Surrey Canal Triangle SPD and New Cross Area Framework.
- 15.12 The Local Plan designates a new Creative Enterprise Zone for North Lewisham. This is one of the first CEZs in the Capital and is backed by the Mayor of London. It reflects the strength of our cultural, creative and digital industries and their rapid growth in the Borough in recent years. The Local Plan aims to enable the conditions for these sectors to continue to prosper over the long-term. This includes a positive and proactive approach to managing industrial land in the North Area to intensify employment sites and secure the delivery of new high quality workspace, including affordable workspace. This approach is complemented by other measures targeted at boosting these employment sectors. They include the designation of Cultural Quarters at Deptford Creekside and New Cross as well as Night-time Economy Hubs. These other measures aim to build on the diversity and strengths of the area's historic high streets and their surrounds, as well its cultural assets and education institutions.
- 15.13 Lewisham is in many ways defined by its connection to waterways, particularly the River Thames and its tributaries. The Thames Policy Area is designated in the Local Plan. It requires that careful consideration is given to the character, amenity value and environmental quality of the River Thames and Deptford Creekside, along with the strategic function of the waterway network, including for passenger

travel. The river network also has an important role in shaping Lewisham's identity and character. The Borough has a strong maritime and industrial heritage, including the Royal Naval Dockyard and the Grand Surrey Canal, and there are opportunities for heritage-led regeneration.

15.14 An effective and resilient transport network is essential to the achievement of inclusive, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the North Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line extension, including a new station at New Cross Gate, along with a new station at Surrey Canal Road serving the East London Line (London Overground). Along with securing these investments in public transport, 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 New Cross Road / A2 Corridor into a Healthy Street underpins this approach. New Cross Road is a prominent east-west route within the area linking important visitor destinations. It has significant potential for improving connections between neighbourhoods and places, along with site development opportunities to help enable public realm enhancements.

15.15 Elsewhere, the North Lewisham Links programme has been successfully delivered in key locations in the area, helping to improve accessibility to green spaces and other amenities. We will continue to support the delivery of these vital walking and cycling routes. The early success of this project has set a model for public realm enhancements in the Borough. The 'links' concept will therefore be extended to Lewisham's other character areas, so to create a borough-wide network of linked routes.

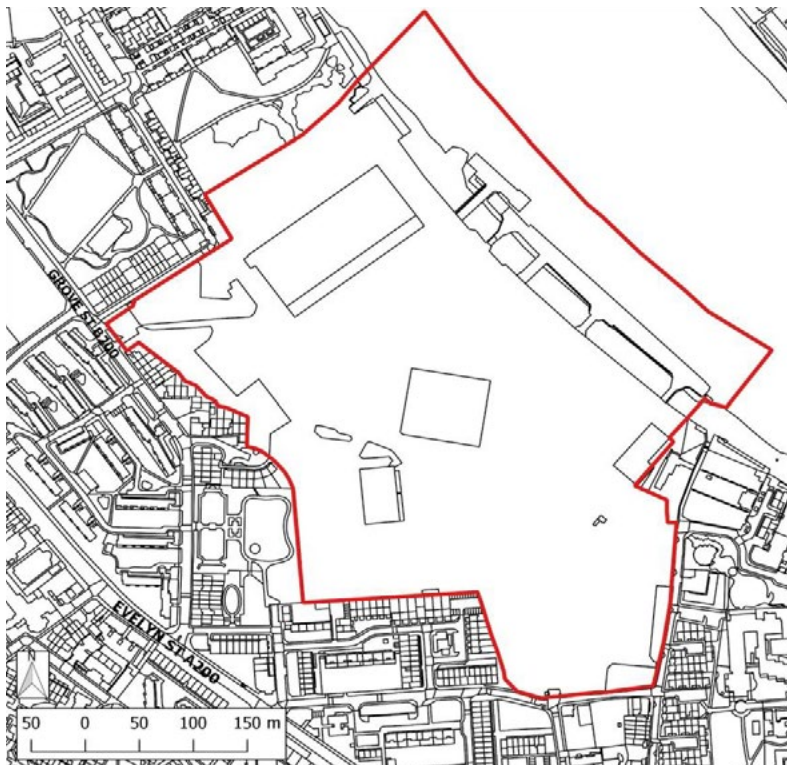


Figure 15.5: North Area site allocations

Site allocations

1	Convoys Wharf Mixed-Use Employment Location	578
2	Timber Yard, Deptford Wharves at Oxestalls Road Mixed Use Employment Location	582
3	Riverside Youth Club and 2000 Community Centre	585
4	Evelyn Court at Surrey Canal Road Strategic Industrial Location	587
5	Neptune Wharf Mixed-use Employment Location	590
6	Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road	593
7	Strategic Industrial Land (SIL) at Apollo Business Centre	596
8	Surrey Canal Triangle Mixed-use Employment Location	599
9	Former Hatcham Works, New Cross Road	603
10	Goodwood Road and New Cross Road	606
11	Former Deptford Green School (Upper School Site)	609
12	Albany Theatre	611
13	Land north of Reginald Road and south of Frankham Street (former Tidemill School)	613
14	Sun Wharf Mixed-use Employment Location	616
15	Creekside Village East, Thanet Wharf Mixed-Use Employment Location	619
16	Lower Creekside Locally Significant Industrial Site	622
17	Besson Street (Kender Triangle)	624
18	Achilles Street	627

1 Convoys Wharf Mixed-Use Employment Location



SITE ADDRESS	Convoys Wharf, London, SE8 3JF				
SITE DETAILS	Site size (ha) 20.46	Setting Central	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Private	Current use Former Shipwrights house, Employment
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Public Open Space, Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, 2 Listed Buildings on site.				
PLANNING STATUS	Full application DC/13/083358 called in by Sectary of State March 2014 and granted in March 2015				
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 3,514		Gross non-residential floorspace Employment 15,500 Main town centre 50,400		

Existing planning consent

- 15.16 DC/13/083358 outline application - resolved to grant planning permission by Mayor of London in March 2014 and permission granted in March 2015, consisting of:
- 15.17 The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100 m² comprising:
- up to 321,000 m² residential floorspace (up to 3,500 units) (C3)
 - up to 15,500 m² employment floorspace (B1/ Live/Work units) including up to 2,200 m² for 3 no. potential energy centres
 - wharf with associated vessel moorings and up to 32,200 m² of employment floorspace (Sui Generis & Class B2)
 - up to 5,810m² of retail and financial and professional services floorspace (A1 & A2)
 - up to 4,520 m² of restaurant/cafe and drinking establishment floorspace (A3 & A4)
 - up to 13,000 m² of community floorspace (D1) and assembly and leisure (D2)
 - up to 27,070 m² of hotel floorspace (C1)
 - river bus jetty and associated structures
 - 1,840 car parking spaces and vehicular access from New King Street and Grove Street
 - retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site.
- 15.18 Reserved Matters applications.

Site allocation

- 15.19 Comprehensive mixed-use redevelopment with compatible residential, commercial, community, and main town centre uses. Safeguarding and appropriate use of the wharf and associated vessel moorings. Delivery of new and improved transport infrastructure including a new road layout and an integrated network of walking and cycle routes. Public realm and environmental enhancements, including new public open space and riverfront restoration.

Opportunities

- 15.20 Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that responds positively to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public realm and environmental enhancements. These will support the delivery of a new residential area and visitor destination that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.

15.21 **Development requirements**

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including publicly accessible routes to and along the River Thames.
- Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities.
- Appropriate safeguarding and re-activation of the existing wharf and associated vessel moorings, including for river based passenger transport.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf
 - New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares
 - Integration of central public square / open space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside
 - Enhancements to Sayes Court Park and its setting

- A high quality station approach to the jetty (for river bus services), including walking and cycle routes
- Re-instatement of the Thames-side pier with the creation a new riverfront park and public cultural space, incorporating the Thames Path, with opportunities for waterside activities.
- Positive frontages along key routes, with active ground floor frontages along the riverfront and elsewhere where possible
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.
- The design of the development must be demonstrably informed by and reflect the site's historical character and significance.

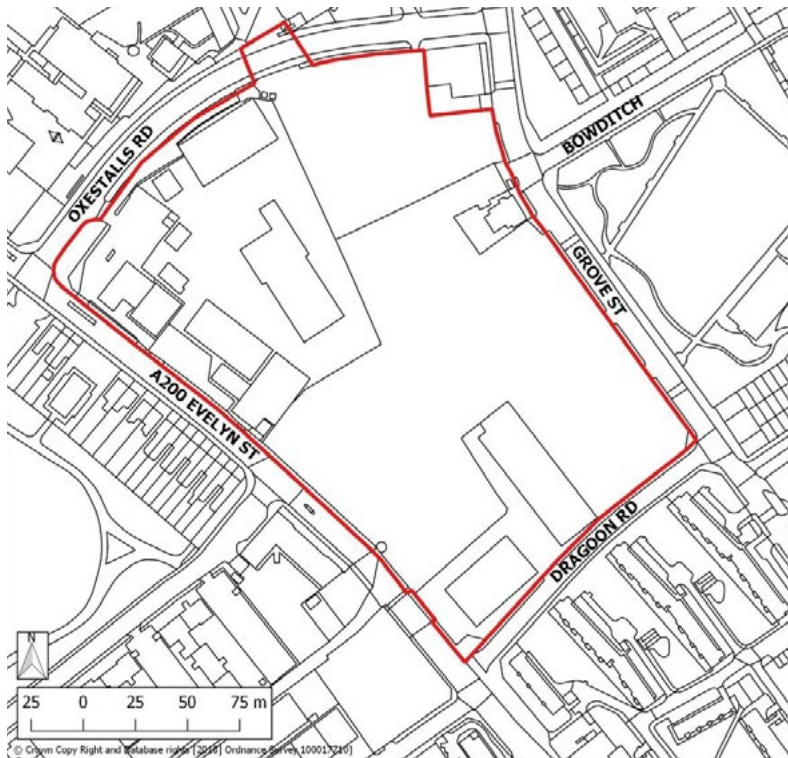
15.22 **Development guidelines**

- Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities.
- Development should provide for a main access route north/south of Deptford High Street/ New King Street to the Thames frontage, with measures to improve legibility and access to Deptford High Street
- The development should be designed to maximise views to and from the River Thames. Where tall and taller buildings are proposed, consideration will need to be given to protected views, vistas and landmark features, including the panorama towards the Maritime Greenwich World Heritage Site, and protected vistas of St Paul's Cathedral
- In response to the scale and location of the site, development should provide for complementary and distinctive character areas across it. These should reflect and reinforce the hierarchy

of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.

- Development should make provision of open space to enlarge Sayes Court Park and celebrate the sites historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should connect with the memory of John Evelyn's famous 17th century garden that once flourished on the site.
- Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south.
- Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes:
 - The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park.
 - Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
- The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location.
- Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II* Listed Master Shiprights on the adjacent site should be considered in the design of the site.
- Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features
- Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets.
- Transport for London and the Marine Management Organisation should be consulted on development and design options.

2 Timber Yard, Deptford Wharves at Oxestalls Road Mixed Use Employment Location



SITE ADDRESS	Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8				
SITE DETAILS	Site size (ha) 4.62	Setting Urban	PTAL 2015: 1b-3 2021: 1b-4 2031: 1b-4	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Outline application DC/15/092295 granted in March 2016. Started construction				
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 1,600		Gross non-residential floorspace Employment 5,413 Main town centre 5,000		

Existing planning consent

- 15.23 DC/15/092295 outline application - The comprehensive Phase 1-3 redevelopment of land bounded by Oxestalls Road, Grove Street, Dragoon Road and Evelyn Street (excluding Scott House, 185 Grove Street) for the demolition of existing buildings (excluding former Public House on Grove Street) to provide up to 10,413 square meters (GEA) non-residential floorspace comprising:
- (A1) Shops,
 - (A2) Financial & Professional Services,
 - (A3) Restaurants & Cafés,
 - (A4) Drinking Establishments,
 - (A5) Hot Food Takeaways,
 - (B1) Business,
 - (D1) Non-Residential Institutions,
 - (D2) Assembly & Leisure uses and an energy centre,
 - up to 1132 residential units in buildings ranging from 3 to 24 storeys in height,
 - together with car and cycle parking, associated highway infrastructure,
 - public realm works and provision of open space and
 - detailed planning permission (Phase 1) for up to 562 residential units.
- 15.24 Reserved Matters applications.

Site allocation

- 15.25 Comprehensive mixed-use redevelopment with compatible residential, commercial and main town centre uses. Public realm and environmental enhancements, including new public open space, along with new and improved walking and cycle routes.

Opportunities

- 15.26 The site comprises a former industrial area encompassing a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road. The site is situated in proximity to the Pepys Estate, Deptford Park and the River Thames, and the former route of the Surrey Canal runs through it. Planning permission for mixed-use redevelopment of the site has been granted, and construction has started. Redevelopment and site intensification will provide a more optimal use of land and support local area regeneration, including provision of new housing and modern workspace. Development will also enable public realm and environmental enhancements, with opportunities to re-instate the route of the former Surrey Canal and improve connections to Deptford Park and the River Thames.

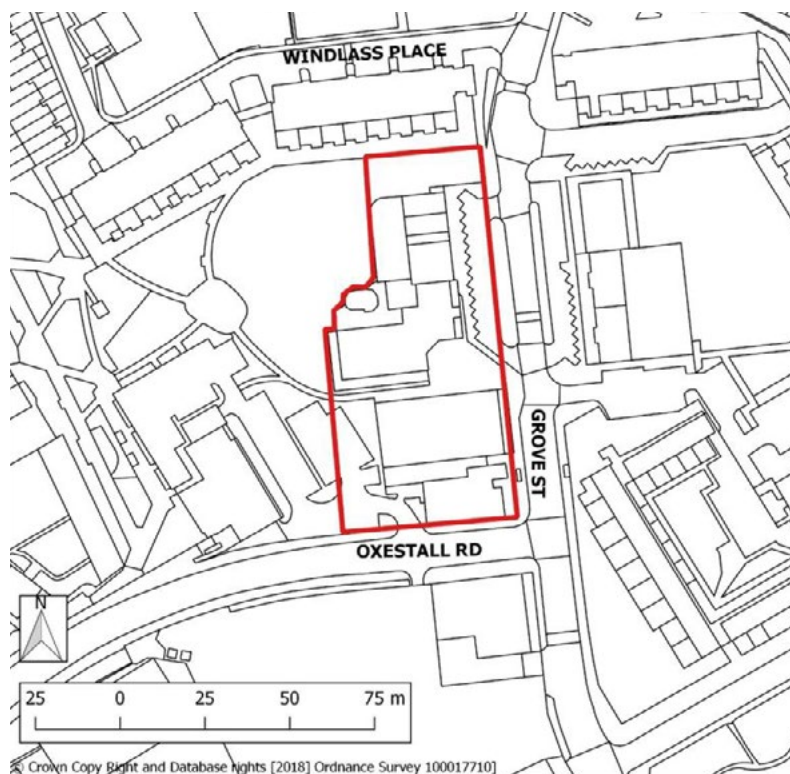
15.27 **Development requirements**

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Re-instatement of the route of the former Surrey Canal to form a high quality public open space linked to the wider walking and cycle network.
- Positive frontages along Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road and other key routes, with active ground floor frontages where possible.

15.28 **Development guidelines**

- Building heights should respond positively to the existing Victorian properties on the opposite side of Evelyn Street and the Victoria Pub and Scott House on Grove Street. Taller elements may be appropriate along Surrey Canal Way and opposite Pepys Park, to mark the significance of these open spaces and to enable more residents to benefit from outlook across them.
- Tall buildings will be most appropriate on the corners of Evelyn Street/Oxestalls Road and Grove Street/Dragoon Road, forming corners for the urban block, aiding with legibility and wayfinding.
- Development should respond positively to the social and built heritage of the site, whilst ensuring uses are well integrated with the surrounding communities and neighbourhoods. A range of materials should be used across the site to reflect the historic character, including the timber wharf, warehouses and Victorian Villas that existed on the site as well as to link with other buildings such as the Laban Centre.
- Development should be designed to enable vehicular access from Grove Street and restrict access from Evelyn Street.
- Development must address the future use of Blackhorse Bridge over the former Surrey Canal.
- Development should enhance connections and legibility through the site, with routes running between Evelyn Street and Grove Street, and by creating a permeable streetscape with improved walking and cycle links to Evelyn Street (including the Cycle Super Highway), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront.

3 Riverside Youth Club and 2000 Community Centre



SITE ADDRESS	185 Grove St, London, SE8 3QQ				
SITE DETAILS	Site size (ha) 0.51	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Community Centre, Retail, Pharmacy
HOW SITE WAS IDENTIFIED	Lewisham Call for Stes (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
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 72		Gross non-residential floorspace Employment 0 Main town centre 2,474		

Site allocation

- 15.29 Mixed-use redevelopment with residential and community uses, along with ancillary main town centre uses. Public realm enhancements, including improved access to Surrey Canal Linear Park.

Opportunities

- 15.30 The site comprises mainly of the Riverside Youth Club and 2000 Community Action Centre. Redevelopment and site intensification, along with the introduction of housing, will provide a more optimal use of land and enable enhancements to community facilities. Development will also enable public realm enhancements, including improved access to the Surrey Canal Linear Park from Grove Street.

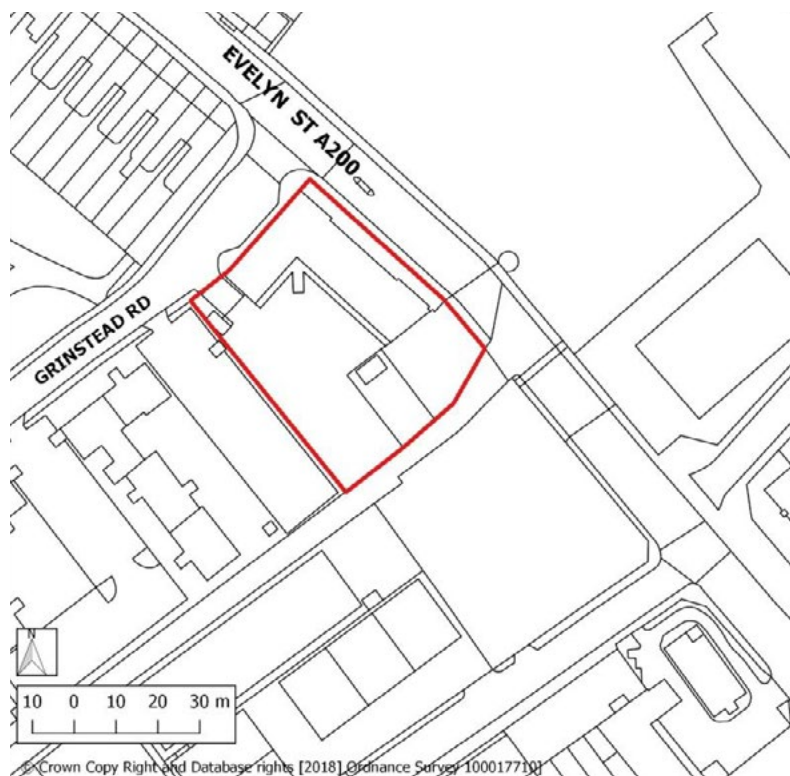
15.31 Development requirements

- Appropriate re-provision of the existing community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Well-integrated and high quality community facilities, including publicly accessible play space.
- Main town centre uses must be ancillary to the main residential and community use(s).
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including access improvements to Surrey Canal Linear Park.
- Positive frontages along Grove Street and Oxestalls Road, with active ground floor frontages where commercial uses are integrated.

15.32 Development guidelines

- The design of the development should take into consideration the proximity of the Eddystone Tower to the west of the site and the proposed development immediately south of the site, at The Timber Yard, Oxestalls Road.
- The design of new buildings on the site should be in keeping with the heights of the existing buildings immediately to the north and east of the site, taking into account amenity impacts.
- Landscaping should be designed as an integral part of the development, with an enhanced relationship with the existing adjoining public open space, with improved routes leading to the Surrey Canal Linear Park.
- Development should be designed to retain existing vehicular access onto Grove Street.
- Applicants should consult with Transport for London with respect to the existing bus stop at Grove Street.

4 Evelyn Court at Surrey Canal Road Strategic Industrial Location



SITE ADDRESS	Evelyn Court, Grinstead Road, London, SE8 5AD				
SITE DETAILS	Site size (ha) 0.27	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Mixed, public and private	Current use Employment
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Location (to be de-designated), Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014				
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 38		Gross non-residential floorspace Employment 1,310 Main town centre 0		

Existing planning consent

- 15.33 DC/14/88665 and DC/14/89442: Prior Approval for the change of use from offices (B1a) at Evelyn Court, Grinstead Road to residential (C3).

Site allocation

- 15.34 Comprehensive employment-led redevelopment. Co-location of compatible commercial and residential uses. Public realm enhancements, including improved connections to Deptford Park.

Opportunities

- 15.35 The site forms the north-eastern end of the Surrey Canal Road Strategic Industrial Location, with Deptford Trading Estate located immediately to the south-east. An office block takes up a significant part of the site, and there is an unimplemented Prior Approval for its conversion to housing. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and ensure the site maintains its employment function. Replacement provision of industrial land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements, including improved access to Deptford Park from the Timber Yard site, on the opposite side of Evelyn Street.

15.36 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Positive frontages along Evelyn Street and Grinstead Road.
- New and improved public realm in accordance with a site-wide public realm strategy, including improved connections between The Timber Yard development, at Oxestalls Road, and Deptford Park.

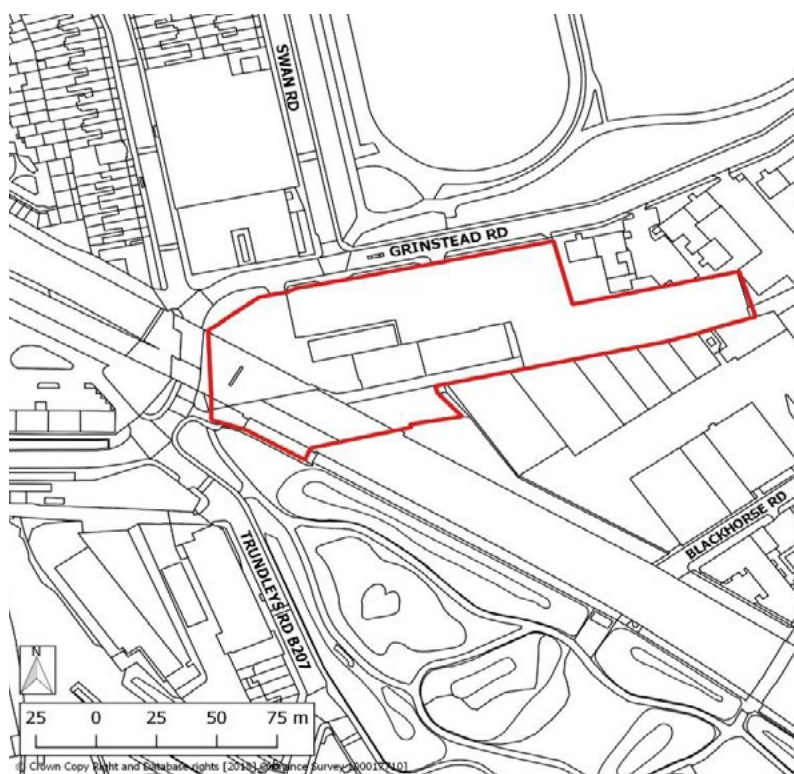
15.37 Development guidelines

- Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
- Development should be designed to respond positively with development at The Timber Yard, Oxestalls Road MEL.
- 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, including uses at the adjacent Deptford Trading Estate.



- The bulk, massing, scale and height of the buildings should respond positively to the existing residential properties along Grinstead Road and the three to four storey terraced properties along Evelyn Street, along with the development on the opposite side of Evelyn Street (Timber Yard, Oxestalls Road).
- Landscaping should be designed as an integral part of the overall development, with an enhanced relationship with Deptford Park and enhancements to the amenity of the site, focused around an enhanced walking/cycle route running along the site boundary, also taking into account the proposed cycle superhighway on Evelyn Street.
- Development should be designed to retain existing vehicular access onto Grinstead Road.
- The demolition of the existing office block will be supported to enable the delivery of high quality, purpose built housing as a component of an employment-led mixed-use scheme.

5 Neptune Wharf Mixed-use Employment Location



SITE ADDRESS	Neptune Works, Parkside House, Grinstead Road, SE8 5B				
SITE DETAILS	Site size (ha) 1.14	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, Public Open Space, adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/10/075331 granted in March 2012. Started construction				
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 199		Gross non-residential floorspace Employment 0 Main town centre 1,973		

Existing planning consent

- 15.38 DC/10/075331: The demolition of the existing buildings at Neptune Works, Grinstead Road SE8 and the phased redevelopment of the site to provide 6 blocks and 10 mews houses between 3 and 12 storeys, providing 199 residential units comprising 70 one bedroom, 100 two bedroom, 19 three bedroom and 10 four bedroom units; 1,973 m² of non-residential floorspace, comprising 1,874 m² of flexible B1/A1/A2 office space and 99 m² of café /bike repair shop uses fronting a public piazza and public realm, which links Deptford Park and Folkestone Gardens by the opening up the existing railway viaducts on the western edge of the site; parking for up to 276 cycle spaces, 10 motorbike/scooter spaces and 60 vehicular spaces including 7 disabled spaces.

Site allocation

- 15.39 Comprehensive mixed-use redevelopment with compatible commercial, residential and main town centre uses. Public realm enhancements including new public open space along with improved walking and cycle links.

Opportunities

- 15.40 The site comprises a Mixed-use Employment Location on Grinstead Road, which is situated between Deptford Park and Folkestone Gardens. Parts of the site have been cleared including land around the former Parkside House office block and Neptune Chemical Works, which were destroyed by fire. The remainder of the site is occupied by low intensity industrial uses, with a railway viaduct running along its western boundary. The land will be brought back into

active use through site redevelopment, with the delivery of high quality workspace that forms part of a new employment-led mixed use quarter, together with Trundleys Road and Apollo Business Centre SIL sites. Development will also enable public realm enhancements, including new and improved walking and cycle connections in the local area. Access to Deptford Park and Folkestone Gardens will be enhanced, with links created by opening up the railway viaduct.

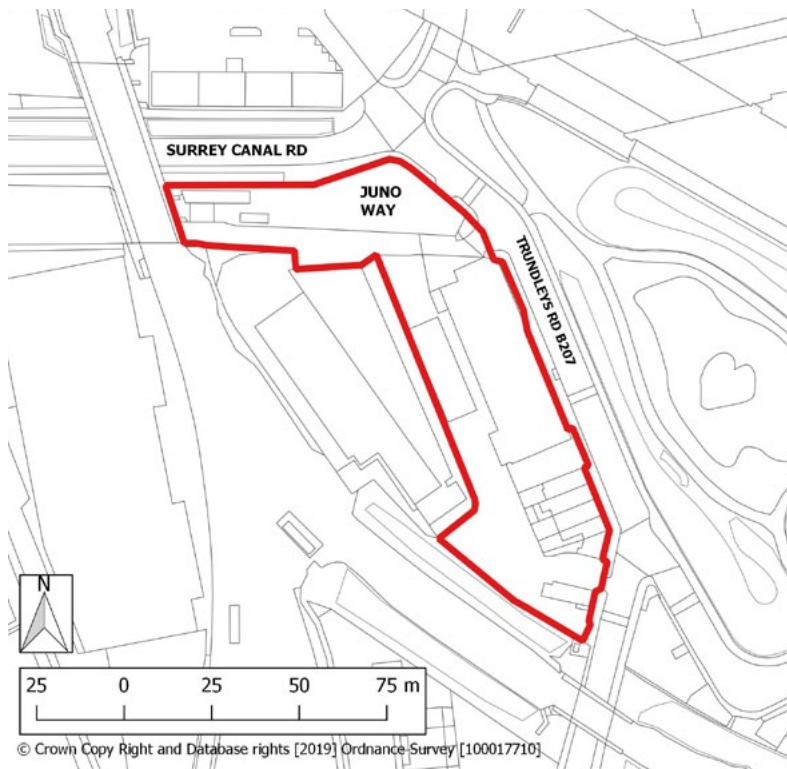
15.41 Development requirements

- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- New and improved public realm in accordance with a site-wide public realm strategy, including:
 - Safe and legible east-west walking routes and connections through the railway arches from Folkestone Gardens to Grinstead Road,
 - 'Future proofing' for the Canal Approach cycle lane to the rear of the site.
- Positive frontages at routes to and along Grinstead Road.
- A new vehicle entrance for cars and servicing on the eastern side of the site will make use of the Old Tow Path.
- A new vehicle entrance on the eastern side of the site to make use of the Old Tow Path.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.42 **Development guidelines**

- The rhythm of the frontage to Grinstead Road should relate well to Deptford Park, with development maximising the amenity provided by the park and active ground floor uses to improve the public realm and townscape along Grinstead Road.
- Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of new public realm, particularly around the railway arches, along Grinstead Road, along the Old Tow Path and within communal courtyards.
- The design of development should respond positively to Deptford Park, the neighbouring residential buildings, Sir Francis Drake Primary School and Old Tow Path. The tallest building point should form a key landmark that is clearly visible from south of the viaduct and is located at the western edge of the site, along the railway. Two storeys of commercial floorspace should be integrated, in order to lift the residential elements above the railway. Building heights should drop down along Grinstead Road adjacent to the park, ensuring adequate daylight is provided to the existing neighbouring buildings.
- The design of the development should allow views from Folkestone Gardens and Deptford Park, and across to Canary Wharf.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.

6 Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	Site size (ha) 0.55	Setting Urban	PTAL 2015: 1a-2, 2021: 1a-2 2031: 1a-2	Ownership Private	Current use Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land (to be de-designated), Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of 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 189		Gross non-residential floorspace Employment 2,400 Main town centre 0		

Site allocation

- 15.43 Comprehensive employment-led redevelopment. Co-location of compatible commercial, residential and complementary main town centre uses.

Opportunities

- 15.44 The site is situated within the Surrey Canal Road Strategic Industrial Location, on the south side of Surrey Canal Road and adjacent to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier at the western edge. It is occupied by a mix of industrial units and associated yard space, a scrap yard, and a small terrace of retail and residential uses at the southernmost end along Trundleys Road. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Apollo Business Centre SIL and Neptune Wharf MEL sites. Replacement provision of SIL land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment as well as the amenity of Folkestone Gardens and neighbouring residential areas.

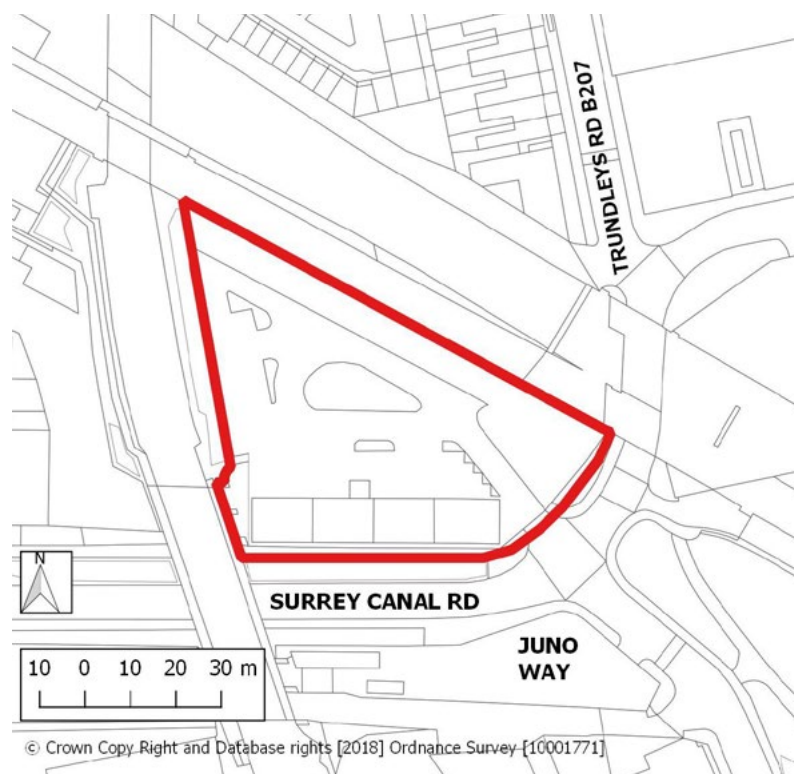
15.45 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Positive frontages along Trundleys Road and Surrey Canal Road.
- New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Trundleys Road and Surrey Canal Road to improve the walking and cycle environment, along with access to Folkstone Gardens and Deptford Park.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent the site.

15.46 **Development guidelines**

- Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
- Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.
- 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
- Opportunities for shared amenity space, capable of being used throughout the day, should be investigated.
- There is an existing rail substation located outside site's western boundary, south of Surrey Canal Road. Views to the west over the substation may benefit from mature planting around the boundary of the site.
- Proposals must investigate options to improve walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road.
- The scale, massing and height of buildings should positively respond to Folkestone Gardens, including consideration of impacts on sunlight onto the park.
- Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
- Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds, particularly around the railway viaduct.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- Network Rail should be consulted on development and design options.

7 Strategic Industrial Land (SIL) at Apollo Business Centre



SITE ADDRESS	Trundleys Road, London, SE8 5J				
SITE DETAILS	Site size (ha) 0.42	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Strategic Planning Team (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Strategic Industrial Land (to be de-designated), Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, within 30m of 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 59		Gross non-residential floorspace Employment 2,037 Main town centre 0		

Site allocation

- 15.47 Comprehensive employment-led redevelopment. Co-location of compatible commercial, and residential and complementary main town centre uses.

Opportunities

- 15.48 The site is situated within the Surrey Canal Road Strategic Industrial Location, north of Surrey Canal Road and in proximity to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier along the north and western edges. It is currently occupied by a business centre. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Trundelys Road SIL and Neptune Wharf MEL sites. Replacement provision of employment land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment, along with the amenity of Folkestone Gardens and neighbouring residential areas

15.49 Development requirements

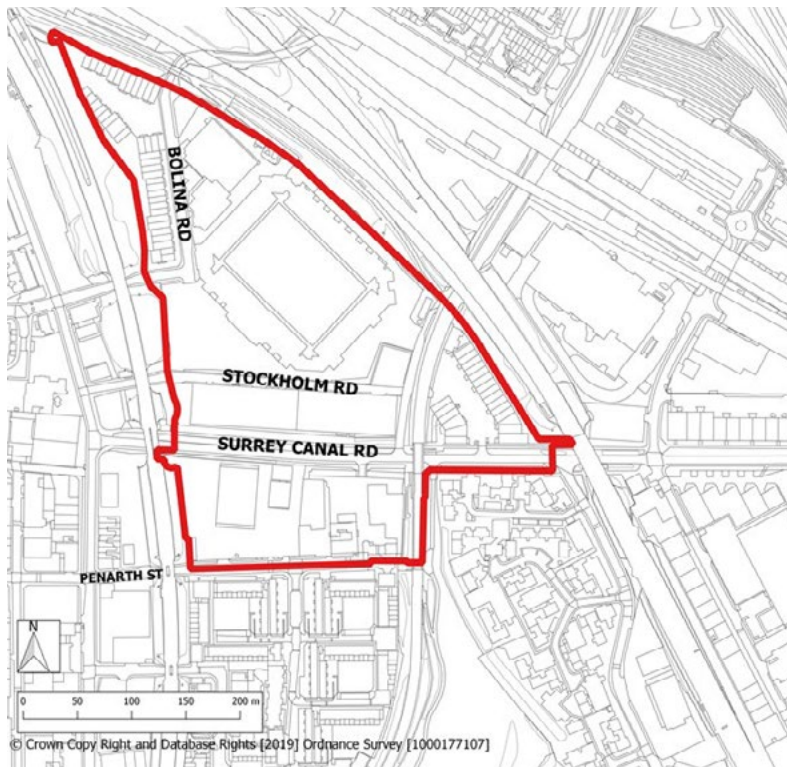
- Development must be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must not result in the net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC2 (Protecting employment sites and delivering new workspace).
- Positive frontages along Surrey Canal Road and across from the railway arches.
- New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Surrey Canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens

15.50 Development guidelines

- Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
- Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.

- 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
- Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone. Proposals should investigate options for improved walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Surrey Canal Road / Trundleys Road.
- The design of development (including the scale, massing and height of buildings) should respond positively to Folkestone Gardens.
- Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
- Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.

8 Surrey Canal Triangle Mixed-use Employment Location



SITE ADDRESS	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14				
SITE DETAILS	Site size (ha) 10.59	Setting Urban	PTAL 2015: 0-1b, 2021: 0-1b 2031: 0-1b	Ownership Private	Current use Football Stadium, Industrial
HOW SITE WAS IDENTIFIED	Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, South-east London Green Chain Area, Public Open Space, adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a, within 30m of electricity cable.				
PLANNING STATUS	Full Application DC/11/076357 granted in March 2012				
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 3,600		Gross non-residential floorspace Employment 15,000 Main town centre 32,000		

Existing planning consent

- 15.51 DC/11/076357 Outline permission for revisions for the comprehensive, phased mixed use development for up to 240,000m² consisting of:
- Class A1/A2 (Retail) up to 3,000 m²
 - Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 m²
 - Class A5 (Hot Food Takeaways) up to 300 m²
 - Class B1 (Business) between 10,000 m² to 15,000 m²
 - Class C1 (Hotels) up to 10,000 m²
 - Class C3 (Residential) between 150,000 sq m to 200,000 m² (up to 2,400 homes of different sizes and types); 2,394 in line with recent pre-app discussions
 - Class D1 (Community) between 400 m² and 10,000 m²
 - Class D2 (Leisure and Entertainment) between 4,120 m² and 15,800 m²
 - Ground persons store up to 140 m²
 - Demolition of all existing buildings with the exception of Millwall DC Stadium, Guild House and Rollins House
 - Alterations to Surrey Canal Road and realignment of Bolina Road, new streets and pedestrian/cycle paths
 - Hard and soft landscaping and publically accessible open space
 - District heating centre and ENVAC waste handling system.
- 15.52 DC/13/85143: minor material amendment.

Site allocation

- 15.53 Comprehensive mixed-use redevelopment with compatible residential, commercial, community and main town centre uses, along with the retention or re-provision of the football stadium. New and improved transport infrastructure, including a new rail station serving the East London line (London Overground). Reconfiguration of buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm and environmental enhancements, including new public open space.

Opportunities

- 15.54 Surrey Canal Triangle is a large brownfield site covering an area of more than 10 hectares. The site is bounded by railway lines and bisected by Surrey Canal Road, with the Millwall Football Club stadium occupying a prominent position within it. Comprehensive redevelopment of the site is integral to supporting regeneration in the area, with the creation of a new high quality mixed-use quarter and leisure destination that will help to secure a viable future for Millwall FC within the Borough. There is scope for transformational public realm and environmental enhancements to address existing issues of severance, and which are necessary to re-connect and better integrate the site with its surrounding neighbourhoods and communities, as well as the area's wider network of open spaces.

15.55 **Development requirements**

- Development must be delivered through a site-wide masterplan, in accordance with the Surrey Canal Triangle SPD.
- Development must capitalise on the opportunities presented by Millwall FC Stadium, including options for its re-provision and expansion, helping to secure the long term future of the football club in the Borough.
- Development proposals must demonstrate a comprehensive and coordinated approach to supporting healthy communities by integrating new and enhanced publicly accessible sports, leisure and recreation opportunities, including open spaces and community facilities, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A linked network of new high quality public open and green spaces as a central design feature
 - Enhancements to Bridgehouse Meadows and Bolina Gardens, including access improvements
 - High quality approaches to the existing South Bermondsey station and the future Overground station.

- Provision for the new transport infrastructure, including a new Overground station at Surrey Canal Road and accompanying walking and cycle bridge.
- Positive frontages along key routes, with active ground floor frontages where possible.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.56 **Development guidelines**

- Development should support the creation of a new high quality, mixed-use neighbourhood and visitor destination that is well integrated with its surrounding neighbourhoods and communities. Main town centre uses should be complementary in nature and scale and focussed on serving the development, whilst ensuring no adverse impact on existing town centres.
- A new east-west route linking Folkestone Gardens / Deptford Park and Old Kent Road should form a central design feature, along with a clear north-south route linking South Bermondsey station to Bridgehouse Meadows and the new Overground station.
- Quietway 1 runs along the eastern edge of the site, and should form a key focus for enhancements to the cycle network.
- The layout of the site should ensure that Millwall FC Stadium can continue to function as a large spectator destination on a long term basis. This includes appropriate arrangements for access, servicing and evacuation.

- The design of development (including bulk, scale, massing and height of the buildings) should respond positively to its surrounding context and skyline including the heights of the railway viaducts, the SELCHP to the east of the site as well as Millwall FC Stadium located within the site. The potential for tall buildings should be explored through the design-led process, taking into account protected views and vistas, including the panorama of the Bridge over the Serpentine
- New routes, public realm and open spaces should be designed to address severance caused by railways, embankments, roads and SELCHP. Public realm and access enhancements should include :
 - Walking and cycle routes along Bolina Road,
 - Walking and cycle routes to Surrey Quays north alongside the Overground,
 - Walking and cycle routes and access to the new railway station at Surrey Canal Road and South Bermondsey station
 - Improved links to Bridgehouse Meadows
 - Improvements to enable bus services within the site.
- The design of development should respond positively to the historical and industrial character of the area, including the unlisted historic buildings at Ilderton Road. Connectivity with the old gas holders on Old Kent Road in the borough of Southwark should also be considered.
- Proposals should maximise opportunities to for decentralised energy network development associated with South East London Combined Heat and Power Station (SELCHP).
- Transport for London and Network Rail should be consulted on development and design options.

9 Former Hatcham Works, New Cross Road



SITE ADDRESS	New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ				
SITE DETAILS	Site size (ha) 3.67	Setting Urban	PTAL 2015: 5-6b 2021: 5-6b 2031: 5-6b	Ownership Private	Current use Retail, Car services, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable.				
PLANNING STATUS	None (Application withdrawn)				
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 912		Gross non-residential floorspace Employment 4,560 Main town centre 18,240		

Site allocation

- 15.57 New and improved transport infrastructure, including land and facilities required to accommodate the Bakerloo line extension. Comprehensive mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

- 15.58 The former site of the Hatcham Works is currently occupied by a retail park, including a Sainsbury's supermarket. The site is strategically located within the New Cross Gate District Centre, immediately to the west of New Cross Gate station and fronting New Cross Road. Redevelopment will enable the delivery of new and improved transport infrastructure, including a new station to accommodate the Bakerloo line extension. Development can make a more optimal use of land, with site intensification and the introduction of a wider range of uses to support the vitality and viability of the District Centre.

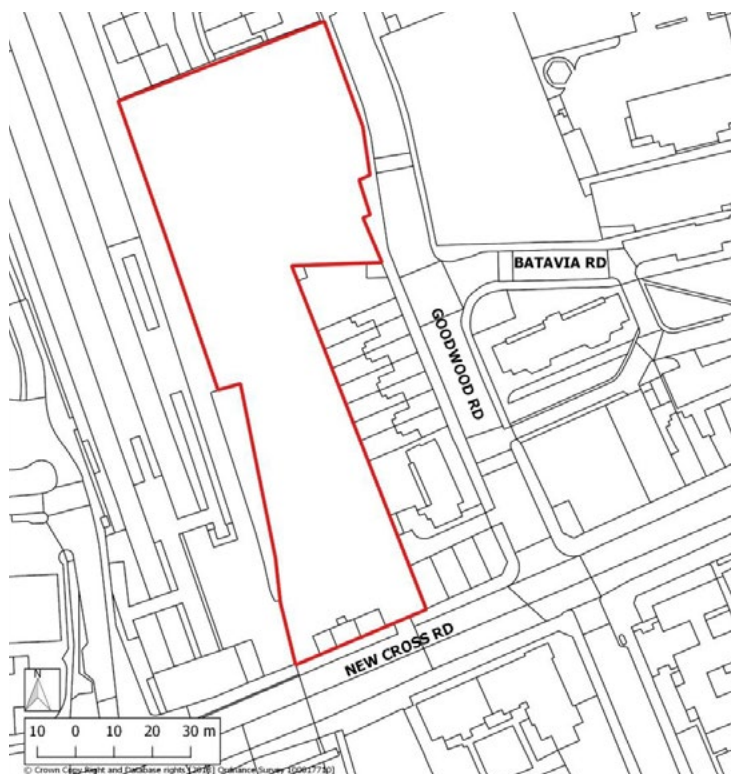
15.59 Development requirements

- Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the Goodwood Road / New Cross Road site, and any requirements associated with the transport network.
- Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension. This includes creation of a new Bakerloo Line station which should integrate with the existing station, in consultation with Transport for London and Network Rail.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - New walking and cycle access through the site from Hatcham Park Road / Hart's Lane. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - Public realm improvements to enhance the station approach, including along New Cross Road and Hearts Lane, with a well-integrated station square.
- Positive frontages along New Cross Road, Harts Lane and other key routes, with active ground floor frontages.

15.60 **Development guidelines**

- The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character and should seek to enhance the setting of the heritage assets in the area including within the adjoining Hatcham Conservation Area, adjoining Telegraph Hill Conservation Area and nearby Deptford Town Conservation Area. In particular:
 - There should be no tall buildings close to New Cross Road, to protect and maintain the character of the street.
 - Tall buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise views of taller development that will be visible above the existing roofscapes.
 - There should be a positive relationship with the site's western edge, including the junction of Hatcham Park Road, Harts Lane and access into the site.
 - Given the low-rise nature of the prevailing, historic context any as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
- The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycling and walking.
- Development should provide for a range of unit sizes to accommodate a rich mix of main town centre uses, with flexibly specified units that can be adapted for a variety of end users.
- Transport for London and Network Rail should be consulted on development and design options.
- Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site.

10 Goodwood Road and New Cross Road



SITE ADDRESS	Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL				
SITE DETAILS	Site size (ha) 0.62	Setting Urban	PTAL 2015: 6b 2021: 6b 2031: 6b	Ownership Private	Current use Retail, Industrial, Vacant land
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable.				
PLANNING STATUS	Pre-application				
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 121		Gross non-residential floorspace Employment 564 Main town centre 2,257		

Existing planning consent

- 15.61 DC/11/77418 and 19 was approved in 2012 has been implemented but has not yet been built for a mixed use redevelopment to provide three blocks of 3 – 8 storeys comprising 148 residential units and 200m² of retail floorspace (A1-A5) together with car and bicycle parking, public and private amenity space, public realm and new pedestrian and servicing access onto Auburn Close and Goodwood Road.

Site allocation

- 15.62 Comprehensive mixed-use redevelopment comprising compatible residential and main town centre uses. Public realm enhancements, including new and improved walking and cycle routes.

Opportunities

- 15.63 This site is strategically located within New Cross Gate District Centre, to the immediate east of New Cross Gate station and fronting New Cross Road. Redevelopment can optimise the use of land by bringing the largely vacant site back into active use, and helping to support the vitality and viability of the District Centre. Development will also enable public realm and access improvements, with key opportunities to enhance the station approach as well as walking and cycle routes along and around New Cross Road.

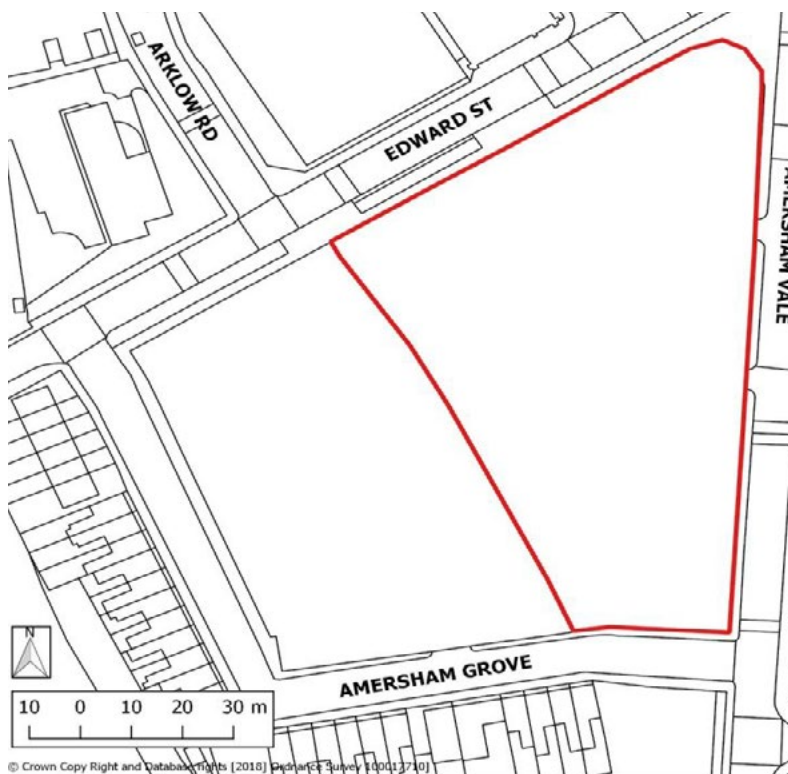
15.64 Development requirements

- Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the former Hatcham Works site, and any requirements associated with the transport network.
- Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
 - New walking and cycle access through the site from Goodwood Road. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
 - Public realm improvements to enhance the station approach, including along New Cross Road.
- Positive frontages along New Cross Road and Goodwood Road, with active ground floor frontages along New Cross Road.

15.65 **Development guidelines**

- The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character, and should seek to enhance the setting of the heritage assets in the area including within the adjoining Deptford Town Conservation Areas and nearby Hatcham Conservation Area. In particular:
 - Tall buildings, as defined within the context of New Cross Gate, should not impact detrimentally on the views of the east end of the High Street, particularly the setting of the New Cross Inn (locally listed) and the Grade II listed Deptford Town Hall.
 - Tall buildings should be set back from New Cross Road and should be located more centrally in the site to minimise views of taller development that will be visible above the existing roofscapes.
 - Given the low rise nature of the prevailing, historic context any tall buildings as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
- The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycle, with generous space for movement by walking
- Transport for London and Network Rail should be consulted on development and design options.
- Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the west of the site.

11 Former Deptford Green School (Upper School Site)



SITE ADDRESS	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ				
SITE DETAILS	Site size (ha) 0.68	Setting Urban	PTAL 2015: 5 2021: 5 2031: 5	Ownership Public	Current use Former school
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3a.				
PLANNING STATUS	Full application DC/15/095027 granted in July 2018				
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 0		

Existing planning consent

- 15.66 DC/15/095027 - Construction of residential blocks ranging between 1 and 5 storeys in height comprising 120 residential flats, maisonettes and houses, together with the provision of refuse and cycle storage and associated landscaping at the land of the former Deptford Green School, Amersham Vale, SE14.

Site allocation

- 15.67 Redevelopment for residential uses.

Opportunities

- 15.68 This site comprises the former Deptford Green School, Upper School site, and associated grounds. It has been cleared and is now vacant following the relocation of the school. A new public park, Charlottenburg Park, has recently been created to the site's western boundary at the former Lower School site. The land will be brought back into active use through redevelopment, with new high quality housing that benefits from the amenity provided by the park.

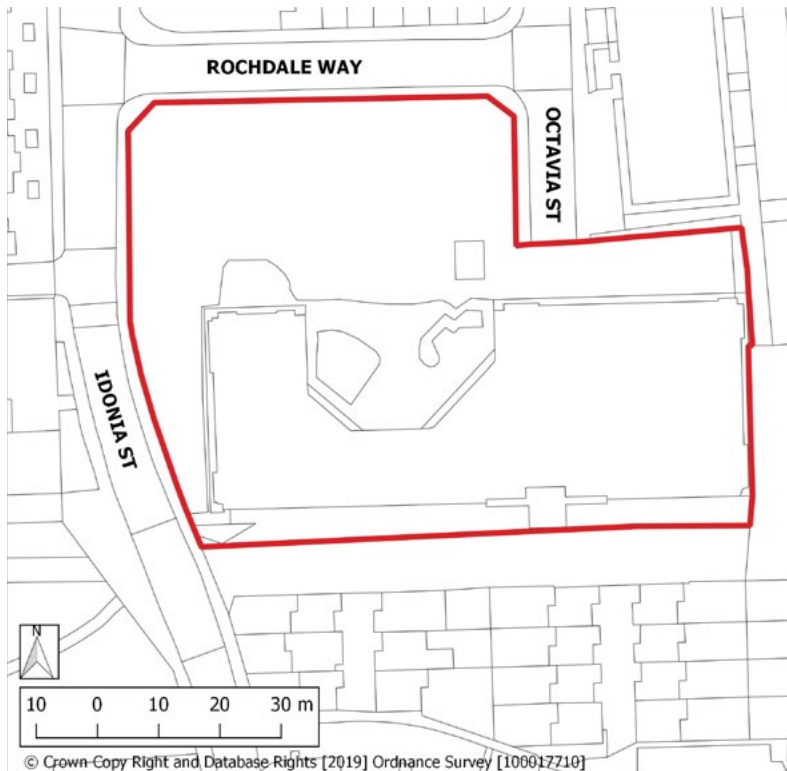
15.69 Development requirements

- Positive frontages along Amersham Grove, Edward Street and Amersham Vale.
- New and improved public realm in accordance with a site-wide public realm strategy, including safe and legible walking and cycle routes through the site to Charlottenburg Park.
- Protect and enhance the amenity value provided by Charlottenburg Park.

15.70 Development guidelines

- The layout of the site should be designed to open up the site for walking and cycle routes that are well-integrated with the surrounding street network. This may include a central mews street that creates a route across the site.
- Larger and taller building elements facing Charlottenburg Park may be appropriate in order to maximise the amenity value of the park, but careful consideration will be needed to ensure this is not compromised. A taller element at the northeast corner of the site, marking the corner of Amersham Vale and Edward Street, may also be acceptable.

12 Albany Theatre



SITE ADDRESS	Douglas Way, London, SE8 4AG				
SITE DETAILS	Site size (ha) 0.61	Setting Central	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Private	Current use Theatre
HOW SITE WAS IDENTIFIED	London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Night-time Economy Hub, Cultural Quarter .				
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 102		Gross non-residential floorspace Employment 0 Main town centre 5,002		

Site allocation

- 15.71 Comprehensive mixed-use redevelopment comprising compatible main town centre and residential uses, including retention and enhancement of the Albany Theatre. Public realm enhancements, including public open space.

Opportunities

- 15.72 The Albany Theatre is situated within Deptford District Centre. It is of local historical, social and cultural significance, and a key feature of the Deptford Creekside Cultural Quarter. 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 vitality and viability of the town centre. Development will also enable enhancements to the theatre that will help to secure its long-term future at this prominent location.

15.73 Development requirements

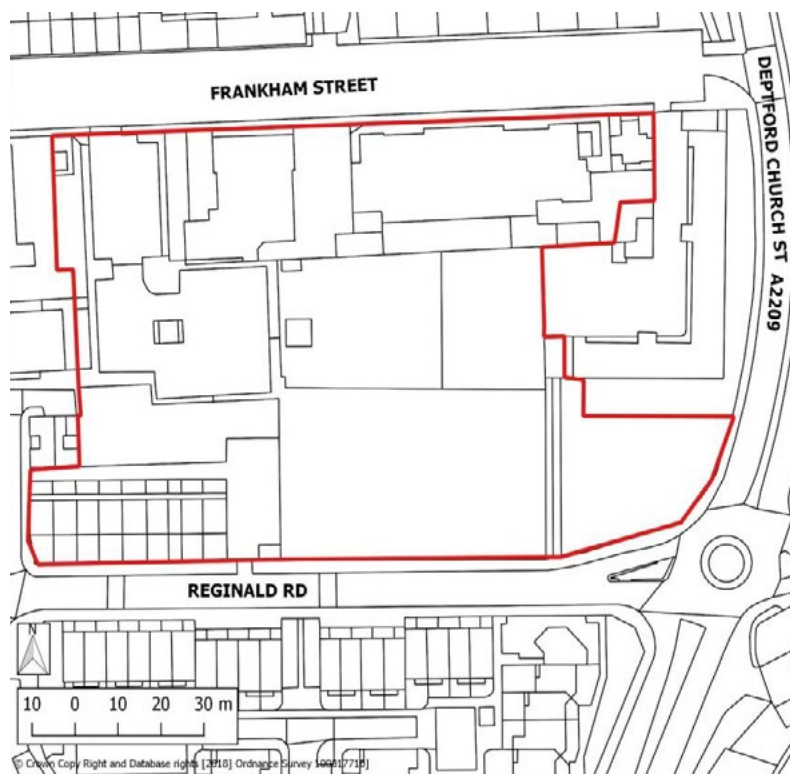
- Development must be delivered in accordance with a site masterplan to ensure coordination of uses across the site, including the Albany Theatre, and the market at Douglas Way adjacent to it.
- Retention or appropriate re-provision of the Albany Theatre on the site, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Development must be designed to respond positively to the setting of the Conservation Area and the Grade II listed Deptford Ramp.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including retention or re-provision of public open space within the site.

- Positive frontages along Douglas Way and Idonia Streetto protect and enhance the amenity of the market along Douglas Way.

15.74 Development guidelines

- The bulk, scale, massing and height of buildings should ensure no unacceptable level of over shadowing of the existing open space in the northern part of the site, or any re-provided open space, and the residential properties to the north of the site. To avoid overshadowing taller elements should be concentrated to west of the site where the building would need to 'turn the corner' successfully.
- Development should create positive frontages onto Idonia Street and Douglas Way, with active ground floor frontages incorporated into the development wherever possible, taking into account the operational requirements of the theatre.
- The Albany Theatre is a non-designated heritage asset of historical, social and cultural significance. Deptford Conservation Area lies immediately east of the site. To the east of the site lies the Grade II listed Deptford Ramp, the oldest surviving railway structure in London, and was restored as part of the Deptford Market Yard development. The site also lies within an Area of Archaeological Priority.

13 Land north of Reginald Road and south of Frankham Street (former Tidemill School)



SITE ADDRESS	Land North of Reginald Road and South of Frankham Street, London, SE8 4RL				
SITE DETAILS	Site size (ha) 1.26	Setting Urban	PTAL 2015: 5 2021: 6a 2031: 6a	Ownership Public	Current use Former school, Caretakers house
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area , Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2.				
PLANNING STATUS	Full application DC/16/095039 granted in July 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 209		Gross non-residential floorspace Employment 0 Main town centre 0		

Existing planning consent

- 15.75 DC/16/095039 - Demolition of the former caretaker's house on Frankham Street and 2-30A Reginald Road, partial demolition, conversion and extension of the former Tidemill School buildings and the construction of three new buildings ranging from 2 to 6 storeys at Land North of Reginald Road & South of Frankham Street SE8, to provide 209 residential units (80 x one bedroom, 95 x two bedroom, 26 x three bedroom, 8 x four bedroom) together with amenity space, landscaping, car and cycle parking.

Site allocation

- 15.76 Comprehensive redevelopment for residential uses.

Opportunities

- 15.77 This site comprises the former Tidemill Primary School and associated grounds, the Old Tidemill Wildlife Gardens, and is located within Deptford District Centre. It is now vacant following the relocation of the school. The site immediately to the north comprises the Deptford Lounge library and community facility. The land will be brought back into active use through redevelopment, with new high quality housing. Development will also enable public realm enhancements to improve the site's relationship with the Deptford Lounge, and also support the vitality and viability of the town centre.

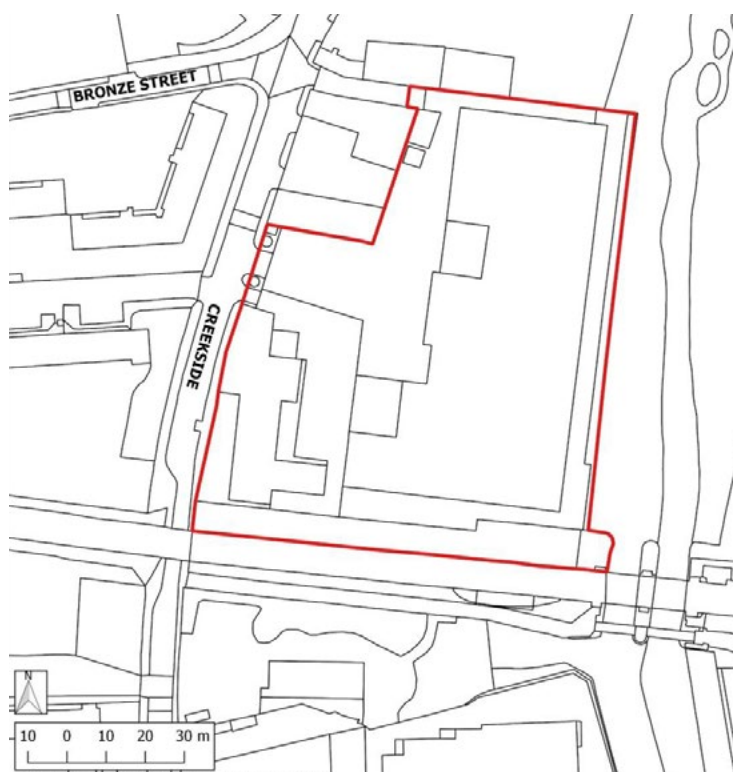
15.78 Development requirements

- Retention of the former school building and annexe, with conversions and roof extensions and the development of new additional buildings.
- Positive frontages along Frankham Street and Reginald Road.
- Delivery of new and improved public realm and public open space in accordance with a site-wide public realm strategy, including a new landscaped square, framed by new and converted buildings.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to the Deptford Lounge, Griffin Square, and the wider town centre area. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.

15.79 **Development guidelines**

- The design of development should respond positively to the surrounding building heights and take account of the proximity to the adjoining Deptford Town Conservation Area and nearby Deptford Creek Conservation Area and Crossfield estate, which has heritage significance. Development should not be visible from within Deptford High Street and should not detract from the setting, character and appearance of Griffin Square.
- To create a distinctive identity, different designs and scales across the site should be used to reflect different site conditions, spatial character and distinctive features and buildings that already exist on-site.
- A cohesive public realm should create strong relationships to public realm elsewhere in Deptford. New public realm should be able to accommodate a range of appropriate activities whilst retaining an overall tranquil environment. Destinations should be created through a series of courtyard spaces and landscaping should be used to soften spaces and create an interesting streetscape.
- Consideration should be given to the retention of mature trees, especially those adjacent to the annexe and along the Frankham House boundary.

14 Sun Wharf Mixed-use Employment Location



SITE ADDRESS	Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ				
SITE DETAILS	Site size (ha) 1.00	Setting Urban	PTAL 2015: 0-3 2021: 0-3 2031: 0-3	Ownership Private	Current use Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Application submitted				
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 235		Gross non-residential floorspace Employment 1,933 Main town centre 0		

Site allocation

- 15.80 Comprehensive mixed-use employment led redevelopment with compatible commercial, cultural, main town centre and residential uses. Public realm and environmental enhancements, including riverside improvements and new links to Ha'penny Bridge.

Opportunities

- 15.81 The site is a Mixed-Use Employment Location comprising a mix of storage sheds and warehouse buildings. Existing occupiers include the Cockpit Arts, a business incubator facility supporting the creative industries. The site is bounded by the Grade II listed railway viaduct to the south and Deptford Creek to the east. The safeguarded Brewery Wharf, within the Royal Borough of Greenwich, is nearby. Redevelopment and site intensification, along with the integration of commercial, cultural and other uses, will provide a more optimal use of land to support the Deptford Creekside Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area, along with the wider setting of the Deptford Creek Conservation Area.

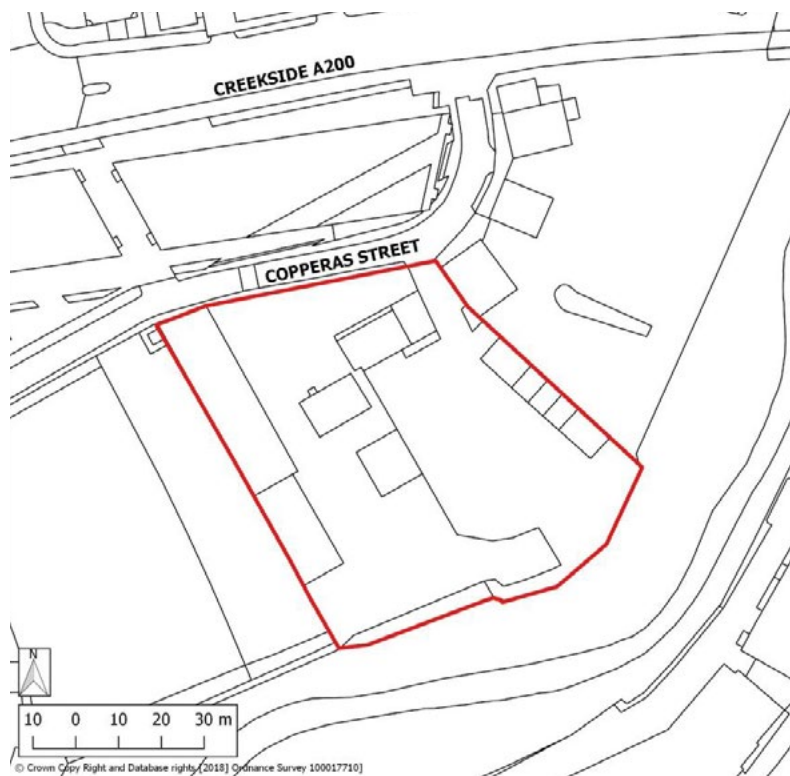
15.82 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations).
- Positive frontage along Deptford Creek and Creekside, with active ground floor frontages where possible.
- Development must optimise the use of the railway arches for commercial, cultural and/or community activities.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - A new public square;
 - New and enhanced waterside access including provision of a new public path along Deptford Creek;
 - A new walking link through the viaduct arches to Ha'penny Bridge.
- Development must improve the ecological quality and amenity value of the riverside environment at Deptford Creek.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek.

15.83 **Development guidelines**

- Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street.
- The development should be designed so that the Cockpit Arts building retains a visual presence from Creekside, including where the building is to be re-provided
- The design of the development should enable the viaduct arches to be opened up and refurbished for commercial, cultural and/or community uses.
- Artist studio space should be provided to complement creative uses that exist to the north and south of the site (Kent Wharf, Faircharm and Cockpit Arts), which together form an important cluster in the Cultural Quarter.
- The potential for taller building elements to reflect the surroundings should be considered, although this would need to ensure minimal impact on the Grade II listed railway viaduct and the Lifting Bridge Structure as well as the setting of the Grade I Listed St Paul's Church in Deptford. Taller elements should be located in the south western corner of the site, marking the junction of Creekside and the railway viaduct.
- The design of the development should respond positively to the character and nature of Deptford Creek and the existing street pattern and ensure increased permeability through the site with public access to a route running along Deptford Creek that connects into the wider Waterlink Way.
- Connections running south through the railway viaduct should also be explored.
- The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside and from within Sue Godfrey Park Site of Importance for Nature Conservation. Development should maximise the aspect over the waterway and enabling longer distance views beyond the waterway.
- Network Rail should be consulted on development and design options.

15 Creekside Village East, Thanet Wharf Mixed-Use Employment Location



SITE ADDRESS	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford				
SITE DETAILS	Site size (ha) 0.61	Setting Urban	PTAL 2015: 0-2 2021: 0-2 2031: 0-2	Ownership Mixed, public and private	Current use Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Pre-application				
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 393		Gross non-residential floorspace Employment 0 Main town centre 757		

Site allocation

- 15.84 Comprehensive mixed-use employment led redevelopment with compatible commercial, cultural, community, main town centre and residential uses. Public realm enhancements, including improved connections to Deptford Creek.

Opportunities

- 15.85 This site comprises a Mixed Use Employment Location which is currently vacant. The site occupies an important position within the Deptford Creekside Cultural Quarter, with the Trinity Laban Centre to the immediate west and Deptford Creek to the south. The land will be brought back into active use through redevelopment, with the integration of new commercial, cultural and other complementary uses that support the Deptford Creekside Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area, including access improvements via Waterlink Way.

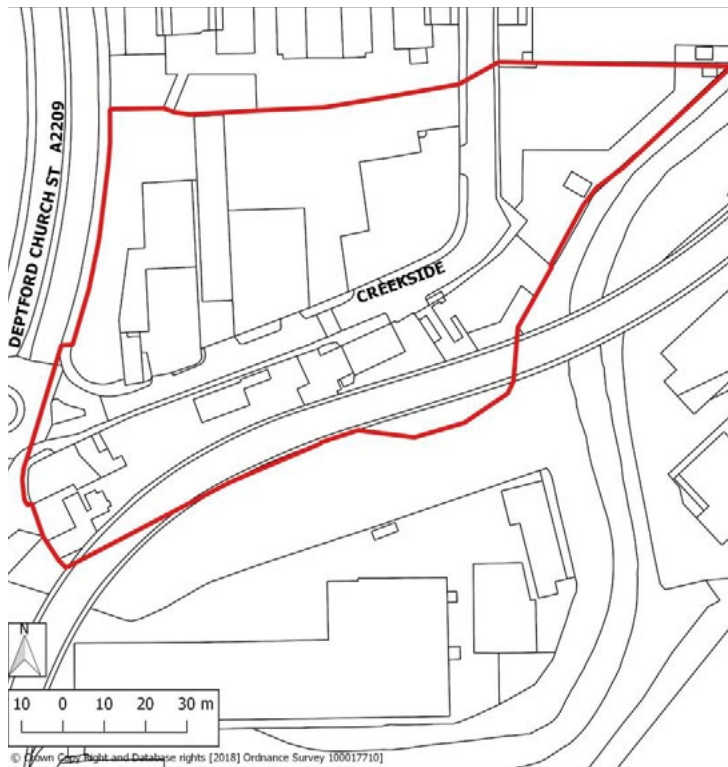
15.86 Development requirements

- Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provision of commercial floorspace in line with Policy EC 6 (Mixed-use Employment Locations)
- Positive frontage along Copperas Street, Deptford Creek and at the western boundary of the site (facing Trinity Laban Centre), with active ground floor frontages where possible.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
 - Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way; and
 - Clearly articulated routes to Trinity Laban Centre.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek.

15.87 **Development guidelines**

- Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street. A new education / community facility will be supported in principle, particularly where this enhances existing provision associated with the Trinity Laban Centre.
- The potential for tall buildings to reflect the surroundings should be considered through the design process, although this would need to ensure minimal impact on the setting of Grade I Listed St Paul's Church in Deptford and the nearby Deptford Creek Conservation Area. Tall buildings should be designed to act as a wayfinder for the Trinity Laban Centre.
- Development should respond positively to Deptford Creek, which is a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way. Protection should be given to the intertidal terrace and sand martin bank that have been previously enhanced, create ecological zones and a new tidal terrace, whilst retaining the right to navigate.
- Development should be designed to protect the biodiversity and amenity value of the nearby Sue Godfrey Park, which is partly a Site of Importance for Nature Conservation.

16 Lower Creekside Locally Significant Industrial Site



SITE ADDRESS	Creekside, London, SE8 4SA				
SITE DETAILS	Site size (ha) 1.10	Setting Central	PTAL 2015: 0-6a 2021: 0-6a 2031: 0-6a	Ownership Mixed, public and private	Current use Industrial, Wharf
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area, Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3a.				
PLANNING STATUS	Pre-application				
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 160		Gross non-residential floorspace Employment 8,201 Main town centre 0		

Site allocation

- 15.88 Comprehensive employment led redevelopment. Co-location of compatible commercial, residential and complementary uses. Public realm enhancements, including improved connections to Deptford Creek.

Opportunities

- 15.89 The site comprises a Locally Significant Industrial Site located within the Deptford Creekside Cultural Quarter, in proximity to the Faircharm estate and Trinity Laban Centre. It is occupied by a range of commercial uses, including workshops and offices focussed around the creative industries. Creekside Road runs through the site. Redevelopment and site intensification, along with the co-location of commercial and other uses will provide a more optimal use of land and support local area regeneration and the Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area.

15.90 Development requirements

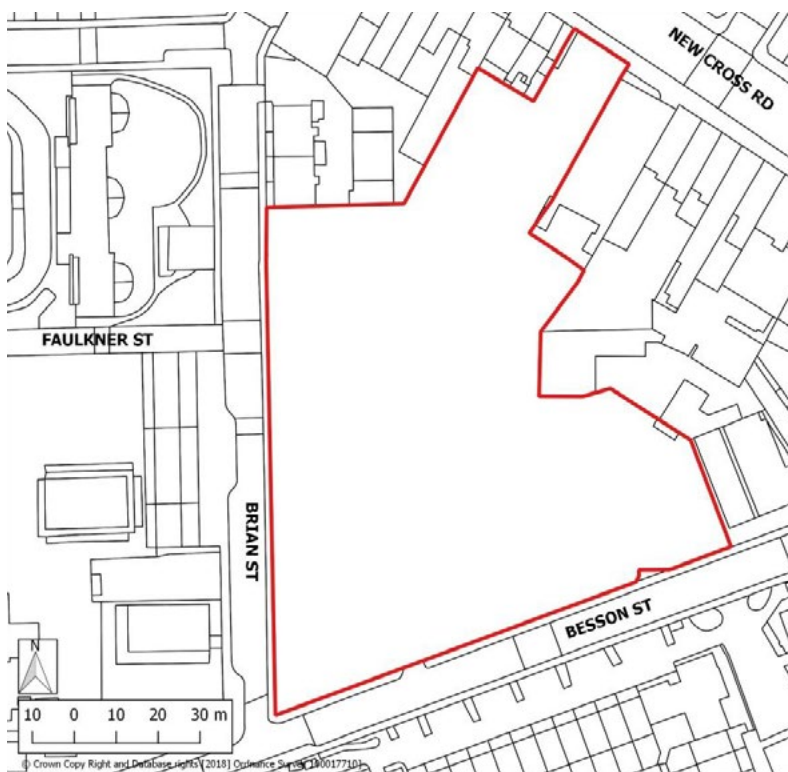
- Development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Positive frontages along Deptford Creek, Deptford Church Street and Creekside, with active ground floor frontages where possible.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including:

- Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC, the intertidal terrace and the sand martin bank at Deptford Creek.

15.91 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 proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter.
- The development should be designed having regard to the character and amenity of the the Trinity Laban Centre, the Faircharm site, the buildings opposite the Creek in Greenwich, development at the former Tidemill School and elevated DLR.
- Building heights will need to be designed having regard to impacts on the setting of Grade I Listed St Paul's Church in Deptford, the heritage setting of Deptford Church Street and Creekside and on the historic Crossfield Estate.
- Development should be informed through an understanding of the site's historic significance, and in particular it's past river related industrial activity and seek to preserve and enhance the Deptford Creek Conservation Area and the historic Crossfield Estate, including the green and open spaces that are integral to the character of the estate.

17 Besson Street (Kender Triangle)



SITE ADDRESS	Land on the rear of Besson Street, London, SE14 5AE				
SITE DETAILS	Site size (ha) 1.01	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Vacant land
HOW SITE WAS IDENTIFIED	Site Allocation Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity Area, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 3a.				
PLANNING STATUS	None., consent lapsed				
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 324		Gross non-residential floorspace Employment 0 Main town centre 907		

Previous planning consent

- 15.92 DC/08/068448 was approved in 2009 but has since lapsed for 173 residential units, 2,020m² of D1 (including library, doctor's surgery, community uses), 815m² of D2 gym, 361m² of retail A1, A2, A3, A4 and 193m² A3 and a public square.

Site allocation

- 15.93 Comprehensive mixed use development comprising compatible residential, main town centre and community uses.

Opportunities

- 15.94 This vacant site is located in Kender Triangle, and is bounded mainly by Briant Street and Besson Street, with a small frontage onto New Cross Road to the north east. It is situated in proximity to New Cross Road local centre and New Cross Gate station. Site redevelopment will bring a vacant site back into active use and provide a more optimal use of land, with the introduction of a complementary range of uses, including new housing and community facilities. Redevelopment will also enable townscape improvements and public realm enhancements, including new public amenity space to act as a focal point for the neighbourhood.

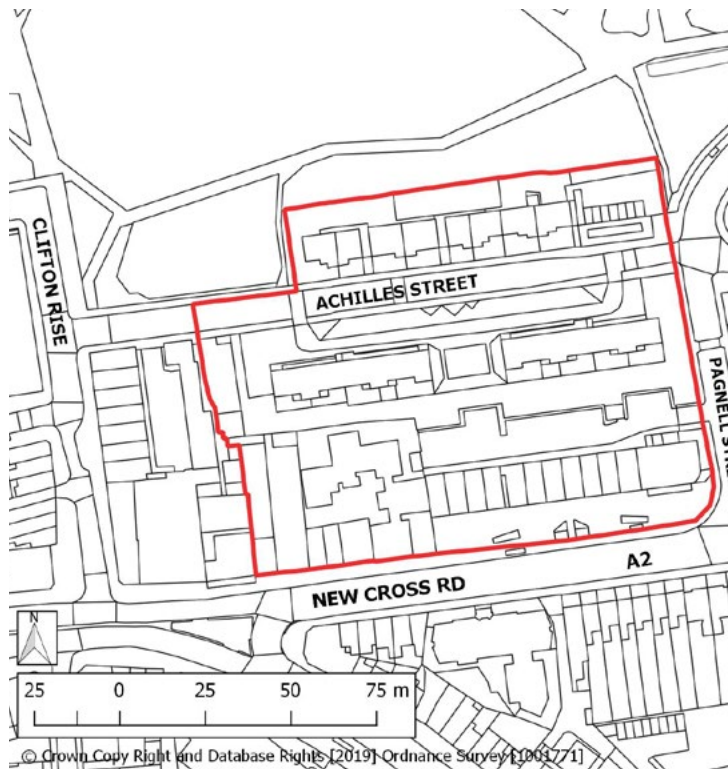
15.95 Development requirements

- Well integrated community facilities that create a new focal point for the neighbourhood.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability, with enhanced walking and cycle connections to residential areas and public spaces. This will require a hierarchy of routes with clearly articulated corridors between Briant Street, Besson Street and New Cross Road.
- Positive frontages along Briant Street, Besson Street and New Cross Road, with active ground floor frontages.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including a new public square as a central design feature.
- Development must be designed to ensure the protection of amenity of the Music Room, having regard to the Agent of Change principle.

15.96 **Development guidelines**

- Development should create positive frontages onto Besson Street and Briant Street to create a more coherent and unified street edge. A taller building on this junction may be appropriate to assist with wayfinding.
- The design of development should respond positively to the surrounding area, in particular:
 - Hatcham Conservation Area and Telegraph Hill Conservation Area.
 - The Locally Listed Music Room, All Saints Church and the low rise villas on New Cross Road, at 116-118 New Cross Road.
 - The small scale backland buildings visible at the end of Fisher's Court.
- Taller buildings will be most appropriately sited along Briant Street.
- A unique but sensitive frontage on New Cross Road should respond to its position without creating an overly dominant façade.
- Buildings should be focussed on the perimeter of the site to avoid overshadowing and wind tunnel effect.
- There should be multiple active entrances and clear sight lines across the new public square, along with architectural differentiation of community facilities and private residential uses.
- The layout of the site should create attractive and legible connections throughout the site, (including north-south from New Cross Road to Besson Street) enhancing links with neighbourhoods north and south of the site, and to Besson Street Gardens open space to the south west.

18 Achilles Street



SITE ADDRESS	New Cross Road, SE14 6AT				
SITE DETAILS	Site size (ha) 1.40	Setting Urban	PTAL 2015: 6a 2021: 6a 2031: 6a	Ownership Public	Current use Residential, Main town centre uses
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Opportunity area, Archaeological Priority Area , adjacent to Conservation Area, adjacent to Listed Building, adjacent to Public Open Space, Air Quality Management Area , Air Quality Focus Area , Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone** , Cultural Quarter.				
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 651		Gross non-residential floorspace Employment 0 Main town centre 2,716		

Site allocation

- 15.97 Regeneration of existing housing estate. Comprehensive redevelopment with residential, community and main town centre uses. Public realm and environmental enhancements, including improved walking and cycle routes and new public open space.

Opportunities

- 15.98 The Achilles Street Estate is located to the north of New Cross Road and adjacent to Fordham Park. A residents' ballot was recently undertaken, which resulted in support for regeneration of the estate. Site redevelopment will provide a more optimal use of land, with the creation of new high quality housing, including the re-provision of existing affordable housing along with additional units. Redevelopment will also enable the reconfiguration of buildings and spaces to improve the site's relationship with Fordham Park and maximise the amenity value provided by it.

15.99 Development requirements

- No net loss of affordable housing, including appropriate re-provision of existing housing on the estate, in line with Policy HO4 (Housing estate maintenance, renewal and regeneration).
- Estate regeneration, including the design of development proposals, must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including north-south routes through the site connecting the High Street to the park.

- Development design must respond positively to the character and enhance the amenity value of Fordham Park.
- Main town centre uses along New Cross Road, with positive frontages the street including active ground floor frontages.
- Positive frontages along Achilles Street and Fordham Park, with a high quality interface and improved connections to Fordham Park.

15.100 Development guidelines

- Development should be designed to respect and respond positively to the scale and grain of the High Street.
- Proposals should provide for an increase on the amount of town centre floorspace and existing number of shop units on the ground floor.
- Spaces between buildings facing Fordham Park should be designed as public spaces
- Development must be designed to protect the amenity of The Venue, having regard to the Agent of Change principle
- Development should be designed to improve access and permeability within and through the site, with particular consideration to routes to Fordham Park, as well as Lewisham Route 1.

