

17 LEWISHAM'S SOUTH AREA

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Context and character

- 17.1 Lewisham's South Area includes the neighbourhoods of Bellingham, Downham and Bell Green. It derives much of its character from the interwar homes constructed by the London County Council (LCC). These estates were influenced by 'garden city' principles and provide for a relatively homogenous form of low density housing throughout the area. There are clusters of higher density residential uses around Grove Park and Beckenham Hill stations, and pockets of Victorian housing in Bell Green. The South Area contains a number of historic buildings and Conservation Areas that also contribute to its local character.
- 17.2 The South Area includes the district town centre of Downham that serves the local catchment, however it has a limited range of services and convenience shopping compared to other district centres in the Borough. The LCC estates strongly influence the character Bellingham and Downham, and the area is generally characterised by wide residential streets punctuated by smaller shopping parades serving the immediate localities, with few community facilities and limited employment opportunities. This means that residents often have to travel out of the area to access key services and jobs. The area has a relatively low population density and has not benefitted from the same level of outside investment as other parts of the Borough owing, in part, to the lack of strategic development sites.
- 17.3 Many of the train stations and town centres in the South Area are poorly connected to their surrounding neighbourhoods. Good linkages between key destinations are limited, and the area suffers from low levels of public transport accessibility. Along many of the key movement corridors there is a poor public realm, including along Bromley Road, Southend Lane, Perry Hill, and Stanton Way, with many of these routes dominated by vehicular traffic.
- 17.4 The Bell Green neighbourhood is known for its out-of-centre retail park, including a superstore and other large format outlets, as well as their associated surface car parking. These retail uses are adjoined by two former gas holders, which are prominent local landmarks. Some contemporary blocks of flats have been developed on the edge of these Bell Green sites however new development has generally been delivered in a piecemeal way.
- 17.5 The South Area is characterised by its green and open spaces, including waterways. The Pool and Ravensbourne rivers run north-south through the area. The Pool River, in particular, is a key feature and provides a valuable natural corridor of significant ecological and biodiversity value, along with public access to the Waterlink Way. Beckenham Place Park is emerging as a key visitor destination in London and the wider southeast, and has recently received significant investment, including by a new outdoor swimming pond, landscape and public realm improvements.

Vision

- 17.6 By 2040 the distinctive character of the South area, derived from its open spaces, river valleys and garden city / cottage estates, will be celebrated and reinforced. These assets and features will provide the wider setting for regeneration, building on new and improved transport links, including the Bakerloo line extension. The role and character of large tracts of commercial land in Bell Green and Lower Sydenham, along with the major roads that adjoin them, will be re-imagined to provide a high quality, mixed-use neighbourhood. This new focus for community activity in Lewisham will act as a catalyst for growth and investment. Stakeholders will work together and alongside communities to deliver improvements that address the causes of deprivation in the Borough's south, opening opportunities for everyone to benefit from.
- 17.7 The regeneration of brownfield sites in Bell Green and Lower Sydenham will deliver a significant amount of new housing, including a high proportion of genuinely affordable housing, workspace and jobs, community facilities and open space. A new mixed-use neighbourhood will be created through the redevelopment of out-of-centre retail buildings, the former gasholders, industrial land around Stanton Way and other sites. This will be coordinated by a masterplan, informed by the local community, ensuring the area is well integrated with existing neighbourhoods and communities. The garden city / cottage character of neighbourhoods in Bellingham and Downham will be reinforced, with their sensitive intensification providing for area improvements, helping to ensure people have access to high quality housing and living environments.
- 17.8 The A21 (Bromley Road) and Ringway (Southend Lane and Whitefoot Lane) will be transformed into 'healthy streets' that better connect neighbourhoods, with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. Along these corridors, opportunities will be taken to renew land and underused sites to create new homes, jobs and community facilities. New development within and around the town and local centres along the corridors, such as Downham district centre and Southend Village, will help them to become more thriving and vibrant places.

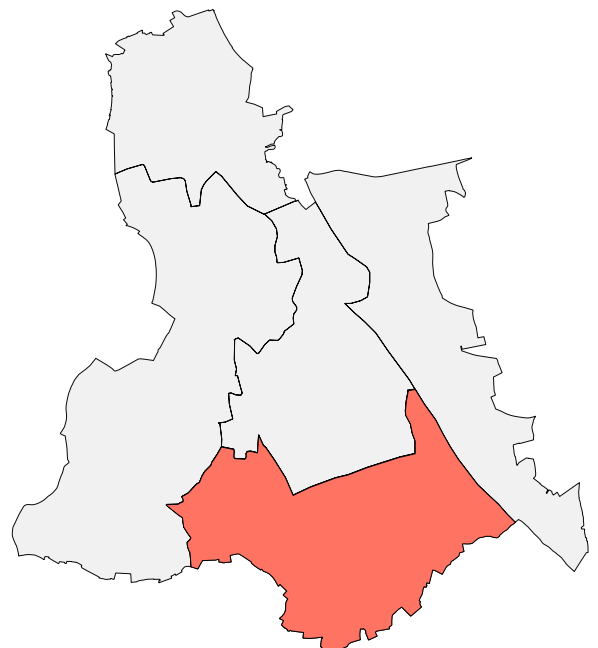


Figure 17.1: South Area



- 17.9 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Beckenham Place Park will evolve as one of the Borough's most important green spaces and a key visitor destination in south London. The river valley network will have greater prominence. Improvements to the environmental quality and amenity value of the Ravensbourne and Pool rivers will be realised through their re-naturalisation. Waterlink Way and the Pool River Linear Walk, along with the Green Chain Walk, will be enhanced to form key features of a network of walking and cycle routes that link open and green spaces both within and outside of the Borough.

Key spatial objectives

TO ACHIEVE THIS VISION OUR SPATIAL OBJECTIVES ARE TO:	
1	Secure the delivery the Bakerloo line extension and other infrastructure to significantly improve transport accessibility, address existing barriers to access and unlock the area's development potential.
2	Coordinate new investment in the Bell Green and Lower Sydenham area to enable it to become a London Plan Opportunity Area.
3	Deliver the regeneration of the former gasholders, Bell Green Retail Park and other sites nearby to create a new high quality residential-led mixed-use area that is well integrated with existing neighbourhoods and communities. Preserve and enhance the heritage value of the Livesey Memorial Hall and Gardens.
4	Develop decentralised energy networks, taking advantage of opportunities presented by the redevelopment of larger sites around Bell Green / Lower Sydenham.
5	Create a high quality mixed-used, employment led quarter through the renewal of industrial land at Stanton Way and Worsley Bridge Road.
6	Transform the Ringway corridor (Southend Lane and Whitefoot Lane) and the A21 corridor (Bromley Road) into 'healthy streets' with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Address severance caused by the Bell Green gyratory.
7	Enhance the place qualities of the Ringway and A21 corridors by integrating new high quality housing development and revitalising centres along it, particularly to secure the long term viability of Downham district centre.
8	Reinstate and enhance the historic character and identity of Southend Village and its surrounds, building on the presence of local assets including the Green Man centre and Peter Pan pond and through the redevelopment of the out-of-centre retail (Homebase) site.
9	Maintain the 'garden city' and cottage estate character of residential areas in Bellingham and Downham. At the same time, attract investment and deliver new homes through their sensitive intensification.
10	Support balanced neighbourhoods and communities by effectively managing Houses in Multiple Occupation and preventing against their overconcentration.
11	Protect and enhance open and green spaces, including by expanding the role of Beckenham Place Park as a key visitor destination. Deliver a connected network of high quality walking and cycle routes that link these spaces, taking advantage of the Green Chain Walk.
12	Enhance the environmental quality and amenity value of the Ravensbourne and Pool Rivers. Improve public access to the rivers with new and improved routes, focussing on Waterlink Way and the Pool River Linear Park.



- Key**
- Regeneration Node
 - Growth Node
 - Local Centre
 - Site Allocation
 - Strategic Industrial Location
 - Locally Significant Industrial Site
 - Regeneration Area
 - Conservation Area
 - Strategic Green Links
 - Lewisham Links
 - A21 Corridor
 - Bakerloo Line Extension
 - Open space

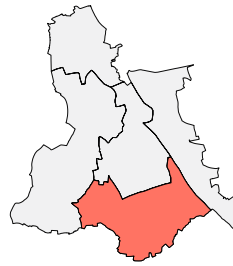


Figure 17.2: South Area key diagram

LSA1 South Area place principles

- A Development proposals must make the best use of land in helping to facilitate Good Growth and focussed regeneration, particularly to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation locally. This will require that investment is appropriately coordinated within Lewisham's South Area and that:
- a. The out-of-centre Retail Park, former Gas Works and other sites at Bell Green and Lower Sydenham are comprehensively redeveloped to create a new high quality residential, mixed-use neighbourhood that is well-integrated with its surrounding neighbourhoods;
 - b. New development is directed to the A21 corridor (Bromley Road), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
 - c. Opportunities are taken to deliver new high quality housing, along with new or improved community facilities, through the sensitive intensification of sites within established residential neighbourhoods;
 - d. New employment development is concentrated within town centres and Locally Significant Industrial Sites;
 - e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, as well the redevelopment of the sites at Bell Green and Lower Sydenham, along with improving the environmental quality of employment locations;
 - f. Land is safeguarded to secure the delivery of strategic transport infrastructure, including the Bakerloo line extension south to Hayes, in line with Policies TR1 (Sustainable transport and movement) and TR2 (Bakerloo line extension).
- B Development proposals on strategic and other sites within the Bell Green and Lower Sydenham area must demonstrate how they will positively contribute to a coordinated process of local area regeneration, in line with Policy LSA3 (Bell Green and Lower Sydenham).
- C Development proposals should optimise the use of land and capacity of sites, taking into account the Bakerloo line extension and other infrastructure that will enable significant future improvements to public transport accessibility levels in the South Area. The Council will seek that development is appropriately phased in order to ensure there is adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.
- D Development proposals should respond positively to distinctive and historic character of Southend Village and its surrounds, and seek opportunities to enhance its unique place qualities and functions, having regard to Policy LSA3 (A21 corridor / Bromley Road).

-
- E Opportunities should be taken to direct new investment to established residential neighbourhoods of Bellingham and Downham, including new high quality housing, enhanced community facilities and public realm improvements. The sensitive intensification of these neighbourhoods, including through the infilling of sites, will be supported where new development responds positively to their distinctive local character. This includes the predominant 'garden city' principles and cottage estate character associated with the London County Council estates. The Council will prepare a Small Sites Guidance SPD, which development proposals must have regard to.
- F Development proposals should respond positively to the role of Downham district centre in meeting the day-to-day shopping and service needs of the local area. A wide range of commercial, leisure and community uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:
- Retain units for appropriate main town centre uses, particularly for A1 retail uses; and
 - Enhance the quality of the streetscape and townscape, along with the environmental quality of the centre, including through the improvements to shopfronts and the public realm.
- G Bellingham will be designated as a local centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Bellingham station and the A21 corridor. To help secure the long-term viability of the local centre, development proposals should:
- Enhance access to and along the centre and station approach, including by improving public realm and the legibility of walking and cycle routes; and
 - Enhance the character of the area through improvements to shopfronts and the renewal of employment land at the southern end of Bromley Road Strategic Industrial Location, at Randlesdown Road.
- H Development proposals should contribute to supporting inclusive and mixed communities, including by protecting family housing and preventing against the overconcentration of Houses in Multiple Occupation in the local area, having particular regard to Policy HO8 (Housing with shared facilities).
- I Development proposals should help to ensure the South Area benefits from a high quality network of walking and cycle connections and routes that better link neighbourhoods and places, including green spaces and waterways, having regard to Policy LSA4 (South Lewisham Links). Opportunities to introduce cycle routes, including Quietways, should be maximised, particularly in the established residential areas where wider street layouts are well suited to accommodating routes.
- J Public realm and access improvements should be introduced along the A21 corridor / Bromley Road (including active frontages uses
-

along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road).

- K The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. The Council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.
- L The river valley network is a defining feature of the South Area which development proposals should respond positively to by:
- a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise;
 - b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
- c. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.
- M A partnership approach will be pursued to help facilitate local area regeneration, particularly to deliver strategic transport infrastructure. This includes infrastructure necessary to ensure the development potential of the Bell Green / Lower Sydenham area can be fully realised, including:
- a. The Bakerloo line extension to Hayes, including required station improvements; and
 - b. Improvements at key junctions to enhance safety for all road users, including at the Bell Green gyratory.
- N 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 South Area, and to help ensure coordination in the delivery of new investment. Development proposals should have regard to and positively engage with these documents, including:
- a. Lewisham Characterisation Study (2019);
 - b. A21 Design Guidance SPD (forthcoming);
 - c. Bell Green and Lower Sydenham Area Masterplan and/or SPD (forthcoming);
 - d. Small Sites Guidance SPD (forthcoming); and
 - e. River Corridor Improvement Plan SPD (2015).

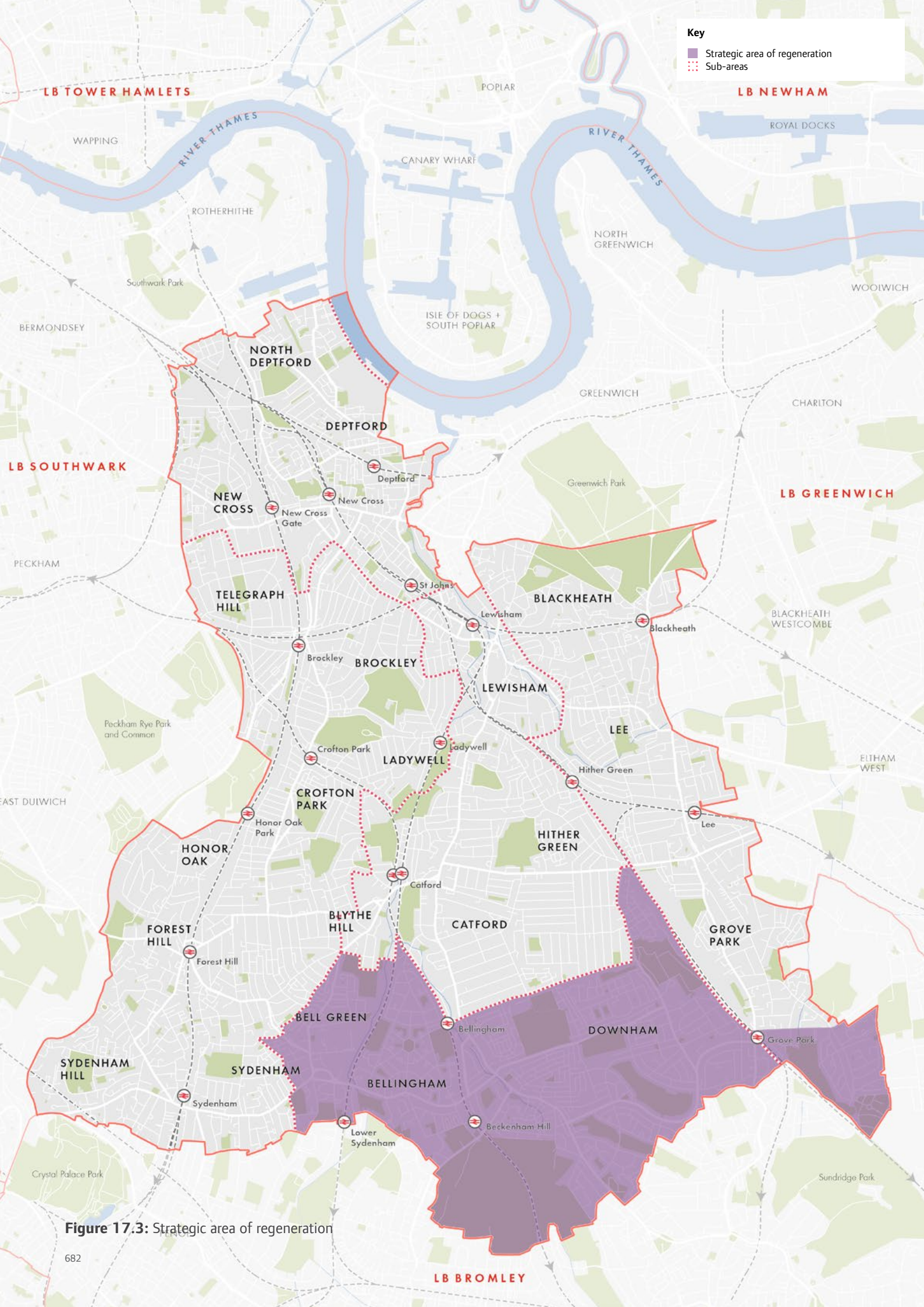


Figure 17.3: Strategic area of regeneration

LSA2 Strategic Area for Regeneration

- A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of the South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within this area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.
- B In order to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, stakeholders and development proposals should seek opportunities to:
- a. Significantly improve transport accessibility in the area, particularly by:
 - i. Enhancing provision of and access to high quality public transport infrastructure, including bus services;
 - ii. Addressing barriers to movement by enhancing the network of walking and cycle routes connecting to transport nodes, town and local centres, schools and training facilities, and employment locations;
 - b. Plan positively for social infrastructure to meet local needs, particularly community facilities and services catered to children and young people;
 - c. Support the vitality and viability of town and local centres, helping to ensure they make provision for a wide range of accessible shops and services;
 - d. Improve the environmental quality of neighbourhoods, including by reducing and mitigating pollution along main roads and junctions;
- C Investment to support the achievement of safe, healthy and liveable neighbourhoods within the Strategic Area for Regeneration should be facilitated through a variety of approaches, including::
- a. Partnership working with key stakeholders to secure the delivery of new and improved infrastructure, including transport infrastructure such as the Bakerloo line extension, to significantly improve access to high quality services and community facilities, along with training and employment opportunities, whether within the Borough or elsewhere in London and beyond;;
 - b. The comprehensive redevelopment of strategic sites, and renewal of town centres and employment locations, in the Bell Green and Lower Sydenham area, to help shift the focus and spread the benefits of investment southwards within the Borough;;
 - c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.

Bell Green
Retail Park

B&Q

Currys  PC World
MEGASTORE

next

Toys  R Us

pets at home

McDonald's 



LSA3 Bell Green and Lower Sydenham

- A The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported.
- B To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that future development within the area supports the delivery of the spatial strategy for the Borough, the Council will prepare a Supplementary Planning Document and/or Masterplan. This will complement the Local Plan in setting a long-term development and investment framework for the area. Development proposals must be delivered through the masterplan process, and in accordance with relevant site allocation policies and guidance documents.
- C To ensure that regeneration in Bell Green and Lower Sydenham is delivered through a coordinated process of targeted investment and managed change, development proposals will be required to:
- a. Safeguard the land required to secure the delivery of the Bakerloo line extension south to Hayes, and optimise the capacity of sites having regard to future improvements in public transport accessibility levels enabled by this infrastructure, in line with other Local Plan policies;
 - b. Deliver the comprehensive redevelopment of strategic sites in accordance with site allocation policies, including the former Bell Green gas holders, Bell Green Retail Park; and Sainsbury's Bell Green;
 - c. Protect the employment function of the Locally Significant Industrial Sites at Stanton Square and Worsley Bridge Road, whilst seeking to deliver new high quality workspace, taking into account opportunities for the co-location of employment and other compatible uses;
 - d. Facilitate the delivery of public realm improvements to reduce barriers to movement, improve permeability and enhance the walking and cycle environment, particularly around the Bell Green gyratory and along major routes, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road; and
 - e. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.
- D Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by:
- a. Renewing brownfield land, such as underused and vacant sites, to create a new high quality, residential-led mixed use quarter with a distinctive urban character that relates positively to its surroundings;
 - b. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area's integration with surrounding neighbourhoods and places. This includes enhanced walking and cycle routes to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;

-
- c. Integrating new publicly accessible open space into development;
 - d. Responding positively to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and
 - e. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.
- E Through the preparation of the Local Plan, consideration will be given to the designation of a new town centre in the Bell Green and Lower Sydenham area. This centre will support the new mixed-use neighbourhood to be delivered through the comprehensive regeneration of sites, and reconfiguration of existing out-of-centre retail provision. The centre's role and function (i.e. position within the Borough's town centre hierarchy) will be established having regard to further detailed assessments and public consultation.





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LSA4 A21 corridor / Bromley Road

- A The transformation of the A21 corridor (Bromley Road) and its immediate surrounds into a series of liveable, healthy neighbourhoods with a distinctive urban character is a strategic priority. Development proposals should make the best use of land to enable delivery of high quality, mixed-use residential quarters within this South Area location. 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 A21 corridor and its immediate surrounds should enhance the place qualities of the corridor by:
- a. Responding positively to the evolving urban character of the area, including through the sensitive intensification of strategic and other sites, having regard to the A21 Design Guidance SPD;
 - b. Helping to establish a distinctive and legible urban grain along and around the corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;
 - c. Ensuring new development interfaces well with the public realm, including through the provision of positive frontages along the corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham district town centre and its edges;
 - d. Maximising opportunities to integrate urban greening measures; and
 - e. Enhancing connections between neighbourhoods surrounding the corridor through the delivery of new and improved public realm.
- C Development proposals should respond positively to the distinctive and historic character of Southend Village and its surrounds, whilst supporting the long term viability and vitality of the shopping parade by:
- f. Enhancing the place qualities of the village by designing development to create a more coherent urban grain along Bromley Road;
 - g. Making provision for a complementary mix of main town uses along the parade at the ground floor level, with positive and active frontages; and
 - h. To and along Coninsborough Crescent; and
 - i. Enabling improved visitor access to Southend Village by enhancing the network of connections within the local area, including provision of legible and safe walking and cycle routes:
 - i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefoot Lane;
 - ii. At the route connecting Whitefoot Lane with Beechborough Green and Gardens.
- D Development proposals must reinforce the role of the A21 as a strategic movement corridor, giving priority to safe and convenient movement by walking and cycling, as well as the use of public transport. This principal north-south 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, including open spaces such as Beckenham Place Park, Forster Park, and Downham Fields.

- E Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.
- F Development proposals on sites along the A21 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).





LSA5 South Lewisham Links

- A Development proposals will be expected facilitate the creation and enhancement of the South Lewisham Links, a connected network of high quality walking and cycle routes linking key routes, public open spaces and other key destinations across the South area.
- B On sites located adjacent to an existing or proposed route of the South 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 South Lewisham Links, the specific nature of which will be considered on a site-by-site basis, and may include contributions towards:
- New or enhanced footpaths or cycleways;
 - Road realignment;
 - Street crossings or other safety measures;
 - Cycle parking;
 - External lighting;
 - Landscaping;
 - Tree planting or other green infrastructure;
 - Drinking water fountains;
 - Public conveniences;
 - Way-finding signage.
- C To support the effective implementation of the South Lewisham Links, development proposals will be expected to have regard to the Council's Parks and Open Spaces Strategy.

Lewisham's South Area

- 17.10 Lewisham's South Area will play an important role in helping to deliver more inclusive, healthier and liveable neighbourhoods in the Borough. It has the potential to accommodate a significant amount of growth over the plan period. However, the level of this growth will be contingent on the delivery of strategic infrastructure necessary to support both new developments and existing neighbourhoods. This includes transport infrastructure and particularly the Bakerloo line extension. The South Area does not benefit from the same levels of good public transport accessibility as many other parts of the Borough. This is one of the key factors contributing to the deprivation experienced locally and the need to designate a Strategic Area for Regeneration. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the South Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension to Hayes. It requires that stakeholders work together and alongside local communities to tackle deprivation by directing investment in a joined up way. The phasing of new development of strategic sites will be critical to delivering area improvements and transformational change for the benefit of everyone. This is recognising the Bakerloo line extension will open new possibilities for optimising the capacity of sites.
- 17.11 The Bell Green and Lower Sydenham area is poised to become one of London's next Opportunity Areas. There are a number of large strategic sites in proximity to one another with the potential to be comprehensively redeveloped. They include the former Bell Green Gas Holders, an out-of-centre retail park and buildings, and several designated employment locations. The Local Plan establishes the principles for their regeneration and renewal. However, a more detailed framework will be prepared to ensure coordination between landowners in the delivery of a new high quality, residential-led mixed-use neighbourhood. This will be led by the Council working in collaboration with local communities and key stakeholders. Particular consideration will need to be given to the area's relationship with and connections to Sydenham District Centre. The long-term vitality and viability of the town centre can be aided by improved linkages and a critical mass of new residents/visitors in the south of the Borough.
- 17.12 Through the preparation of the Local Plan, consideration will be given to the designation of a new town centre in the Bell Green and Lower Sydenham area. The role and function of this centre (i.e. position in the town centre hierarchy) will be established through further detailed assessments, including on the impact on the viability of existing centres, and informed by public consultation. There is potential scope to designate a new District or Local Centre to support the levels of growth planned in the area.
- 17.13 The South Area derives much of its character from the interwar homes constructed by the London County Council, particularly in Bellingham and Downham. The housing estates were influenced by 'garden city' principles and provide for a distinctive but relatively homogenous pattern of lower density development. These neighbourhoods experience some of the highest levels of deprivation in Lewisham. Many localities are within the 20 per

cent most deprived in the country. Investment is needed to address inequalities and the causes of deprivation. Given the character of the established residential neighbourhoods and the scarcity of large sites suitable for redevelopment, a more tailored approach to investment is required. Area improvements will be generated mainly through the sensitive intensification of existing neighbourhoods. We will prepare a Supplementary Planning Document to identify opportunities and to help ensure that all such development responds positively to its local context.

- 17.14 The Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes that link to public transport nodes. The main aim is to realise a significant reduction in journeys made by cars to more sustainable modes. The transformation of the A21 (Bromley Road) and Southend Lane into Healthy Streets underpins this approach. These are principal movement corridors within the South Area, and have potential for accommodating growth and improving connections between neighbourhoods and places. Focussed investment will also help to support the vitality and viability of centres along or in proximity to the routes, including Downham District Centre, Southend Village and Bellingham Local Centre. Regeneration of Bell Green and Lower Sydenham presents opportunities to improve the environment for walking and cycling, particularly at major road junctions, including at Southend Lane.

- 17.15 The South Area's network of green infrastructure includes parks, open spaces and waterways. Beckenham Place Park is the Borough's largest green space, featuring much ancient woodland, and is an important local asset. A significant amount of investment has been delivered here in recent years and the park will play an increasingly important role as a local and wider regional visitor destination. The river valley network is also a defining feature of the area, with the Ravensbourne and Pool Rivers traversing it. Opportunities must be taken to re-naturalise the rivers wherever opportunities arise, particularly to improve their ecological and amenity value. The South Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it by walking and cycling. We will work with other local authorities, including Bromley, to investigate opportunities to improve connections from the South Area to green spaces outside of Lewisham.

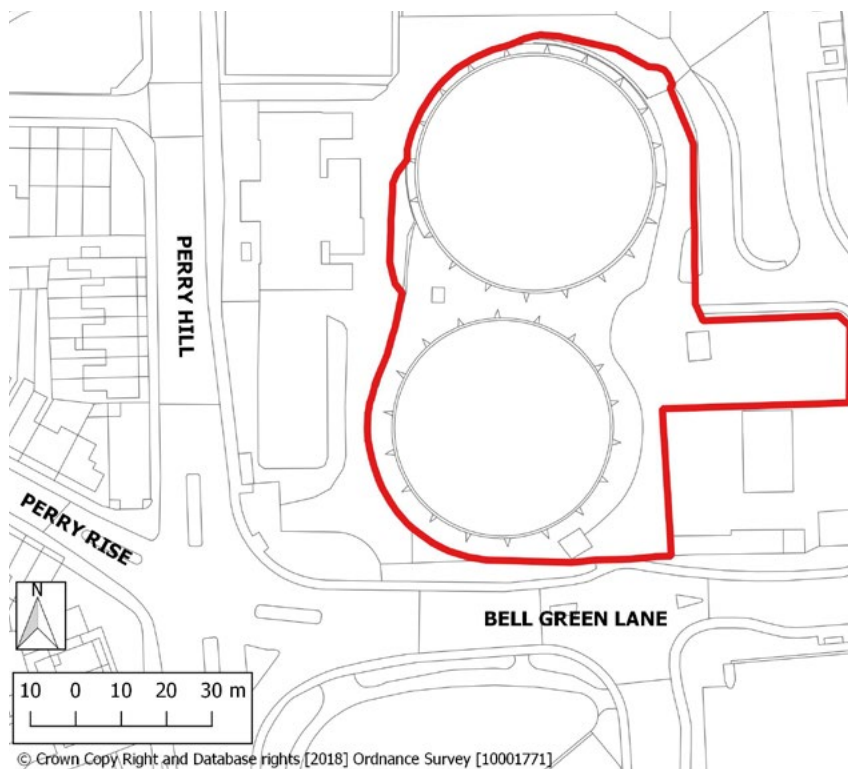


Figure 17.4: South Area site allocations

Site allocations

1 Former Bell Green Gas Holders	698
2 Bell Green Retail Park	700
3 Sainsbury's Bell Green	703
4 Stanton Square Locally Significant Industrial Site	706
5 Sydenham Green Group Practice	708
6 Worsley Bridge Road Locally Significant Industrial Site.....	710
7 Lidl, Southend Lane.....	712
8 Excalibur Estate.....	714
9 Bestway Cash and Carry	716
10 Homebase/Argos, Bromley Road.....	718
11 Downham Co-op.....	720
12 Beadles Garage.....	722
13 McDonalds Ashgrove Road.....	724
14 Catford Police station	726
15 Land at Pool Court.....	728

1 Former Bell Green Gas Holders



SITE ADDRESS	Sydenham Gas Holder Station, Bell Green, SE26 4PX				
SITE DETAILS	Site size (ha) 0.77	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Vacant (Former Gas holders)
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) London SHLAA (2017) and Lewisham Call for Sites (2018)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, South-east London Green Chain Area, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site.				
PLANNING STATUS					
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 73-178		Gross non-residential floorspace Employment 782 Main town centre 1,563		

Site allocation

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

Opportunities

- 17.17 The site comprises a former gas works which is now vacant, with the gasholders having been dismantled. Redevelopment and site intensification, along with the introduction of a wider range of uses, will bring the land back into active use and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

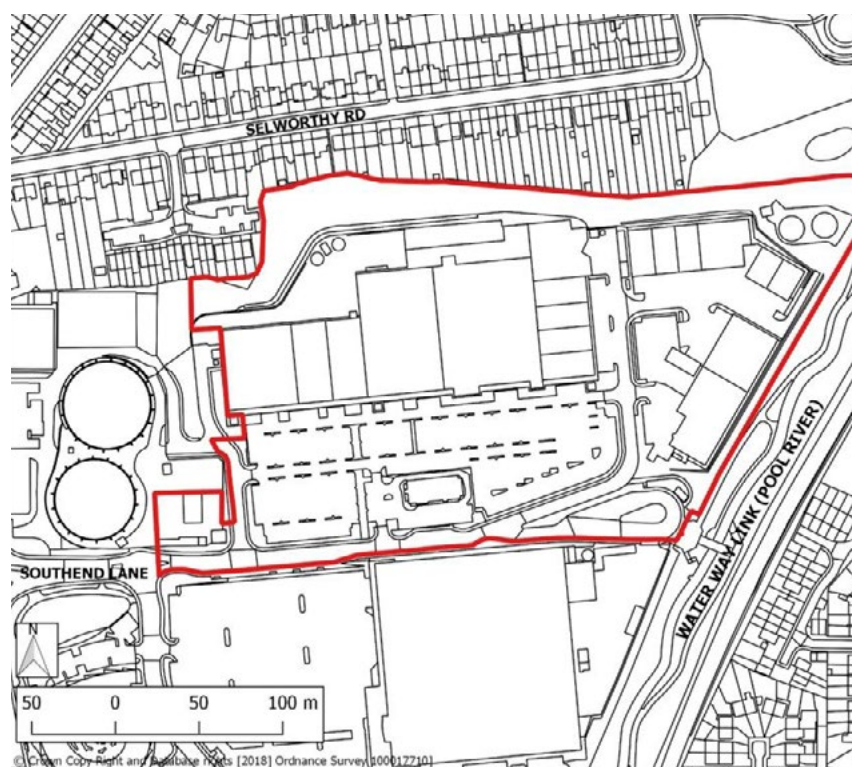
17.18 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- 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.
- Positive frontage on Bell Green Lane and other key routes.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

17.19 Development guidelines

- Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy..
- To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds, which are predominantly suburban in character.
- Parking provision should reflect future improvements to public transport accessibility levels in the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance, including the Livesey Memorial Hall and gardens, 'The Bell' public house, and The Old Bath House.
- Ground surveys will need to identify the nature and extent of ground contamination, with remedial works and/or mitigation measures implemented, where necessary.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

2 Bell Green Retail Park



SITE ADDRESS	Bell Green Retail Park, London, SE6 4RS				
SITE DETAILS	Site size (ha) 7.37	Setting Urban	PTAL 2015: 1b-2 2021: 1b-2 2031: 1b-2	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Area of Regeneration, South-east London Green Chain Area, adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area.				
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 695–1,701		Gross non-residential floorspace Employment 7,481 Main town centre 14,961		

Site allocation

- 17.20 Comprehensive mixed-use redevelopment of the existing out-of-centre retail park with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including provision of new walking and cycle routes, public open space and river restoration.

Opportunities

- 17.21 The site comprises an out-of-centre retail park with large format buildings and car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and development will enable measures to enhance the environmental quality and amenity value of the river, including by improving public access to it via Waterlink Way.

17.22 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- 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 enhanced public access to Waterlink Way.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River.

17.23 **Development guidelines**

- Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
- Development should deliver improved linkages and public access to Waterlink Way that runs along the Pool River.
- To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds. Neighbourhoods to the immediate north and east of the site are predominantly suburban and residential in character.
- Parking provision should reflect future improvements to public transport accessibility levels in the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

3 Sainsbury's Bell Green



SITE ADDRESS	Sainsbury's, Southend Lane, London, SE26 4PU				
SITE DETAILS	Site size (ha) 5.42	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, adjacent Public Open Space, South-east London Green Chain Area, Air Quality Management Area, adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 511-1,251		Gross non-residential floorspace Employment 5,501 Main town centre 11,003		

Site allocation

- 17.24 Comprehensive mixed-use redevelopment of the existing out-of-centre supermarket with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including new walking and cycle routes, public open space and river restoration.

Opportunities

- 17.25 The site comprises an out-of-centre supermarket and car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and development will enable measures to enhance the environmental quality and amenity value of the river, including by improving public access to it via Waterlink Way.

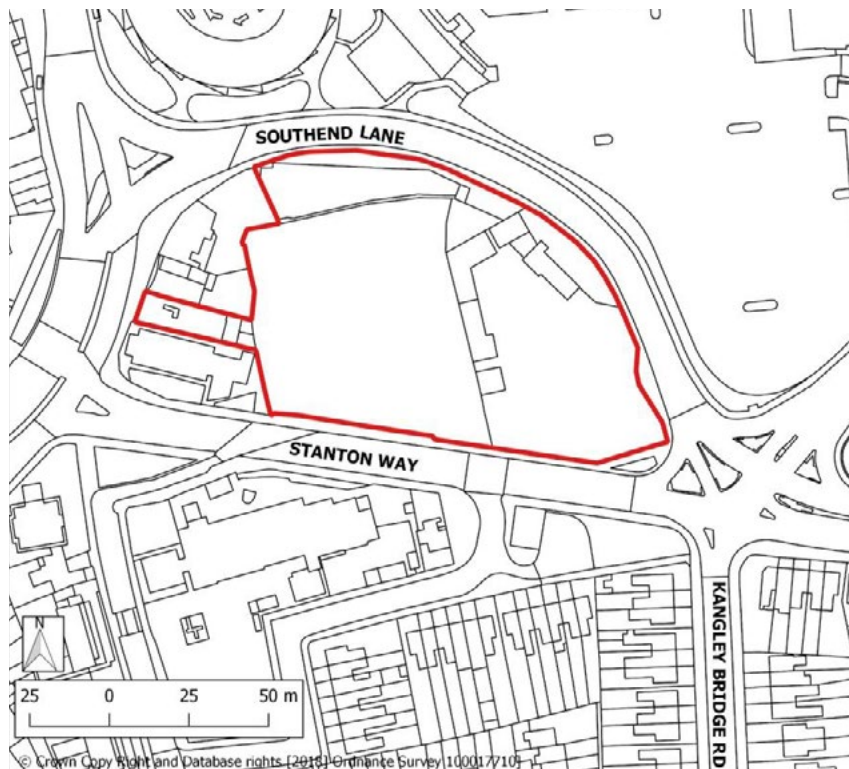
17.26 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- 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 enhanced public access to Waterlink Way.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River.

17.27 **Development guidelines**

- Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood area. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.
- High quality public realm along Southend Lane, with generous setbacks and tree planting, should be provided to create a buffer between new buildings and public spaces.
- Development should deliver improved linkages and public access to Waterlink Way that runs along the Pool River.
- To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. Neighbourhoods to the immediate east and south of the site are predominantly suburban and residential in character.
- Parking provision should reflect future improvements to public transport accessibility levels in the area.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

4 Stanton Square Locally Significant Industrial Site



SITE ADDRESS	Stanton Way, London, SE26 5SP				
SITE DETAILS	Site size (ha) 0.97	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Industrial and commercial
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 94-231		Gross non-residential floorspace Employment 3,249 Main town centre 0		

Site allocation

- 17.28 Comprehensive employment led redevelopment. Co-location of compatible commercial residential uses. Public realm and environmental enhancements.

Opportunities

- 17.29 The site comprises the Stanton Square Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements around the gyratory in coordination with other strategic sites.

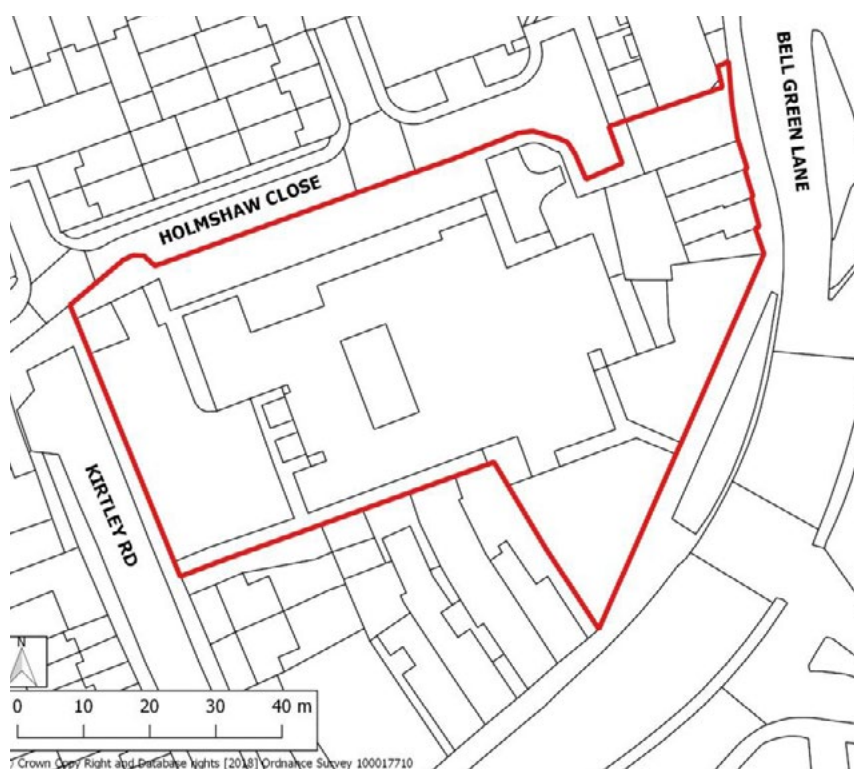
17.30 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, with particular attention given to the site's relationship with Stanton Way and Southend Lane.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

17.31 Development guidelines

- Development should better integrate the site with the surrounding street network, addressing the island nature of the site and opportunities to reconfigure or remove the gyratory as part of an area-wide strategy, and in coordination with other site allocations. Proposals should enhance walking and cycle routes, particularly along and across Southend Lane.
- 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.
- To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Development should respond positively to the amenity of the primary school, located on the opposite side of Stanton Way.
- The retention and incorporation of the well-preserved 20th Century art deco building should be considered as part of the overall design. Consideration should also be given to the well-preserved set of Victorian buildings, the architectural salvage building, and the Bell public house, to ensure that the design of the site contributes to the character of the wider area.
- Development proposals should investigate opportunities to deliver a decentralised energy network.

5 Sydenham Green Group Practice



SITE ADDRESS	26 Holmshaw Close, London, SE26 4TG				
SITE DETAILS	Site size (ha) 0.49	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Mixed, public and private	Current use GP surgery
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
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 48 - 117		Gross non-residential floorspace Employment 0 Main town centre 1,641		

Site allocation

- 17.32 Mixed-use redevelopment with residential and community uses, including re-provision of the existing health care facility.

Opportunities

- 17.33 The site is currently occupied by a health care facility. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support local area regeneration.

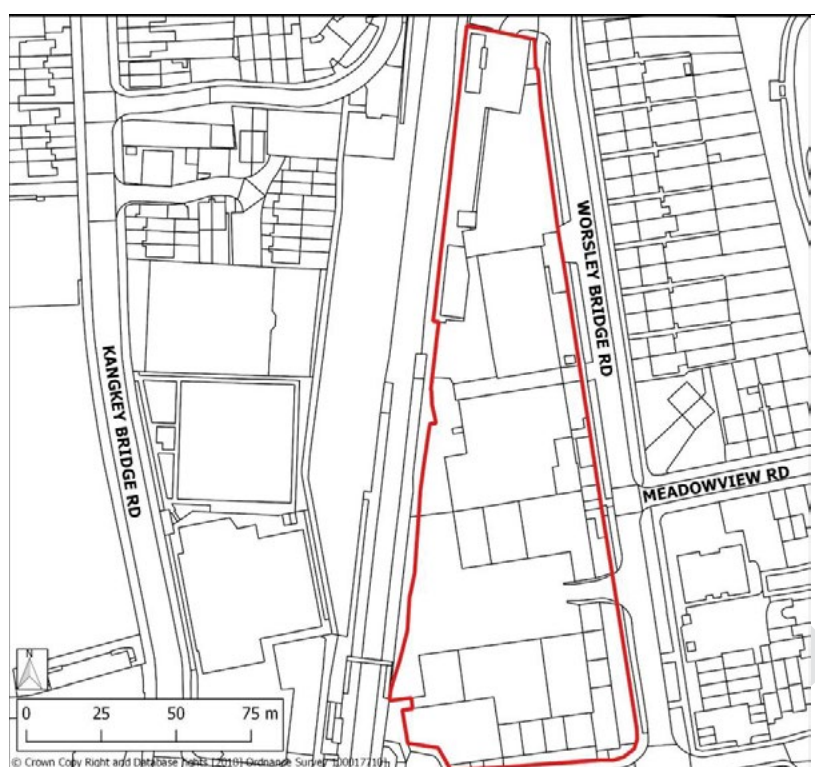
17.34 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
- Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages and improved public realm along Bell Green Lane, Holmshaw Close and Kirtley Road.

17.35 Development guidelines

- Development should respond positively to the character and amenity of the residential properties surrounding the site.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
- Consideration should be given to the introduction of a new walking route connecting Kirtley Road and Bell Green Lane.

6 Worsley Bridge Road Locally Significant Industrial Site



SITE ADDRESS	Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham				
SITE DETAILS	Site size (ha) 1.26	Setting Urban	PTAL 2015: 2-3 2021: 2-3 2031: 2-3	Ownership Private	Current use Industrial, Commercial, Residential, Vacant land, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area.				
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 122-300		Gross non-residential floorspace Employment 4,220 Main town centre 0		

Site allocation

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

Opportunities

- 17.37 The site comprises the Worsley Bridge Road Locally Significant Industrial Site. There are a mix of commercial and industrial uses, with a number of automotive trades at Broomsleigh Business Park. The age and quality of buildings varies across the site. Kelvin House, a former office block, has been converted to housing through the prior approval process. Redevelopment and site intensification, along with the co-location of commercial and other uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements around Lower Sydenham station, in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

17.38 Development requirements

- Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of industrial capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the Lower Sydenham station approach.

- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
- Positive frontages along Worsley Bridge Road.
- Development proposals must protect and seek to enhance green infrastructure, including urban green space, SINC land, and green corridor.

17.39 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.
- To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
- Consideration should be given to the development options for Kelvin House in order to deliver higher quality residential accommodation as part of a coordinated and masterplanned approach.
- Development proposals should address the station approach as a key element of the public realm strategy.
- Transport for London and Network Rail should be consulted on development and design options.

7 Lidl, Southend Lane



SITE ADDRESS	235 Southend Lane, SE6 3QH, Bellingham				
SITE DETAILS	Site size (ha) 0.43	Setting Urban	PTAL 2015: 1a 2021: 1a 2031: §.	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Site Allocations Local Plan (2013) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area .				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 23		Gross non-residential floorspace Employment 0 Main town centre 795		

Site allocation

- 17.40 Mixed-use redevelopment for with residential and main town centre uses.

Opportunities

- 17.41 The site comprises an out-of-centre retail building with car parking. Redevelopment and site intensification, along with the introduction of residential uses, will provide a more optimal use of land and buildings that complement the character of the surrounding properties. Development will also enable public realm enhancements to support movement by walking and cycling along Southend Lane.

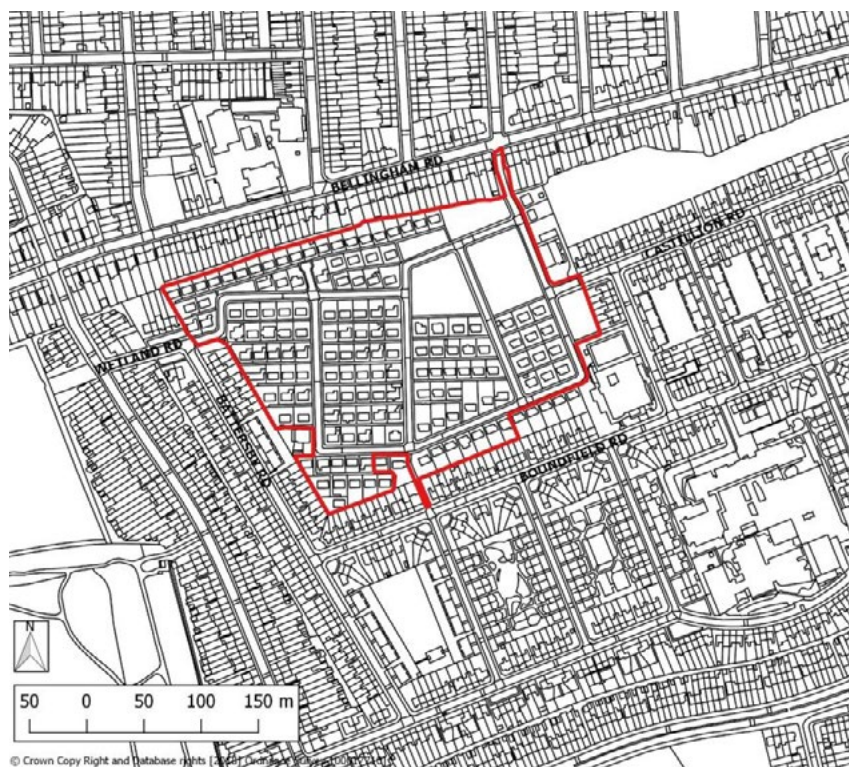
17.42 Development requirements

- Positive frontage along Southend Lane.
- The development design must create a positive relationship with the adjoining and neighbouring properties, particularly the residential properties around Maroons Way and Meadowview Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

17.43 Development guidelines

- There is an opportunity to reintroduce a new building frontage, aligned along Southend Lane.
- Consideration should be given to the integration of a buffer zone along the site's southern boundary to protect and enhance the amenity of properties on and around Maroons Way and Meadowview Road.
- Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

8 Excalibur Estate



SITE ADDRESS	Excalibur Estate, Baudwin Road, Whitefoot, SE6				
SITE DETAILS	Site size (ha) 6.14	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Public	Current use Housing estate
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings.				
PLANNING STATUS	Full application DC/10/075973 granted March 2012. Various subsequent applications granted. Started construction and development is partially complete				
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 305		Gross non-residential floorspace Employment 0 Main town centre 0		



Existing planning consent

- 17.44 DC/10/75973 - The redevelopment of the Excalibur Estate SE6, seeking full planning permission (Phase 1) for 152 residential units, and outline planning permission (Phase 2) for 219 residential units, creating a total of 371 residential together with associated highway infrastructure, soft and hard landscaping including the provision of open space.
- 17.45 DC/17/100865 - Reserved Matters of design (internal layout, external appearance), landscaping, scale and massing (height), resulting in a reduction to 210 residential units for phases 4 and 5.

Site allocation

- 17.46 Housing estate regeneration. Comprehensive redevelopment for residential uses.

Opportunities

- 17.47 The site is a housing estate is located in Bellingham within a predominantly residential area. Estate regeneration will provide new with high quality affordable housing alongside public realm enhancements. Phases 1 and 2 of the consented development are already completed.

17.48 Development requirements

- Provision of residential accommodation consistent with the planning consent.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Support conservation objectives for heritage assets including locally listed buildings - a row of six locally listed pre-fabricated buildings along Persant Road.
- Development proposals must protect and seek to enhance green infrastructure, including Urban Green Space and allotment gardens, which run alongside the railway, and adjoin the site's eastern boundary.

17.49 Development guidelines

- Connectivity through the site should be improved via a central landscaped spine route, with connecting home zones, and integrating with the existing street pattern and road network. Car parking should be integrated with soft and hard landscaping to ensure cars are not prominent in the streetscape.
- The design of development should respond positively to the existing residential properties surrounding the site. A reduced scale should be used in the vicinity of the locally listed buildings adjoining the site's southern boundary.
- Development should provide a clear pattern of public and private space, with a range of gardens and amenity areas and high quality landscape designed to integrate into the overall scheme. A range of play spaces should be provided for children, including pocket play spaces, local play spaces and youth spaces.

9 Bestway Cash and Carry



SITE ADDRESS	1 St Mildreds Road, London, SE12 0RS				
SITE DETAILS	Site size (ha) 1.70	Setting Urban	PTAL 2015: 1b 2021: 1b 2031: 1b	Ownership Private	Current use Retail warehouse, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 136		Gross non-residential floorspace Employment 0 Main town centre 0		

Site allocation

17.50 Redevelopment for residential use.

Opportunities

17.51 The site comprises a large format retail warehouse, which is situated within a predominantly residential area. The nature of the existing use along with the site's low level of public transport accessibility leads to a significant amount of vehicular traffic in the locality. Site redevelopment will introduce residential uses that better complement the neighbouring properties.

17.52 Development requirements

- Residential-led development with a design that responds positively to the site's suburban location.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, Urban Green Space, allotment gardens and Metropolitan Open Land.
- Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy.

17.53 Development guidelines

- Development should provide an appropriate transition in scale from the railway to the existing residential properties, with the potential for taller elements at the eastern part of the site.
- Landscaping should be an integral part of the scheme and take into account existing mature trees.
- Residential units should be designed so as to protect amenity and minimise noise disturbance from the railway.

10 Homebase/Argos, Bromley Road



SITE ADDRESS	10 Beckenham Hill Road, Catford, London SE6 3NU, Downham				
SITE DETAILS	Site size (ha) 1.70	Setting Urban	PTAL 2015: 3 2021: 3 2031: 3	Ownership Private	Current use Out of centre retail, Car park
HOW SITE WAS IDENTIFIED	Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent Urban Green Space, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area .				
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 141		Gross non-residential floorspace Employment 0 Main town centre 5,694		

Site allocation

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

Opportunities

- 17.55 The site comprises large format out-of-centre retail buildings and associated car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. The site benefits from relatively good levels of transport accessibility, and being situated on the A21 corridor offers scope for public realm improvements to support movement by walking and cycling. Development will also help to enhance the amenity and character of the historic Southend Village, which is situated opposite the site.

17.56 Development requirements

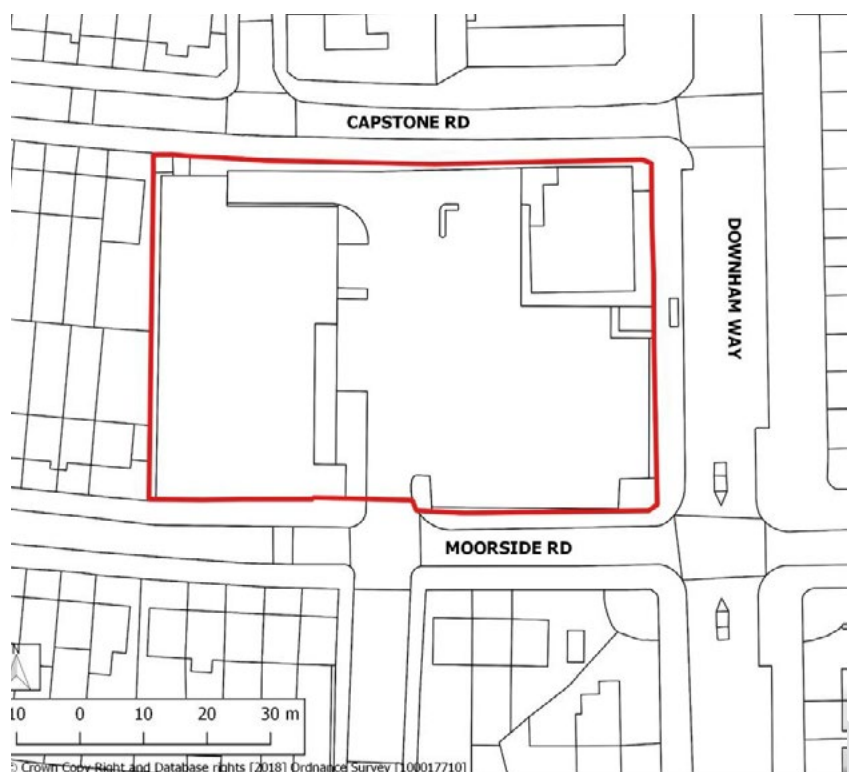
- Development proposals must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Positive frontages along Bromley Road and Beckenham Hill.
- The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces, the site's surrounding neighbourhoods and Southend Village. 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 retention of the pond.
- Development proposals must protect and seek to enhance green infrastructure, including SINC, urban green space and public open space.

17.57 Development guidelines

- Development should be designed to enhance walking and cycle movement, with improved permeability through the site, in particular from Bromley Road through to Beckenham Hill Road and from Bromley Road through to the sports ground to the west of the site.
- Landscaping design should optimise linkages to and opportunities associated with the many green features within and surrounding the site. The pond (designated SINC) in the eastern corner of the site, should form a key feature of the development and its biodiversity value should be enhanced. Proposals will also be expected to retain the existing mature tree coverage, whilst improving the amenity of the remainder of the site.
- Development should respond positively to Southend Village and heritage assets located opposite the site on Bromley Road, including the three Grade II listed buildings associated with St John the Baptist Church, and their setting.
- Development should create a positive relationship with the sports ground, which adjoins the site at its western boundary.
- Development proposals should make a more optimal use of the land by reviewing options for the existing car park.

11 Downham Co-op



SITE ADDRESS	431-435 Downham Way, Bromley BR1 5HR				
SITE DETAILS	Site size (ha) 0.43	Setting Suburban	PTAL 2015: 3 2021: 4 2031: 4	Ownership Private	Current use Retail, Public house, Car park
HOW SITE WAS IDENTIFIED	London SHLAA (2017), and landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area.				
PLANNING STATUS	None				
TIMEFRAME FOR DELIVERY	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40	
INDICATIVE DEVELOPMENT CAPACITY	Net residential units 42		Gross non-residential floorspace Employment 0 Main town centre 1,440		

Site allocation

- 17.58 Mixed-use redevelopment with compatible main town centre and residential uses.

Opportunities

- 17.59 This site comprises a single storey retail building with car parking, along with a public house. It is located within Downham Way local centre and surrounded by a mix of residential, retail and community uses. Redevelopment and site intensification, along with the introduction of a wider range of uses, will make a more optimal use of land and help to enhance the vitality and viability of the local centre. Public realm enhancements will also improve access to the Downham Health and Leisure Centre.

17.60 Development requirements

- Positive frontages along Downham Way, Captstone Road and Moorside Road, with active ground floor frontages on Downham Way.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Retention or appropriate re-provision of the public house, in line with Policy EC19 (Public houses).

17.61 Development guidelines

- Development should create positive frontages with public realm enhancements along Capstone Road, Downham way, Moorside Road.
- The development should respond positively to the Downham Health and Leisure Centre, on the opposite site of Moorside Road, with public realm enhancements to improve access to the facility from Downham Way, particularly by walking and cycling.
- Development should be designed to protect the amenity of neighbouring properties, including the public house in line with the Agent of Change principle.
- Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
- Existing trees along the site boundary should be retained.

12 Beadles Garage



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SITE ADDRESS	Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS				
SITE DETAILS	Site size (ha) 0.33	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Car showroom / MOT
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent to Site of Importance for Nature Conservation, adjacent to Public Open Space, Critical Drainage Area				
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 22		Gross non-residential floorspace Employment 92 Main town centre 185		

Site allocation

- 17.62 Mixed-use redevelopment with compatible residential and commercial or ancillary main town centre uses.

Opportunities

- 17.63 This corner site, which is currently in use as a car showroom and MOT, is bounded by Bromley Hill and Avondale Road. Redevelopment and site intensification can make a more optimal use of land along with enabling public realm enhancements along the A21 corridor.

17.64 Development requirements

- Positive frontages and public realm enhancements along Bromley Hill and Avondale Road with active ground floor frontages.
- Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Development proposals must protect and seek to enhance green infrastructure, including an adjacent cemetery, designated as SINC land and public open space.

17.65 Development guidelines

- Development should create positive frontages along Bromley Hill and Avondale Road along with public realm enhancements to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking, cycling and other active travel modes along the A21 corridor.
- Consideration should be given to enhancing the relationship between the site and the designated public open space and SINC immediately to the north of the site, whilst respecting its character and context as an historic cemetery with archaeological value.

13 McDonalds Ashgrove Road



SITE ADDRESS	Bromley - Garden Gate, Old Bromley Rd, Bromley BR1 4JY, Downham				
SITE DETAILS	Site size (ha) 0.32	Setting Urban	PTAL 2015: 2 2021: 2 2031: 2	Ownership Private	Current use Out of centre restaurant
HOW SITE WAS IDENTIFIED	London SHLAA (2017)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Adjacent South London Green Chain Area, adjacent Metropolitan Open Land, Area of Archaeological Priority, Flood Zone 1, Critical Drainage Area.				
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 31		Gross non-residential floorspace Employment 0 Main town centre 1,072		

Site allocation

- 17.66 Mixed use development with compatible residential and main town centre or commercial uses.

Opportunities

- 17.67 This corner site lies in a prominent position at the junction of Ashgrove Road, Old Bromley Road and Bromley Hill, and is surrounded by a mix of residential and retail uses. Redevelopment and site intensification, along with the introduction of a wider range of uses, will make a more optimal use of land. Development will also enable public realm enhancements along the A21 corridor. Through a well-designed scheme, the existing restaurant can be retained at the ground floor level with residential units integrated above.

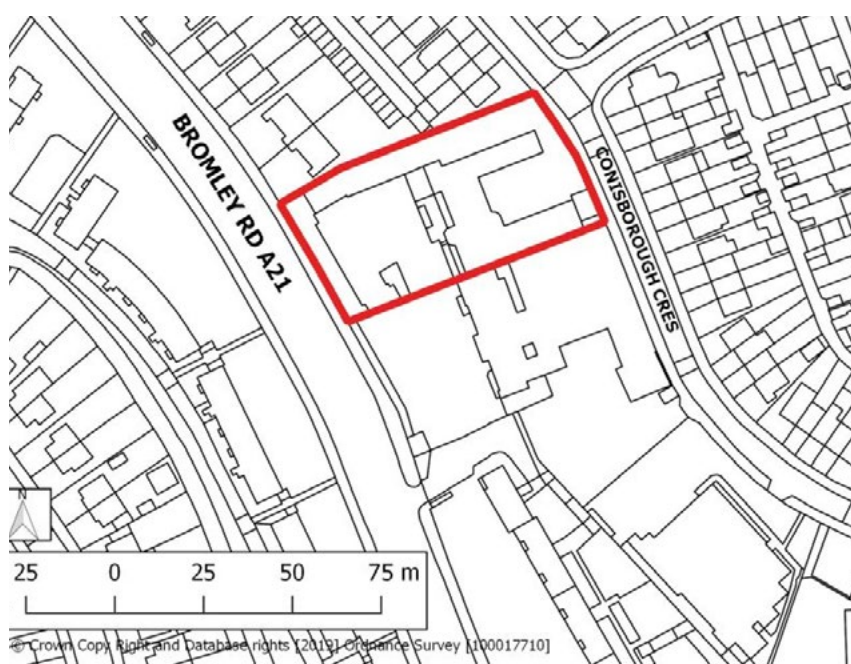
17.68 Development requirements

- Positive frontages and public realm enhancements along Bromley Road and Ashgrove Road, with active ground floor frontages.
- Development must be delivered in accordance with the A21 Corridor Intensification and Development SPD.
- Development proposals must protect and seek to enhance green infrastructure, including the adjacent playing field, designated as Metropolitan Open Land and green corridor.

17.69 Development guidelines

- Development should create positive frontages along Old Bromley Road and Ashgrove Road, with new buildings aligned with the existing street pattern, to strengthen the prevailing urban boulevard characteristic and improve opportunities for walking and cycling along the A21 corridor.
- The development design should respond positively to the existing residential properties surrounding the site. There is a potential for taller elements to be sited in the eastern corner of the site, opposite Sandpit Road.
- Proposals should seek to enhance access around and permeability through the site, in particular with direct access through to the playing fields to the west of the site.
- Landscaping should be designed as an integral part of the development, with public realm that enhances the amenity of the site and connects with the existing open amenity space on the corner of Old Bromley Road. The historic trough (street furniture) at junction with Old Bromley Road and Bromley Road is of special interest and should be maintained.
- Development should be designed to retain existing vehicular access onto both Old Bromley Road and Ashgrove Road.

14 Catford Police station



SITE ADDRESS	333 Bromley Rd, London SE6 2RJ				
SITE DETAILS	Site size (ha) 0.32	Setting Urban	PTAL 2015: 3-4 2021: 3-4 2031: 3-4	Ownership	Current use Police Station
HOW SITE WAS IDENTIFIED	Strategic Planning Team (2019) and Landowner engagement (2019)				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area.				
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 39		Gross non-residential floorspace Employment 162 Main town centre 325		

Site allocation

- 17.70 Mixed use redevelopment with compatible residential, commercial and main town centre uses.

Opportunities

- 17.71 Subject to appropriate re-provision of the Catford police station, the site offers the potential for redevelopment, with the introduction of a wider range of complementary uses. Redevelopment of buildings and spaces to the rear of the existing station can help to enhance local character, along with the site's relationship with the surrounding residential properties.

17.72 Development requirements

- Site redevelopment will be subject to appropriate re-provision of the Police Station in line with Policy CI 1 (Safeguarding and securing community infrastructure).
- Positive frontages along Bromley Road and Conisborough Crescent.
- Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
- Development must be delivered in accordance with the A21 Corridor Improvement SPD.

17.73 Development guidelines

- Development should respond positively to the proportions and features of terraced homes along Conisborough Crescent along the eastern edge of the site. Visual amenity should be enhanced with green buffers introduced along the street frontage.
- Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.

15 Land at Pool Court



SITE ADDRESS	Land at Pool Court, Pool Court, SE6 3JQ				
SITE DETAILS	Site size (ha) 0.30	Setting Central	PTAL 2015: 2 2021: 2 2031: 2	Ownership Public Ownership – part LBL and part Network Rail	Current use Scaffolding site and Green space
HOW SITE WAS IDENTIFIED	LBL stepped approach to identifying a gypsy and traveller site				
PLANNING DESIGNATIONS AND SITE CONSIDERATIONS	Strategic Area of Regeneration, Area of Special Local Character, Archaeological Priority Area, Critical Drainage Area, Flood Zone 2, Site of Importance for Nature Conservation				
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 6		Gross non-residential floorspace Employment 0 Main town centre 0		



Site allocation

- 17.74 Development for residential use (gypsy and traveller accommodation).

Opportunities

- 17.75 The site will contribute to addressing identified need arising in the Borough for gypsy and traveller accommodation.

17.76 Development requirements

- Residential uses will be restricted to provision required for gypsy and traveller accommodation, where there is an identified need for such accommodation arising in the borough.
- Development proposals must protect and seek to enhance green infrastructure, including the SINC.
- The design of development must suitably address public health and safety, including the safe functioning of the railway.

17.77 Development guidelines

- Development proposals will be considered having regard to Policy HO11 (Gypsy and traveller accommodation).
- Applicants should consult with Network Rail and Transport for London on design and development options.