



LEWISHAM'S LOCAL DEVELOPMENT FRAMEWORK

Sustainability Appraisal Scoping Report for the Lewisham Town Centre Area Action Plan

Prepared for Lewisham Borough Council By

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MAY 2005



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Summary

FaberMaunsell's Sustainable Development Group has been appointed by Lewisham Borough Council to assist them in preparing a **Sustainability Appraisal for the draft Lewisham Town Centre Area Action Plan**, as part of the process prior to its adoption as a Local Development Document. A number of documents and studies set the scene for the preparation of the Area Action Plan. These include the Lewisham UDP, the London Plan, the Lewisham Gateway SPG and the draft Lewisham Town Centre Development Strategy.

The ODPM summarises **the aim of Sustainability Appraisal** as follows:

“The purpose of SA is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans.”

The scoping report includes:

- The Area Action Plan objectives;
- The other plans, programmes and objectives relevant to the plan, with information on synergies or inconsistencies;
- Baseline information, either already collected or still needed, with notes on sources and difficulties encountered;
- Social, environmental, and economic issues identified;
- The proposed Sustainability Appraisal Framework, including the sustainability appraisal objectives and indicators (and targets where these are proposed), and an explanation of how they were chosen;
- Proposals for the structure and level of detail of the Initial SA Report.

Lewisham Town Centre is in a dynamic and strategic location in southeast London. The town centre is especially well connected to central London by rail and DLR and has developed as an important retail and service centre, centred on the historic street market, and the Riverdale Shopping Centre.

The following **key area objectives for the plan** have been proposed, as follows:

- **Theme 1 – Housing:** To maximise the provision of high quality housing in the heart of Lewisham town centre, of a range of unit size and tenure type; and, in line with the London Plan (2004), to meet housing need, deliver an appropriate level of affordable housing, and implement sustainable patterns of housing development with highest densities focused at highly accessible public transport interchanges.
- **Theme 2 – Retail and town centre status:** To support and improve the vitality and viability of Lewisham Town Centre, with a view to achieving Metropolitan status
- **Theme 3 – Urban Design:** To promote a design-led approach to new development in Lewisham Town Centre
- **Theme 4 – Employment:** To support an appropriate supply of employment generating uses and sites within the town centre
- **Theme 5 – Open space/recreation:** To maintain, protect and improve the supply of open space within the Town Centre, and to incorporate recreational and open space within new developments
- **Theme 6 – Transport:** To encourage more sustainable patterns of transport development in Lewisham Town Centre

- **Theme 7 – Environment:** To support the principles of environmentally sustainable development at the local scale
- **Theme 8 – Leisure and community:** To support Lewisham Town Centre in becoming a more accessible and socially inclusive place with adequate provision of community and leisure facilities
- **Theme 9 – Implementing and monitoring the AAP:** To develop an AAP which responds to local and strategic context

Key sustainability issues for Lewisham Town Centre have been identified from a review of baseline information, published reports, and the feedback from a number of consultation exercises. These issues are included, in Section 9.

Based on the evidence gathered, this scoping report sets out **a framework for appraising the Area Action Plan** against a set of sustainability objectives. This appraisal will continue through the process of the preparation of successive drafts and will be reported on at two key stages before the Area Action Plan is adopted.

The **sustainability appraisal objectives** have been tailored to reflect local concerns as well as national and regional issues. The sustainability appraisal framework may also serve as the basis for monitoring eventual implementation of the Area Action Plan.

The proposed sustainability appraisal objectives are as follows:

Ref	Topic	Sustainability Appraisal Objectives
Social		
Soc1	Affordable homes	To increase the provision of high quality affordable homes with good connectivity to public transport
Soc2	Decent homes	To increase the provision of housing that meets decent homes standards
Soc3	Access to river	To increase recreational access to the Quaggy and Ravensbourne rivers
Soc4	Community facilities	To increase the provision of accessible and inclusive everyday facilities
Soc5	Heritage	To protect and enhance heritage buildings
Soc6	Culture	To protect and enhance cultural diversity
Soc7	Crime	To reduce crime levels in the town centre
Soc8	Education	To increase access to lifelong learning
Soc9	Social inclusion	To improve access to amenities for vulnerable members of the community.
Soc10	Road safety	To improve pedestrian safety in the town centre
Soc11	Health	To improve inclusive access to local healthcare facilities
Soc12	Noise	To reduce noise from road traffic, construction and industry
Soc13	Open space	To increase the quality and provision of publicly accessible open spaces
Environmental		
Env1	Effects of climate change	To reduce the risk and effects of flooding
Env2	Sustainable transport	To reduce dependency on private cars
Env3	Renewable energy	To increase on-site renewable energy provision

Ref	Topic	Sustainability Appraisal Objectives
Env4	Energy efficiency	To increase the energy efficiency performance of existing buildings
Env5	Waste and recycling	To increase the amount of waste recycling
Env6	Water use	To provide sustainable sources of water
Env7	Air quality	To improve air quality
Env8	Biodiversity	To value, protect and enhance biodiversity
Economic		
Eco1	Retail offer	To increase the diversity of the retail offer
Eco2	Evening economy	To encourage a vibrant, well-managed evening economy
Eco3	Local business	To increase density of local business
Eco4	Employment opportunities	To increase access to local employment

Following the publication of this Scoping Report, the Sustainability Appraisal will inform and develop in step with production of the Area Action Plan. The **next steps in the Sustainability Appraisal** process are as follows:

- Consultation on the Scoping Report;
- Consultation on the Sustainability Appraisal (coinciding with consultation on issues and options for the Area Action Plan);
- The Sustainability Appraisal Report;
- Consultation on the Sustainability Appraisal Report (coinciding with consultation on the Area Action Plan);
- Monitoring and Review.

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1. Background

FaberMaunsell's Sustainable Development Group has been appointed by Lewisham Borough Council to assist them in preparing a Sustainability Appraisal for the Lewisham Town Centre Area Action Plan.

1.1. The Area Action Plan and Local Development Framework

The preparation of a **Sustainability Appraisal for the draft Lewisham Town Centre Area Action Plan** is part of the process prior to its adoption as a Local Development Document. Area Action Plans, like this one being prepared for Lewisham Town Centre, are Development Plan Documents. Development Plan Documents are one of a number of types of Local Development Documents that make up the Local Development Framework. A number of documents and studies set the scene for the preparation of the Area Action Plan. These include the Lewisham UDP, the London Plan, the Lewisham Gateway SPG and the draft Lewisham Town Centre Development Strategy.

1.2. Sustainability Appraisal and the SEA Directive

Sustainability Appraisal of Development Plan Documents is a requirement of the 2004 Planning and Compulsory Purchase Act. The provisions for Sustainability Appraisal in the Act are distinct from the requirements of "Directive 2001/42/EC of the European Parliament and of the Council...on the assessment of the affects of certain plans and programmes on the environment", known as the SEA (Strategic Environmental Assessment) Directive. The SEA Directive is implemented in UK legislation by the SEA Regulations.

This Sustainability Appraisal is being undertaken with reference to draft guidance on Sustainability Appraisal published by the Office of the Deputy Prime Minister. This guidance "is intended to ensure that Sustainability Appraisals meet the requirements of the SEA Directive, and...widens the Directive's approach to include social and economic as well as environmental issues."

The Sustainability Appraisal of the Lewisham Town Centre Area Action Plan is intended to meet both the requirement for a Sustainability Appraisal and the requirements of the SEA Directive.

1.3. Purpose of Sustainability Appraisal

The ODPM summarises the aim of a Sustainability Appraisal as follows:

"The purpose of SA is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans.

[It] should:

- *Take a long-term view of whether and how the area covered by the plan is expected to develop, taking account of the social, environmental, and economic effects of the proposed plan;*
- *Provide a mechanism for ensuring that sustainability objectives are translated into sustainable planning policies;*
- *Reflect global, national, regional and local concerns;*
- *Provide an audit trail of how the plan has been revised to take into account the findings of the SA;*
- *Form an integral part of all stages of plan preparation, and*
- *Incorporate the requirements of the SEA Directive."*

1.4. The Sustainability Appraisal Process

This Sustainability Appraisal is being conducted following guidance (currently at the consultation stage) published by the Office of the Deputy Prime Minister. The guidance describes Sustainability Appraisal as:

“an iterative process that identifies and reports on the likely significant effects of the plan and the extent to which implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined.”

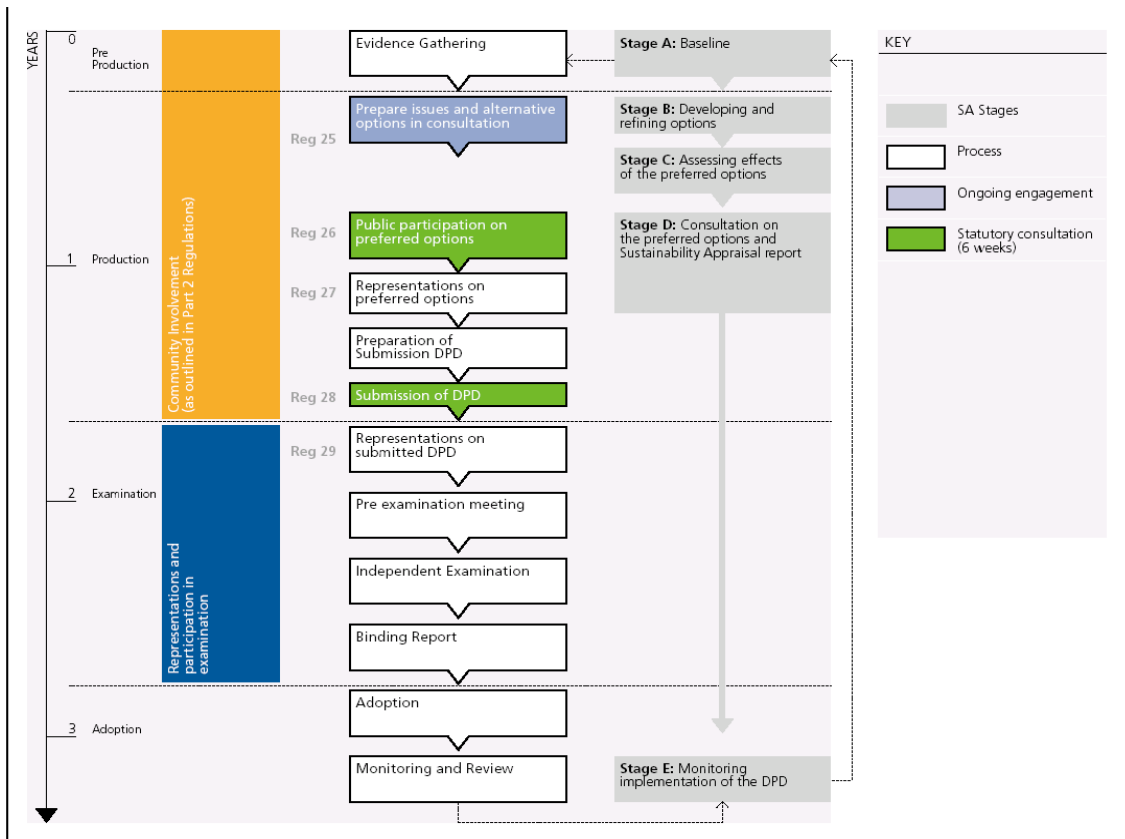


Figure 1. Development Plan Document Preparation Process

1.5. Approach to developing Sustainability Appraisal Framework

Figure 3 summarises the process of developing the proposed Sustainability Appraisal Framework from; the review of existing plans and programmes; the baseline information and the results of consultation. The proposed objectives are based on the Social, Environmental and Economic issues that have been identified.

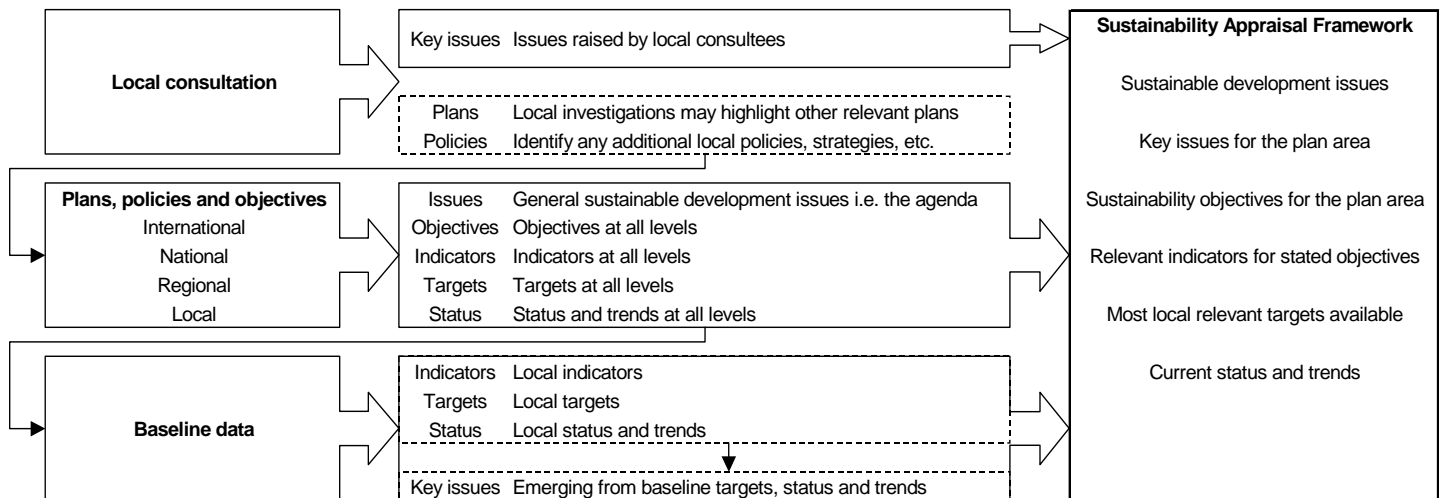


Figure 2: Approach to developing Sustainability Appraisal Framework

1.6. Next Steps in the Appraisal

Following the publication of this Scoping Report, the Sustainability Appraisal will inform and develop in step with production of the Area Action Plan as follows:

- Consultation on the Scoping Report
- Initial Sustainability Appraisal Report
- Consultation on the Initial Sustainability Appraisal (coinciding with consultation on issues and options for the Area Action Plan)
- The Sustainability Appraisal Report
- Consultation on the Sustainability Appraisal Report (coinciding with consultation on the Area Action Plan)
- Monitoring and Review.

1.7. Consultation on the Scoping Report

Planning Policy Statement 1 sets out the principles that the Government believes should underpin community involvement in the planning process. It is clear that Sustainability Appraisal should also involve the public and time is built into the process for consultation at each stage.

The SEA Directive gives rise to specific requirements for consultation with the public and stakeholders. It requires authorities to consult “the public affected or likely to be affected by, or having an interest in” a plan. It also gives rise to the requirement that authorities which, because of their social, environmental and economic responsibilities, are likely to be concerned by the effects of implementing the plan must be consulted on the scope and level of detail of the information to be included in the SA Report.

In the SEA Regulations the Government has designated four consultation bodies:

- the Countryside Agency,
- English Heritage,
- English Nature, and
- the Environment Agency,

as “authorities with environmental responsibility” (or “consultation bodies”), in relation to the SEA Directive. Additional bodies may be designated as “specific consultation bodies” in the Regional Planning and Local Development Regulations.

The public and the statutory authorities discussed above must be consulted on the plan issues and options – and the sustainability appraisal of these issues and options – at the appropriate time.

As explained in section 1.2 “Sustainability Appraisal and the SEA Directive”, this sustainability appraisal is intended to meet both the requirement for a Sustainability Appraisal and the requirements of the SEA Directive.

Consultation on the scoping report in advance of the preparation of the Area Action Plan helps to ensure that all the key local and wider environmental, social and economic issues relevant to the plan have been identified. This will make the sustainability appraisal comprehensive and robust enough to support the Area Action Plan during the later stages of full public consultation and examination.

2. The Purpose and contents of the Scoping Report

This section explains the purpose and contents of the Scoping Report.

2.1. Purpose of the Scoping Report

The Sustainability Appraisal Scoping Report summarises the outcomes of the tasks (see Figure 2) undertaken during the first stage of the development of the Area Action Plan, before the first draft of the plan is produced. These tasks focus mainly on:

- Identifying the key local and wider environmental, social and economic issues relevant to the plan;
- Showing how the issues identified will be used as the basis for a sustainability appraisal framework to compare plan options and support monitoring of the implementation of the plan.

PRE-PRODUCTION
SA stages and tasks
<p>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</p> <ul style="list-style-type: none"> • Develop and agree appraisal methodology and programme. • Ensure stakeholder involvement in the appraisal process has been included in the SCI. • Identify and review other relevant policies, plans and programmes, and sustainable development objectives that will affect or influence the DPD and undertake LDF surveys (A1). • Collect relevant social, environmental and economic baseline information and produce a characterisation of the DPD area (A2). • Identify key sustainability issues for the SA to address (A3). • Develop the SA framework, consisting of the sustainability objectives, indicators and targets (A4). • Test the DPD objectives against the sustainability objectives and whether the DPD objectives are consistent with one another (A5). • Produce a Scoping Report and consult relevant authorities, the public and other key stakeholders on the scope of the appraisal and the key issues and possible options for solutions (A6).

Figure 3. Pre-production tasks - first stage of Sustainability Appraisal

2.2. Contents of the Scoping Report

The scoping report includes the following:

- The Area Action Plan objectives;
- The other plans, programmes and objectives relevant to the plan, with information on synergies or inconsistencies;
- Baseline information, either already collected or still needed, with notes on sources and difficulties encountered;
- Social, environmental, and economic issues identified;
- The proposed Sustainability Appraisal Framework, including the sustainability appraisal objectives and indicators (and targets where these are proposed), and an explanation of how they were chosen;
- Proposals for the structure and level of detail of the Initial SA Report.

3. Lewisham Town Centre Context

This section introduces the Lewisham Town Centre area, for which an action plan is being prepared and summarises the strategic and local context.

3.1. Location

Lewisham is an inner London Borough covering around 14 square miles, located in south east London. It is a vibrant and diverse Borough, home to more than 240,000 people. It is in a dynamic and strategic location and designated as a Major Centre within the London Plan. **Lewisham Town Centre** is especially well connected to central London by rail and DLR and has developed as an important retail and service centre, centred on the historic street market, and the Riverdale Shopping Centre.

In addition, Lewisham is located within the Thames Gateway area of London. The Thames Gateway (TG) is the name given to the area that extends from Lewisham and Tower Hamlets in London to Tilbury in Essex and the Isle of Sheppey in Kent. This area has been identified by Government as the main area for development growth in the South East. Lewisham is part of the Thames Gateway and a member of the London Partnership set up to achieve social, cultural, economic and physical regeneration in this part of London and beyond.

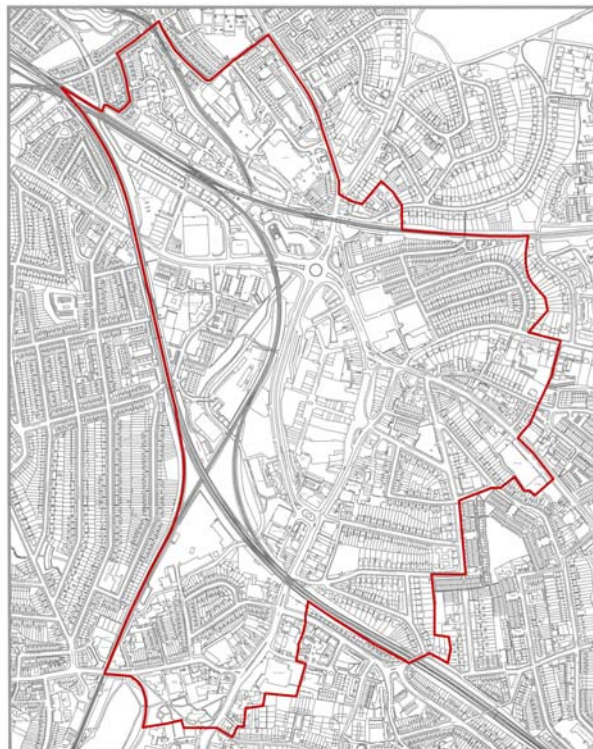


Figure 4: Proposed Area Action Plan boundary

Lewisham Council is the largest single employer in the Borough. The Council is crucial in many activities that affect the lives of Lewisham residents, including the quality of the environment, education, community care, and housing. As a framework for implementing the Council's many functions a number of strategy documents are produced. Some of these, such as the Housing Investment Programme (HIP), the Interim Transport Plan and Single Regeneration Budget (SRB) schemes, are used to both set out policy and bid to central government for finance. Some are statutory such as the Economic Development Plan and others are informal such as the Community Safety Plan. Many of the Council's activities involve other partners and often strategic documents are produced in co-operation with these partners. The Local Agenda 21 Plan, the Biodiversity Action Plan and the Lewisham Challenge Partnership are all examples of such documents.

4. Lewisham Town Centre Area Action Plan Vision

Lewisham Council and the Lewisham Strategic Partnership have adopted a vision for the borough as set out in the Community Strategy. This vision statement is:

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

The specific vision for Lewisham Town Centre is as follows: 'Lewisham Town Centre will be a metropolitan destination of exceptional quality; a bustling urban centre and first class shopping and leisure destination. The town centre will benefit from sustainable and diverse new residential communities, attractive waterfront environments and a network of vibrant public parks, streets and open spaces.'

The challenge is how this vision is implemented through a spatial and land use framework. This framework will be developed using the following themes:

i. Creating a first class environment

- To deliver the highest quality environment throughout the town centre for the benefit of all its users and to encourage new inward investment.
- To improve Lewisham's river environments.

ii. Developing a prosperous economy

- To ensure that the town centre economy prospers and flourishes.
- To prioritise investment in existing town centre businesses, including the market and independent retailers.
- To make the centre a more attractive place to invest and to achieve Metropolitan status.
- To develop a diverse, vibrant, high quality and well-managed evening economy.

iii. Ensuring effective linkages and movement

- To improve public transport; pedestrian and vehicular networks in the town centre, and opening up links between the town centre and the residential communities to the east and west.

iv. Fostering sustainable, well-served communities

- To enhance amenity and improving quality of life, safety and perceptions of safety, and provide new community facilities.
- To create significant numbers of new homes in the town centre, creating new balanced and sustainable communities.
- To deliver the highest levels of social, environmental and economic sustainability, and encourage sustainable building technologies
- To improve sense of place identity and foster civic pride through the provision of a network of high quality streets and public spaces, and high quality new development.

5. Area Action Plan Objectives

The following objectives have been derived utilising the results of the review of policy, programmes and objectives. The objectives have been organised by theme, to ensure that the AAP covers the full scope of issues and topics defined by statutory documents in the planning framework and contextual strategic documents. The amended objectives will then feed into the Issues/Options phase and the parallel Sustainability Appraisal process.

- **Theme 1 – Housing:** To maximise the provision of high quality housing in the heart of Lewisham town centre, of a range of unit size and tenure type; and, in line with the London Plan (2004), to meet housing need, deliver an appropriate level of affordable housing, and implement sustainable patterns of housing development with highest densities focused at highly accessible public transport interchanges.
- **Theme 2 – Retail and town centre status:** To support and improve the vitality and viability of Lewisham Town Centre, with a view to achieving Metropolitan status
- **Theme 3 – Urban Design:** To promote a design-led approach to new development in Lewisham Town Centre
- **Theme 4 – Employment:** To support an appropriate supply of employment generating uses and sites within the town centre
- **Theme 5 – Open space/recreation:** To maintain, protect and improve the supply of open space within the Town Centre, and to incorporate recreational and open space within new developments
- **Theme 6 – Transport:** To encourage more sustainable patterns of transport development in Lewisham Town Centre
- **Theme 7 – Environment:** To support the principles of environmentally sustainable development at the local scale
- **Theme 8 – Leisure and community:** To support Lewisham Town Centre in becoming a more accessible and socially inclusive place with adequate provision of community and leisure facilities
- **Theme 9 – Implementing and monitoring the AAP:** To develop an AAP which responds to local and strategic context

6. Relevant Plans, Programmes and Objectives (Task A1)

This section summarises plans and programmes and related sustainability objectives established at other levels of the planning system that are relevant to the sustainability appraisal of the Lewisham Town Centre Area Action Plan.

Sustainability Appraisals of Local Development Documents should take account of sustainability policies and objectives set at other levels of the planning system, e.g. in relation to Regional Spatial Strategies and national Planning Policy Statements (or Regional Planning Guidance and Planning Policy Guidance, which they replace respectively). National and international policy and objectives should also be considered where they are relevant.

The table in **Annex A** summarises a number of regional and local plans and programmes that have been reviewed with a view to identifying policies, objectives and baseline information of relevance to the Lewisham Town Centre area.

The relevant strategic and local plans and programmes and documents reviewed were:

- The London Plan
- Neighbourhood Renewal Strategy
- European Community Biodiversity Strategy 1998
- Draft PPS9 Biodiversity and Geological Conservation
- Connecting with London's Nature - Mayor's Biodiversity Strategy
- Draft local biodiversity action plan - a natural renaissance for lewisham
- PPG 17: planning for open spaces, sport and recreation
- Open space strategy for Lewisham 2004 - 2009
- Planning Policy Guidance 3 - Housing
- Planning Policy Statement 3 - Housing (draft)
- Lewisham housing commission - final report (2000)
- Lewisham housing strategy 2004 - 2007
- Lewisham Homelessness Review And Homeless Strategy 03-06
- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 12 Local Development Frameworks
- Planning Policy Guidance 15 Planning and the Historic Environment
- PPG 16 Archaeology and Planning
- By Design: Urban Design in the Planning System - Towards Better Practice
- Creative Lewisham - Lewisham Cultural and Urban Development Commission
- RPG3A Supplementary Guidance on the Protection of Strategic Views in London
- Circular 5/94 Planning Out Crime
- Lewisham Environmental Policy / Statement 2002
- Draft PPS10 and PPG10: Sustainable Waste Management
- Mayor of London's Municipal Waste Management Strategy
- Draft lewisham municipal waste strategy 2004/05 - 2009/10
- Energy white paper - our future, creating a low carbon economy
- PPS22: Renewable Energy
- Mayor of London 'Green Light To Clean Power' Energy Strategy
- Lewisham Energy Policy (2001)
- UK Air Quality Strategy - Working Together for Clean Air

- Cleaning London's Air - Mayors Air Quality Strategy
- Draft Lewisham Local Air Quality Action Plan - Dec 2003
- PPS23: Planning and Pollution Control
- PPG24: Planning And Noise
- The Mayor's Ambient Noise Strategy
- Draft Lewisham Contaminated Land Strategy 2001
- PPG25: Planning and The Floodplain
- PPG14: Development on Unstable Land
- London Borough of Lewisham Draft Climate Change Strategy
- Planning Policy Guidance 6 - Town Centres And Retail Development
- Draft planning policy statement 6
- Use classes amendment order 2005
- Planning policy guidance 4 - industrial and commercial development & small firms
- Lewisham Economic Development Business Plan 2004
- Planning Employment Land Reviews. Guidance Note ODPM 2004
- Creative Lewisham - Lewisham Cultural and Urban Development Commission
- Lewisham Local Cultural Strategy
- GLA Supplementary Planning Guidance on Industrial Capacity
- Planning Policy Guidance 13: Transport (2001)
- A New Deal for Transport: Better for Everyone (1998)
- Transport 2010: Meeting the Local Transport Challenge (2000)
- The Future of Transport White Paper (2004)
- The Mayor's Transport Strategy (2001)
- The London Road Safety Plan (2001)
- London Borough of Lewisham - Local Interim Implementation Plan (2002-2003)
- Planning policy guidance 17: Planning for Open Space, Sport And Recreation (2002)
- Planning Policy Statement 1: Delivering Sustainable Development
- Education and skills - Delivering Results a Strategy to 2006 (revised 2002)
- Sustainable Development Action Plan for Education and Skills (2003)
- Delivering Choosing Health: Making Healthier Choice Easier (2004)
- NHS and Urban Planning in London - Final Report (2003)
- Community Strategy (2003-2013)
- Lewisham Health Improvement and Modernisation Plan (2002-2005)
- Lewisham Education Development Plan (2002-2007)
- School Organisation Plan for the London Borough Of Lewisham (2004-2009)
- Lewisham - Skills for Life Programme (2002-2010)
- Lewisham Early Years Development and Childcare Partnership Implementation Plan

The social, economic and environmental issues that were identified from this review are summarised in Section 9 and included in detail in **Annex D**.

7. Baseline Information (Task A2)

This section sets out relevant baseline sustainability information that has been identified and which can inform the selection of objectives, the setting of quantitative targets and later monitoring of plan implementation. Baseline information identified is summarised in **Annex B**.

7.1. Purpose of Baseline Information

Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability issues and alternative ways of dealing with them. For each indicator selected, there should ideally be enough information to answer the following questions:

- How good or bad is the current situation? Do trends show that it is getting better or worse?
- How far is the current situation from any established thresholds or targets?
- Are particularly sensitive or important elements of the receiving environment affected (e.g. people, resources, species, habitats)?
- Are the problems reversible or irreversible, permanent or temporary?
- How difficult would it be to offset or remedy any damage?
- Have there been significant cumulative, synergistic or indirect effects over time? Are there expected to be such effects in the future?

7.2. Sources of Baseline Information

The following sources of baseline information were used to produce this report:

- ODPM Local Government Performance website: <http://www.bvpi.gov.uk/pages/Index.asp>
- The State of the Borough: An Economic, Social and Environmental Audit of Lewisham, June 2004
- Lewisham Strategic Partnership, Quality of Life Survey 2004.
- Lewisham Primary Care Trust, Lewisham Health Profile, available at: <http://www.lewishampct.nhs.uk>
- Environmental Research Group, King's College London, December 2004, Air Quality In London, Year Ending 30th June 2004
- Metropolitan Police Service Crime Statistics available at <http://www.met.police.uk/crimefigures>
- A Natural Renaissance for Lewisham: Lewisham Biodiversity Action Plan, Lewisham Biodiversity Partnership (LewBP)
- Biodiversity information for Lewisham was also found at <http://www.ukbap.org.uk>
- Quaggy Waterways Action Group available at <http://www.qwag.org.uk/quaggy>
- <http://www.environment-agency.gov.uk/maps> for information on river quality assessments
- National Statistics Website, for local statistics at: <http://neighbourhood.statistics.gov.uk/dissemination/NeighbourhoodProfileSearch.do?areald=276765>
- Urban Renaissance in Lewisham: Health and Social Impact Assessment, March 2004.
- Ancer Spa Development, Regeneration & Planning Consultants, Lewisham Economic Development Business plan, Final Report.
- Lewisham Housing Commission, Housing in Lewisham From Vision to Reality, April 2000.
- London Borough of Lewisham, Homelessness Review & Homelessness Strategy, 2003-2006.
- Lewisham Borough Council, The Strategy, Housing Investment Strategy 2004-2007.
- Lewisham Local Strategic Partnership, Neighbourhood Renewal Strategy, 2002-2005.
- Lewisham Strategic Partnership, community strategy 2003 - 2013.
- London Air Quality Network at <http://www.londonair.org.uk/london/asp/home.asp>
- Draft Climate Change Strategy, Adaptive Solutions to Climate Change
- The Lewisham Health Improvement And Modernisation Plan (HIMP), Lewisham Borough Council

- Lewisham Online at <http://www.lewisham.gov.uk/>
- Department of Transport, Focus in Personal Travel, 2005 Edition.
- Lewisham Energy Policy 2001, Lewisham Borough Council
- Interim Local Implementation Plan 2002-2003), Lewisham Borough Council
- Lewisham Local Cultural Strategy, December 2002, Lewisham Borough Council
- Nathaniel Lichfield & Partners, London Borough of Lewisham, Retail Capacity Assessment and Site Allocation Study, July 2004.
- Mayor of London, London Office Policy Review 2004: A Review of Office Market Trends in 2003/4 and Their Implications for Strategic Planning Policy

7.2.1. Practical Considerations and Limitations

A practical approach is required to both the collection of baseline information and the handling of any gaps now and in the future. In general this scoping report relies on the baseline information listed in **Annex B**, however no fieldwork or any additional surveys were undertaken.

Much of the baseline information available is generic to the region or local authority, rather than specific to Lewisham Town Centre Action Plan Area and surrounding areas. This is not an exceptional situation and in most cases does not affect the usefulness of the information in relation to the sustainability appraisal indicators and objectives.

The social, economic and environmental issues that were identified from this review are summarised in Section 9 and included in detail in **Annex D**.

8. Issues From Consultations and Studies

Urban Practitioners consulted on “Lewisham Town Centre Development Strategy” (August 2004). Consultation was undertaken with key stakeholders through processes such as Steering group meetings; Lewisham Town Centre Walking Audit Event; Lewisham Information Day (Questionnaire); and Stakeholder meetings with Councillors, Council Officers, Landowners, Lewisham Association of Street Traders, the Voluntary sector and other key local representatives. The key issues identified are included in **Annex C**.

A consultation process was also undertaken for ‘Urban Renaissance Lewisham: Health and Social Impact Assessment’, March 2004. The stakeholders consulted were defined by the following categories: strategic, service providers, local residents, transient and whole population. A range of approaches was adopted to engage people in the evidence gathering. The methods included: publishing the study through articles in local newsletters, holding workshops for groups such as Primary Care Trust staff, making visits to groups such as tenants and residents associations, devising a school based programme which ran throughout one week, undertaking one-to-one interviews and making questionnaires available where people did not have time to have a discussion or workshop.

The social, economic and environmental issues that were identified from this review are summarised in Section 9 and included in detail in **Annex D**.

9. Summary of Key Sustainability Issues for the SA (Task A3)

This section summarises the important sustainability issues for the Lewisham Town Centre area, with reference to the analysis of issues identified in other plans and programmes.

The key sustainability issues for Lewisham Town Centre are derived from:

- Results of review of Relevant Plans, Programmes and Objectives
- Results of review of Baseline Information
- Issues from Consultation and studies

Key issues and problems	Source
Social	
<p>Lewisham is a particularly affordable borough, benchmarked regionally. However, it is estimated that, in Lewisham, between 7,250 and 12,950 additional affordable dwellings might be required over the next 8 years (from 2000) to meet future housing needs in full. Demand will be fuelled by growth in the number of households locally as well as internal and international migration (including asylum seekers seeking residency in Lewisham)</p> <p>This fits with the London Plan requirement to provide more affordable housing in the Borough.</p> <p>The Lewisham Housing Commission report calls for more flexible tenure, including part ownership and other shared housing schemes.</p> <p>The results of the recent stakeholder consultation identified that there was an issue with access to affordable housing.</p>	<p>Vision to Reality, Lewisham Housing Commission Report, April 2000).</p> <p>The Strategy: Housing investment Strategy 2004-2007, Lewisham).</p>
<p>The percentage of homes that do not meet decent homes standards has been reduced within the last 5 years, however the number of unfit homes is still high.</p> <p>Proportion of local authority houses designated non-decent in 2004 was 65.2% compared to London's figure of 45.9% and a Great Britain average of 40.7%. (Source: The State of the Borough 2004).</p>	<p>BV184a: http://www.bvpi.gov.uk/pages/calculate.asp#nowhere</p> <p>The State of the Borough 2004</p> <p>The Strategy: Housing Investment Strategy 2004-2007.</p>
<p>There is currently poor access to the rivers. Ravensbourne is the most engineered river in the Greater London area, and along much of its course is culverted, channelled or covered.</p> <p>The results of the recent stakeholder consultation identified a key issue as being poor access to the rivers.</p>	<p>A natural renaissance for Lewisham , Lewisham Biodiversity Action Plan</p> <p>Consultation Results</p>
<p>The London Plan requires spatial planning of major public services (Community, health, education). The Plan requires availability of and accessibility to a range of quality community services, particularly education and health in LTC. Protection and enhancement of social infrastructure and community facilities.</p> <p>The results of the recent stakeholder consultation identified a lack of sports/leisure facilities and that there is a lack of facilities for young people.</p>	<p>The London Plan</p> <p>Consultation Results</p>

Key issues and problems	Source
<p>Need, through heritage projects, to improve the quality of life for people living in the Borough and to use heritage to support education and lifelong learning</p> <p>Creative Lewisham report states that note should be taken of cultural and heritage factors in relation to sustainability.</p> <p>The Borough's built heritage includes:-</p> <ul style="list-style-type: none"> • 25 building conservation areas and 540 listed buildings (2 Grade I, 18 Grade II* and 520 Grade II). • Over 100 of these listed buildings in public use, including the Horniman Museum, the Manor House - Lee, former Lewisham Library, Hither Green Library, Forest Hill Library, Lewisham Clock Tower, Lewisham Police Station, the Broadway Theatre, Lewisham Art House and Beckenham Place Park 	<p>Lewisham Local Cultural Strategy</p> <p>Creative Lewisham - Lewisham Cultural and Urban Development Commission</p>
<p>Lewisham Local Cultural Strategy states that the importance of recognising the potential of culture to contribute to wider sustainability objectives. Culture is a medium for achieving improvements in the built environment, the local economy, skills development and quality of life. Through heritage projects, to improve the quality of life for people living in the Borough and to use heritage to support education and lifelong learning.</p> <p>Creative Lewisham report states that '<i>note should be taken of cultural and heritage factors in relation to sustainability</i>'. Creative Lewisham has a policy promoting creative industries, especially in the north of the borough.</p>	<p>Lewisham Local Cultural Strategy</p> <p>Creative Lewisham - Lewisham Cultural and Urban Development Commission</p>
<p>Lewisham Town Centre status as the main shopping destination in the borough affects levels of crime and community safety in the area. The transport interchange and links to much smaller shopping areas means there are a high volume of people in the streets, both as potential victims and perpetrators.</p> <p>Lewisham ranks 56th for total offences out of 376 English and Welsh local authorities – with 60 crimes recorded per 1,000 inhabitants.</p> <p>48% of Lewisham residents feel safe outside in their local area after dark and 35% feel unsafe. Crime and safety has the biggest overall impact on levels of satisfaction with 55% of those who feel unsafe during the day stating that they are dissatisfied with the local area.</p>	<p>The State of the Borough Report.</p> <p>Urban Renaissance Lewisham, Health and social Impact assessment</p> <p>Metropolitan Police http://www.met.police.uk/ (relevant calculation spreadsheet available)</p> <p>Quality of Life Survey, 2004</p>
<p>About a quarter of the population in Lewisham aged 16 to 74 do not have any qualifications. This is similar to the picture in London, but slightly better than England as a whole.</p> <p>Based on BVPI results for 2003/2004, Lewisham came 132nd out of 147 authorities examined in rank, for the percentage of pupils achieving A-C in more than 5 GCSE's. Over the last five years, standards in education, as shown by the Standard Assessment Tests (SATs), have also improved in respect of younger students in the area.</p> <p>The School Organisation Plan requires adequate provision of school facilities to promote higher standards of achievement. The Plan also sets requirements to equip people with the skills they need for continuing education and employment.</p>	<p>NHS Local Information database http://www.lewishampct.nhs.uk/index.php?PID=000000145</p> <p>Education Development Plan, Lewisham</p> <p>Best Value performance indicator 38 http://www.bvpi.gov.uk/pages/calculate.asp#nowhere.</p> <p>School organisation Plan for The London Borough of Lewisham (2004-2009)</p>

Key issues and problems	Source
<p>The London Plan requires a reduction in welfare dependency; an increase in the life chances of vulnerable members of the community and to help local communities to develop the capacity to support themselves, act independently, and participate in providing services. Improve the effectiveness, efficiency and sustainability of local public services.</p> <p>The results of the recent stakeholder consultation identified a key issue as being the need for access for elderly and disabled people in the town centre.</p>	<p>The State of the Borough Report NHS Local Information database http://www.lewishampct.nhs.uk/index.php?PID=000000145</p> <p>National Statistics website/Neighbourhood Section http://neighbourhood.statistics.gov.uk/dissemination/AreaProfile2.do?tab=6</p> <p>The London Plan Consultation Results</p>
<p>Based on BVPI results, Lewisham comes 16th out of the 147 ranked authorities in terms of number of fatal or serious transport accidents (2003-2004 figures).</p> <p>The number of road accidents (serious/fatal) has been reduced. Between 2001-2002 reduction was 3.2% and between 2003-2004 reduction of 8.5%.</p> <p>The results of the recent stakeholder consultation identified problems with pedestrian safety, particularly in the high street (conflict with buses and pedestrians).</p>	<p>Best Value Performance Indicators</p>
<p>Lewisham is out-performed by the majority of the comparators, with an average life expectancy rate below the national, regional and sub-regional figures. The borough has a particularly high infant mortality rate (the 34th highest in the country, 5th in the region and the highest in the sub-region) and standardised mortality ratio (6th highest in the country, the highest in the region and the sub-region). In Lewisham Central ward people reported higher levels of limiting long term illness. Lewisham Central residents have also reported lower than average good health levels. In contrast, 69.19% of Lewisham respondents reported their health as being good compared to 68.7% in England.</p> <p>The Community Strategy (2003-2013) calls for equal access to facilities and services. Improve the effectiveness, efficiency and sustainability of local public services</p>	<p>The State of the Borough, 2004 Lewisham Primary Care Trust London Health Observatory Urban Renaissance Lewisham: Health and Social Impact Assessment. Community Strategy (2003-2013)</p>
<p>Based on the Quality of Life survey conducted in 2004, road traffic and road works noise are the most problematic types of noise for Lewisham residents at 49%.</p> <p>This reflects the urban setting of Lewisham. New Cross and Evelyn have the most problem with construction and industrial noise as they are in the most industrial part of the Borough. They also perform badly on noise from neighbours.</p>	<p>Quality of Life survey conducted in 2004</p>
<p>With 415ha of Public Open Space and a resident population of 248,922 (2001 Census) Lewisham has a comparatively low 1.67 ha per 1000 population, when compared to the traditional 2.43 ha per 1000 population (NPFA '6 acre standard) It is proposed to establish a potentially achievable 1.7ha per 1000 population as a local standard for Lewisham by 2006.</p> <p>The results of the recent stakeholder consultation identified a key issue as being access to open and green space.</p>	<p>Open Space Strategy for Lewisham, 2005 - 2010. Consultation Results</p>

Key issues and problems	Source
Environmental	
<p>Lewisham households are at high risk of damage from flooding as a result of climate change. A significant proportion of the Borough lies in the floodplain of River Ravensbourne and River Quaggy. This means that a greater land area is at risk from flooding, the floods are likely to occur more frequently and the cost of any single flood event will be higher than in the past.</p> <p>The Draft Climate Change Strategy covers the mitigation against/ anticipation of climate change effects including: hotter, dryer weather, drought, increased frequency and severity of floods, effect on communities, residents and workers. Equally, the London Plan states that local effects of climate change (e.g. flood risk) are to be recognised with sustainability objectives but addressed more specifically within Core Strategy SA.</p> <p>The results of the recent stakeholder consultation identified a key issue as being the risk of flooding from the river.</p>	<p>London Borough of Lewisham Draft Climate Change Strategy</p> <p>The London Plan</p> <p>Consultation Results</p>
<p>According to State of the Borough report, Lewisham has one of the lowest proportions of people in the country travelling to work by car; the 9th highest proportion travelling to work by public transport both nationally and regionally; but a low proportion walking or cycling to work. Lewisham has a lower percentage of people walking or cycling to work, in comparison to the London average.</p> <p>Levels of connectivity in Lewisham are significantly above the national score, but the borough is not as well connected as London East, and particularly London as a whole. The average travel-to-work time is fairly typical for the sub-region and region, but high nationally (ranking 22nd). Many areas are more than 250m from a bus service. No direct bus links to e.g. Lewisham hospital, Savacentre and Lewisham town centre from many parts of the community. Rush hour trains from Grove Park do not stop between Hither Green and London Bridge so cannot be used by people working in Lewisham and New Cross.</p> <p>Planning Policy Guidance 13, Transport 2010 require sustainable transport options to reduce car dependence, this includes cyclists, walking and road safety. PPS3 requires the urban design, density and needs of people and community to come before the needs of the car.</p> <p>The results of the recent stakeholder consultation identified a key issue being the poor pedestrian environment and linkages within the town centre and that there was a barrier between the interchange and the town centre that restricts access to public transport. The consultation also identified congestion in the town centre as an issue.</p>	<p>Based on local Census 2001 data, Office of National Statistics</p> <p>Planning Policy Guidance 13: Transport (2001)</p> <p>Transport 2010: Meeting the Local Transport Challenge (2000)</p> <p>Planning Policy Statement 3 - Housing (Draft)</p> <p>Neighbourhood Renewal Strategy</p> <p>Consultation Results</p>
<p>Lewisham has bought 100% renewable electricity for council sites since December 2000, thereby saving an estimated 30,000 tonnes of carbon dioxide per annum. Lewisham is currently listed as the 11th largest user of Renewable Electricity in Western Europe.</p> <p>In addition to buying hydro electricity and other forms of renewables, Lewisham is practising sustainability by generating energy from the combustion of its domestic waste. The borough's streetlights are all powered by SELCHP, an energy from waste power station producing 30 mega watts net of electricity through the incineration of approximately 420,000 tonnes of waste per year.</p> <p>The Mayor's Green Light to Clean Power Energy Strategy requires the use of renewable energy schemes and requires a 10% contribution from on-site renewable energy for all new large developments.</p>	<p>Energy Policy, Lewisham 2001</p> <p>The Mayor's Green Light to Clean Power Energy Strategy</p>

Key issues and problems	Source
<p>Lewisham's Energy Policy also requires an increase in the proportion of energy generated from renewable energy sources.</p>	
<p>In 1994, Lewisham Borough Council carried out a Home Energy Audit in social housing stock. The survey identified an average NHER rating of 3.6.</p> <p>According to the Lewisham Housing Strategy Report, 9.57% of Lewisham owner-occupiers live in houses with SAP rating less than 30. 22.30% of private rented houses have a SAP of less than 30.</p> <p>Housing Policy target to Improve SAP rating to 60 by 2004.</p>	<p>Lewisham Housing Strategy Report</p>
<p>According to bvpi figures, Lewisham comes 137 of 350 authorities in the country in terms of kgr of hhld waste per head. At 439.7 kgr per head in 2003/2004, Lewisham is slightly below the regional average.</p> <p>Household waste recycling has increased. Between 2001 and 2002-2003 there has been an increase of 40% in the amount of household waste recycled, while between 2002-3 and 2003-2004 the increase was 14.6%.</p> <p>The incineration of 80% of its waste is helping Lewisham Council exceed the national recovery and landfill directive biodegradable waste diversion targets in advance of the target years.</p> <p>The London Plan seeks an integrated approach to waste management for the whole Borough and to consider the potential / viability of using sites in LTC for Waste Management in tandem with the Core Strategy. The Plan seeks to provide adequate storage facilities in new development in LTC.</p> <p>The Lewisham Municipal Waste Strategy requires the provision of sites for waste processing and disposal. Issues such as flytipping need to be addressed and the recycling message needs to be promoted.</p> <p>The results of the recent stakeholder consultation identified a key issue as being the refuse and associated environmental effects of the street market.</p>	<p>Best Value Performance Indicators at www.BVPI.gov.uk.</p> <p>The London Plan</p> <p>Municipal Waste Management Strategy, 2004/2005 2009/2010, London Borough of Lewisham, January 2004</p>
<p>The London Plan requires water efficiencies and adequate infrastructure and to ensure that adequate water resources and infrastructure is available in new developments.</p>	<p>The London Plan</p>
<p>A large part of the pollution in Lewisham originates from road traffic with an additional smaller amount originating from other sources. (Source: Lewisham Air Quality Action Plan).</p> <p>Air quality and traffic pollution are also considered by the public as a large problem especially in the central Lewisham wards of Lewisham Central and Rushey Green (Quality of Life Survey 2004).</p> <p>The draft Lewisham Air Quality Action Plan promotes land uses and activities that have minimum impacts on air quality.</p> <p>The results of the recent stakeholder consultation identified air quality issues associated with the level of traffic on congested roads.</p>	<p>Quality of Life Survey 2004</p> <p>Lewisham Air Quality Action Plan (December 03)</p>

Key issues and problems	Source
<p>The borough is characterised by a wide variety of green spaces and natural features that provide places for people to enjoy, such as New Cross Gate Cutting, Blackheath, the River Ravensbourne, Beckenham Place Park, and Hilly Fields.</p> <p>The Lewisham Biodiversity Action Plan includes action plans for habitats such as rivers and streams. The Quaggy and Ravensbourne rivers are identified as ecological features. The chemical and biological quality of the rivers is improving according to Environment Agency data.</p>	<p>Draft PPS9 Biodiversity and Geological Conservation Connecting with London's Nature - Mayor's Biodiversity Strategy</p> <p>Lewisham Biodiversity Action Plan http://www.environment-agency.gov.uk/maps/info/river/972019/?version=1&lang=_e</p>
Economic	
<p>The London Plan includes reference to maintain, enhance and manage LTC as a local centre. Lewisham is classified as a sub regional centre, and is ranked 165th out of 1,672 centres across Great Britain. Catford is classified as a district centre and is ranked 421st.</p> <p>The percentage of retail floorspace out of all available commercial floorspace for Lewisham is 38.3% while the equivalent figure for office accommodation is 12.9%.</p> <p>Levels of growth in retail floorspace are particularly low, perhaps because current proportions are so high (ranking 10th highest for retail in England, 6th highest in London and second in London East).</p> <p>The results of the recent stakeholder consultation identified a key issue as being the poor retail offer with no department stores and a lack of quality retail.</p> <p>The results of the recent stakeholder consultation identified a number of key issues with the street market, including mess and refuse, upgrading, improper parking</p>	<p>The London Plan</p> <p>Management Horizons' Europe UK Shopping Index 2003/2004</p> <p>Consultation results</p>
<p>The results of the recent stakeholder consultation identified a key issue as being the lack of an evening economy.</p>	<p>Consultation results</p>
<p>Lewisham ranks 24th for business and enterprise out of the 408 British local authorities, positioned in the middle of the comparators.</p> <p>Local business stock increased by almost 20 per cent between 1994-2003, a very high growth rate benchmarked nationally (ranking 35th).</p> <p>Despite high growth rates, business density remains comparatively low and the business community seems dominated by small businesses.</p> <p>The results of the recent stakeholder consultation identified a lack of sites for business incubation.</p>	<p>Lewisham Education Development Plan (2002-2007)</p>
<p>According to the 2004 English Indices of Multiple Deprivation, Lewisham has an overall rank of 57 out of 354 local authorities. Of particular concern is Lewisham's levels of income deprivation, the 28th highest in the country; barriers to housing and services deprivation, the 27th highest in the country; crime deprivation (ranking 63rd) and living environment deprivation (ranking 35th). Bellingham, Downham, Deptford and New Cross are marked as the most deprived areas.</p> <p>The unemployment rate for Lewisham is 6.7% compared to 4.7% in Greater London. Unemployment is a principal cause of poverty and social exclusion. Approximately 29% of Lewisham's unemployed have been out of work for over 2 years and just over 10% have been unemployed for over 3 years. 44.7% of unemployed residents have</p>	<p>State of our Borough, June 2004</p> <p>Planning Employment Land Reviews: Guidance Note ODPM 2004</p>

Key issues and problems	Source
been out of work for over 6 months. The Planning Employment Land Reviews calls for a review of existing employment sites in terms of sustainability objectives.	

10. Proposed Sustainability Appraisal Framework (Task A4)

This section sets out the framework that will be used to conduct the sustainability appraisal of the Lewisham Town Centre Area Action Plan.

10.1. Introduction

10.1.1. Purpose of the Sustainability Appraisal Framework

The SA Framework provides a way in which sustainability effects can be described, analysed and compared. It is central to the SA process.

10.1.2. Summary of the Appraisal Framework

Overall the framework consists of distinct objectives, for each of which one or more indicators are identified. Ideally each indicator has an associated quantitative target, usually dependent on the availability of appropriate baseline information.

Understanding Sustainability Objectives

The proposed framework is based on a set of sustainability objectives expressed in terms of the desired outcomes. For example, the Sustainability Objective Soc7 is:

To reduce crime levels in the town centre

The proposed sustainability objectives are presented in Section 10.2, along with more explanation of their derivation and intended use.

Understanding Indicators

The sustainability objectives must be amenable to measurement as far as possible. This makes them more useful in comparing options, predicting and assessing impacts, and – in some cases – in eventual monitoring during the implementation of the plan. In other words it should be possible to determine whether an objective has been achieved or not achieved. For this reason one or more measurable indicators have been identified for each objective. It should be possible to judge whether there is predicted (or actual at the plan monitoring stage) progress towards or movement away from achieving objectives based on these indicators alone.

Understanding targets and associated baseline information

Where appropriate targets have been identified, the qualitative objectives have associated targets – and preferably quantitative targets – in terms of their respective indicators. While specific targets are very useful – and quantitative targets are ideal – it is generally only possible to identify targets for objectives where relevant baseline information is available.

Baseline information can be any collection of data that documents the current status in relation to an issue and/or the historic situation. This information may be sufficient to establish whether the status of the issue can be described as good or bad and whether the trend is that the situation is getting better or worse. Both quantitative and qualitative baseline information can be of value. For example, it is useful to know both the proportion of people in an area within 500m of a bus stop, and the route of the bus and location of stops relative to desirable destinations. The latter information could be shown on a route map, for example. Some qualitative baseline information has been included in **Annex B**.

10.2. Proposed Sustainability Objectives

The sustainability objectives proposed as the basis for sustainability appraisal of the Lewisham Town Centre Area Action Plan are presented in Table 1 below.

These sustainability objectives are distinct from the plan objectives of the Area Action Plan. **Annex D** shows how the sustainability objectives were derived and how they relate to the plan objectives.

Ref	Topic	Sustainability Appraisal Objectives
Social		
Soc1	Affordable homes	To increase the provision of high quality affordable homes with good connectivity to public transport
Soc2	Decent homes	To increase the provision of housing that meets decent homes standards
Soc3	Access to river	To increase recreational access to the Quaggy and Ravensbourne rivers
Soc4	Community facilities	To increase the provision of accessible and inclusive everyday facilities
Soc5	Heritage	To protect and enhance heritage buildings
Soc6	Culture	To protect and enhance cultural diversity
Soc7	Crime	To reduce crime levels in the town centre
Soc8	Education	To increase access to lifelong learning
Soc9	Social inclusion	To improve access to amenities for vulnerable members of the community.
Soc10	Road safety	To improve pedestrian safety in the town centre
Soc11	Health	To improve inclusive access to local healthcare facilities
Soc12	Noise	To reduce noise from road traffic, construction and industry
Soc13	Open space	To increase the quality and provision of publicly accessible open spaces
Environmental		
Env1	Effects of climate change	To reduce the risk and effects of flooding
Env2	Sustainable transport	To reduce dependency on private cars
Env3	Renewable energy	To increase on-site renewable energy provision
Env4	Energy efficiency	To increase the energy efficiency performance of existing buildings
Env5	Waste and recycling	To increase the amount of waste recycling
Env6	Water use	To provide sustainable sources of water
Env7	Air quality	To improve air quality
Env8	Biodiversity	To value, protect and enhance biodiversity
Economic		
Eco1	Retail offer	To increase the diversity of the retail offer
Eco2	Evening economy	To encourage a vibrant, well-managed evening economy
Eco3	Local business	To increase density of local business
Eco4	Employment opportunities	To increase access to local employment

Table 1. Sustainability Objectives for Sustainability Appraisal of the Lewisham Town Centre Area Action Plan

10.3. Proposed Sustainability Appraisal Framework

The table shows each of the proposed sustainability objectives along with indicators that can be used to monitor achievements against the objectives.

Ref	Topic	Sustainability Appraisal Objectives	Indicators
Social			
Soc1	Affordable homes	To increase the provision of high quality affordable homes with good connectivity to public transport	Property Prices (£) Proportion of rented accommodation (number of renting households) Number of people applying for statutory homelessness. Number of homeless applications accepted. Number of households in temporary accommodation
Soc2	Decent homes	To increase the provision of housing that meets decent homes standards	Proportion of local authority houses designated non-decent (number of dwellings)
Soc3	Access to river	To increase recreational access to the Quaggy and Ravensbourne rivers	% of residents surveyed expressing satisfaction with the levels of recreational access to the river
Soc4	Community facilities	To increase the provision of accessible and inclusive everyday facilities	% of residents surveyed satisfied with the community facilities provision
Soc5	Heritage	To protect and enhance heritage buildings	Levels of investment in retaining and maintaining list buildings Condition of listed building in the local area
Soc6	Culture	To protect and enhance cultural diversity	No indicator

Ref	Topic	Sustainability Appraisal Objectives	Indicators
Soc7	Crime	To reduce crime levels in the town centre	Number of offences per 1000 of population Detailed indicators for the following: - violence against person - burglaries - robberies - violent crime - sexual offences
Soc8	Education	To increase access to lifelong learning	Adult education provision
Soc9	Social inclusion	To improve access to amenities for vulnerable members of the community.	% of residents satisfied with the levels of access to amenities % of vulnerable residents satisfied with the levels of access to amenities
Soc10	Road safety	To improve pedestrian safety in the town centre	Number of road accident casualties per 100,000 population / Serious or fatal) Detailed indicators could include: - number of road accidents with people slightly injured
Soc11	Health	To improve inclusive access to local healthcare facilities	% respondents in 'good health' Life expectancy (years) Infant mortality rates Mortality ratio % of people with lifelong limiting illnesses
Soc12	Noise	To reduce noise from road traffic, construction and industry	Number of complains to the council from noise and reason Number of complaints for noise arising from construction Number of complaints for noise arising from traffic Number of complaints from noisy neighbours

Ref	Topic	Sustainability Appraisal Objectives	Indicators
Soc13	Open space	To increase the quality and provision of publicly accessible open spaces	ha of accessible open space per 1000 population
Environmental			
Env1	Effects of climate change	To reduce the risk and effects of flooding	Number of people and properties affected by fluvial flood incidents.
Env2	Sustainable transport	To reduce dependency on private cars	Proportion of people going to work by different means I.e. private car, cycle, walk, bus, train, underground etc. Leisure trips by mode of transport. Percentage of residents surveyed using different modes of transport, reasons and distance travelled.
Env3	Renewable energy	To increase on-site renewable energy provision	Carbon dioxide savings in tonnes per annum from installation of on-site renewables reduction in carbon dioxide emissions tonnes/annum
Env4	Energy efficiency	To increase the energy efficiency performance of existing buildings	NHER, SAP rating for dwellings BREEAM for other buildings
Env5	Waste and recycling	To increase the amount of waste recycling	kgr of household waste per head per year tonnes of waste landfilled per year % household waste recycled
Env6	Water use	To provide sustainable sources of water	Water leakage Average water consumption per person per year (m3/person/year) % of dwellings that have a water meter

Ref	Topic	Sustainability Appraisal Objectives	Indicators
Env7	Air quality	To improve air quality	Number of days per year when pollution levels are moderate or higher. Number of days per year when air pollution is moderate or higher for PM10. Annual average nitrogen and sulphur dioxides concentration.
Env8	Biodiversity	To value, protect and enhance biodiversity	Changes in population of selected characteristic species. Achievement of Biodiversity Action Plan Targets
Economic			
Eco1	Retail offer	To increase the diversity of the retail offer	Retail floorspace Number of different retail functions and types accommodated in the area
Eco2	Evening economy	To encourage a vibrant, well-managed evening economy	Evening Economy - available floorspace
Eco3	Local business	To increase density of local business	Number of new businesses in the area Survival rate of new businesses
Eco4	Employment opportunities	To increase access to local employment	% unemployed council residents % of population of working age who claim unemployment benefit number of years unemployed by age

11. Comparison of DPD objectives against sustainability objectives (Task A5)

A matrix has been developed in order to compare the objectives for the plan with the sustainability appraisal objectives and find potential or obvious areas of conflict. This matrix is included on the following page.

The results of the comparison show that there are some areas of possible conflict and it is suggested that the following actions are undertaken to resolve the issues:

- Possible conflict with new affordable housing in terms of increasing car use. Add to current SA objectives to include 'with good connectivity to public transport'
- Possible conflict with new retail, residential and business development with increasing open space and protecting biodiversity. Suggest that consideration of biodiversity, open space and reducing impact on environment are included in AAP objectives
- There is possible conflict between provision of additional housing and access to healthcare, employment and other local facilities for existing and new population. AAP objectives would need to provide for this additional demand.
- Possible conflict with new development and heritage value of existing town centre. Suggest that this consideration is included in AAP objectives.

Comparison of DPD objectives against sustainability objectives (Task A5)

	Theme 1 - Housing	Theme 2 – Retail and town centre status	Theme 3 – Urban Design	Theme 4 – Employment	Theme 5 – Open space/recreation	Theme 6 – Transport	Theme 7 – Environment	Theme 8 – Leisure and community	Theme 9 – Implementing and monitoring the AAP
Soc1	Positive compatible	Positive compatible	Positive compatible	Possible conflict	Possible conflict	Possible conflict	Positive compatible	Positive compatible	Positive compatible
Soc2	Positive compatible	Positive compatible	Neutral	Neutral	Neutral	Neutral	Positive compatible	Positive compatible	Positive compatible
Soc3	Possible conflict	Neutral	Neutral	Neutral	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible
Soc4	Possible conflict	Possible conflict	Positive compatible	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc5	Possible conflict	Possible conflict	Positive compatible	Possible conflict	Neutral	Neutral	Positive compatible	Positive compatible	Positive compatible
Soc6	Possible conflict	Possible conflict	Positive compatible	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc7	Possible conflict	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc8	Neutral	Positive compatible	Positive compatible	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc9	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc10	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc11	Possible conflict	Neutral	Positive compatible	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc12	Possible conflict	Positive compatible	Positive compatible	Possible conflict	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Soc13	Possible conflict	Positive compatible	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Env1	Possible conflict	Neutral	Positive compatible	Possible conflict	Neutral	Neutral	Positive compatible	Neutral	Positive compatible
Env2	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Env3	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Neutral	Neutral	Positive compatible	Neutral	Positive compatible
Env4	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Positive compatible	Positive compatible	Positive compatible
Env5	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Neutral	Neutral	Positive compatible	Neutral	Positive compatible
Env6	Positive compatible	Positive compatible	Neutral	Positive compatible	Neutral	Neutral	Positive compatible	Neutral	Positive compatible
Env7	Possible conflict	Positive compatible	Positive compatible	Possible conflict	Positive compatible	Positive compatible	Positive compatible	Neutral	Positive compatible
Env8	Possible conflict	Possible conflict	Neutral	Neutral	Positive compatible	Neutral	Positive compatible	Neutral	Positive compatible
Eco1	Possible conflict	Positive compatible	Positive compatible	Positive compatible	Possible conflict	Neutral	Positive compatible	Positive compatible	Positive compatible
Eco2	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Positive compatible
Eco3	Possible conflict	Positive compatible	Neutral	Positive compatible	Possible conflict	Neutral	Positive compatible	Positive compatible	Positive compatible
Eco4	Possible conflict	Positive compatible	Neutral	Positive compatible	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible

12. Proposed Structure and Level of Detail for Sustainability Appraisal Report

This section sets out how the Initial Sustainability Appraisal will be carried out and how the associated Report will be structured.

12.1. Initial Sustainability Appraisal Report

12.1.1. Report structure

The initial Sustainability Appraisal Report will include the contents of this scoping report – updated as appropriate – plus the additional items shown in bold, as follows:

- **A non-technical summary of the Initial Sustainability Appraisal to support public consultation;**
- The plan objectives (including any revisions of the plan objectives as a result of the initial SA process);
- The other plans, programmes and objectives relevant to the plan, with information on synergies or inconsistencies;
- Baseline information, either already collected or still needed, with notes on sources and any problems encountered;
- Social, environmental, and economic issues identified as a result of the work undertaken;
- The SA Framework, including the suggested SA objectives and indicators (and targets where these are proposed), and how they were chosen;
- **The strategic options considered and how they were identified; Reasons for eliminating any options will be documented;**
- **Details of when the appraisal was carried out, by whom, and who was consulted;**
- **Comparison of the social, environmental and economic effects of the options and an explanation of the appraisal methodology;**
- **How social, environmental and economic issues were considered in choosing the preferred options; and**
- **Proposed mitigation measures.**
- Proposals for the structure and level of detail of the Full SA Report.

12.2. Sustainability Appraisal Methodology

12.2.1. Overall Assessment of the Plan Against Sustainability Objectives

The Sustainability Appraisal will assess overall whether the contribution that the Area Action Plan makes in relation to each of the sustainability objectives is positive, negative, neutral or uncertain. The following symbols will be used:

- ✓✓ = Significant positive contribution
- ✓ = Positive contribution
- 0 = Neutral contribution
- × = Negative contribution
- ×× = Significant negative contribution
- ? = Unknown contribution

12.2.2. Assessing and predicting effects

The overall assessment represented by these symbols will ultimately be determined by the judgement of the persons undertaking the appraisal taking into account the available quantitative and qualitative information that has a bearing. However, the judgement will be arrived at by following a repeatable process that will be documented as part of the appraisal process. The process involves:

1. Predicting the effects of the area action plan in relation to each of the sustainability objectives by describing the changes that will arise as a result of implementing the plan.
2. Determining the significance of the impacts arising from these changes.

Predicting effects

- Predict effects of options in relation to “business as usual” and in relation to each other.
- Describe changes in terms of their
 - **magnitude**, their
 - **geographical scale**, the
 - **time period over which they will occur**, whether they are
 - **permanent or temporary**,
 - **positive or negative**,
 - **probable or improbable**,
 - **frequent or rare**, and whether or not there are
 - **cumulative** and/or
 - **synergistic** effects.

Assessing effects

- Determine the significance of an effect e.g. its
 - **scale and permanence** and the
 - **nature and sensitivity of the receptor**. It should be noted whether the effect is likely to be
 - **positive, negative, neutral or uncertain**, and the
 - **timescale** and significance of the effect – whether it is likely to be
 - **short-term or long-term**, and whether
 - **major or minor**. Any
 - **cumulative effects** should also be identified.

Annex A Plans, Programmes and objectives

Annex A: REQUIREMENTS OF OTHER PLANS, PROGRAMMES, POLICIES & LEGISLATION

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE PLAN (Issues)	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
<p>THE LONDON PLAN</p> <ul style="list-style-type: none"> To accommodate London's growth within its boundaries without encroaching on open spaces. To make London a better city for people to live in. To make London a more prosperous city with strong and diverse economic growth. To promote social inclusion and tackle deprivation and discrimination. To improve London's accessibility. To make London a more attractive, well-designed and green city. 	<p><u>HOUSING</u></p> <p>Provision of new homes in London 1997 – 2016 – 17,350 (870/annum) (Target being reviewed – 2005)</p> <p>Strategic target of 50% affordable housing from all sources.</p> <p>Affordable housing tenure split – 70% social housing, 30% intermediate.</p> <p>10% of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.</p>	<ul style="list-style-type: none"> Extent to which LTC can contribute to LP housing target; Meeting affordable housing target with consideration of LTC as a whole and individual sites; Tenure mix in LTC; Prevent the loss of housing and affordable housing without its planned replacement at existing or higher densities. Consideration of site-by-site opportunities. Review employment land for suitability as mixed use (Thurston Road, Conington Road, and Molesworth Street). LTC to be a focus for new housing given its town centre function and good public transport links (also designated as a Sustainable Living Area) Bring unused housing back into use (review potential sites in LTC). Provision of a range of housing choices (e.g. size, mix). Provision of special needs and specialist housing. New housing to be built to 'lifetime home' standards / wheelchair accessible housing. Major housing development to be located in areas of high public transport accessibility (Gateway site to be a focus for this, with consideration of public transport accessibility of other sites). Protect traveller and gypsies sites and establish criteria for new sites (Travellers site on Thurston Road to be considered). 	<p>Contribution to housing targets to be incorporated in sustainability objectives</p> <p>Meeting affordability targets on sites in LTC to be incorporated within sustainability objectives</p> <p>Principle of efficiency and review of site allocations/potential to be reflected in objectives.</p>

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	<u>RETAIL</u>	<ul style="list-style-type: none"> As PPG 6 require appropriate health, education, public and community services to locate in LTC. Support TC management & BIDs (liase with Lewisham TCM which is funded through URL SRB) Maintain/enhance/manage LTC as a local centre Have regard to hierarchy of centres. LTC is defined as a Major Centre. Consideration to be had to potential for LTC to become Metropolitan Centre. Policy 3D1 states boroughs should designate core & secondary shopping areas – LTC to review current approach to primary and secondary frontages in LTC 	Sustaining and enhancing the vitality and viability of LTC
	<u>URBAN DESIGN</u> Nil	<ul style="list-style-type: none"> Good design Sustainable design and construction Maximise intensity of use compatible with local context – local context studies (consider in tandem with contribution to housing targets and parallel) Identification of locations for high buildings Good design of high buildings Identify areas of character that may be affected by high buildings protection of water environment of the Thames and Ravensbourne network (including the Quaggy in LTC) sustainable riverside uses flood risk river related uses design of built form adjacent the network 	<ul style="list-style-type: none"> Sustainable design and construction with consideration of LTC's character, heritage and cultural factors; Consideration of implications of high buildings both in terms of visual impact and ramifications for density Focus on the Quaggy and the Ravensbourne, associated flood risk and the sustainability of adjacent uses.
	<u>WASTE</u> See targets from MWMS	<ul style="list-style-type: none"> Consider potential / viability of using sites in LTC for Waste Management in tandem with Core Strategy Seek to provide adequate storage facilities in new development in LTC 	<ul style="list-style-type: none"> Integrated approach to waste management with whole Borough
	<u>AGGREGATES:</u> <ul style="list-style-type: none"> 80% reuse of construction and demolition waste. 60% reuse of waste as aggregates in London by 2011 	<ul style="list-style-type: none"> Comply with Core Strategy in encourage aggregate management facilities (recycling, processing, storage) where suitable in considering the viability of LTC for such facilities. 	<ul style="list-style-type: none"> Integrated approach to aggregates with whole borough

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	<u>RENEWABLE ENERGY:</u> <ul style="list-style-type: none"> See Energy strategy for targets. 	<ul style="list-style-type: none"> Require major developments in LTC to demonstrate energy demand and how renewables can be incorporated. Consider Acceptability of LTC sites for wind turbines and other renewable energy provisions. 	<ul style="list-style-type: none"> Integrated approach to renewable energy sources with whole borough Key principle of encouraging sustainability within all developments
	<u>EFFICIENT USE OF WATER:</u> <ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Ensuring adequate water resources and infrastructure is available in new developments. 	<ul style="list-style-type: none"> Water efficiencies and adequate infrastructure
	<u>CLIMATE CHANGE:</u> <p>No targets</p>	<ul style="list-style-type: none"> Implications of climate change will be considered indirectly through local issues (e.g. flood risk) 	<ul style="list-style-type: none"> Local effects of climate change to be recognised with sustainability objectives but addressed more specifically within Core Strategy SA.
	<u>CONTAMINATED LAND:</u> <p>No targets</p>	<ul style="list-style-type: none"> Remediate contaminated sites in LTC to bring into beneficial use (potential to link this with review of employment land, see above) 	<ul style="list-style-type: none"> Remediation of contaminated land for key sites in LTC
	<u>HAZARDOUS SUBSTANCES:</u> <p>No targets</p>	<ul style="list-style-type: none"> Review locations for storage of hazardous substances in LTC (comply with core strategy) 	<ul style="list-style-type: none"> Integrated approach to hazardous substances with wider core strategy
	<u>TRANSPORT</u> <ul style="list-style-type: none"> Increase capacity of public transport in London by up to 50% over the Plan period. From 2001-2011, zero growth across the rest of inner London. 	<ul style="list-style-type: none"> Reduce the need to travel (particularly by car) Location of high trip development generators (e.g. potential impact of Gateway development). Parking standards. Reduction in parking standards. Provision of adequate cycle facilities. Support improvement projects and walking routes identified in the Plan (e.g. Waterlink Way). Criteria for new roading projects. 	<ul style="list-style-type: none"> Sustainable integrated transport networks in LTC
	<u>HEALTH, EDUCATION, COMMUNITY FACILITIES</u> <p>No Targets.</p>	<ul style="list-style-type: none"> Availability of and Accessibility to a range of quality community services, particularly education and health in LTC (see also development focus in place of high public transport accessibility and town centre status). Social inclusion. Protection and enhancement of social infrastructure and community facilities. 	<ul style="list-style-type: none"> Spatial planning of major public services (Community, health, education)
THE ENVIRONMENTAL ASSESSMENT OF PLANS & PROGRAMMES REGULATIONS 2004	<p>No targets</p>	<p>Given effect through Planning Policy Statement 12 and 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks – Consultation Paper'</p>	

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE PLAN (Issues)	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
Gives effect to the SEA directive.			
PLANNING AND COMPULSORY PURCHASE ACT 2004	No targets	Clause 38 places a duty on Local Authorities to contribute to the achievement of sustainable development. Local Planning Authority is required to produce a Sustainability Appraisal to accompany certain planning documents.	
TOWN AND COUNTRY PLANNING ACT 1990,,	No targets	Set out the procedures for the preparation, approval and adoption of Development Plans and for the control of development. Certain parts of the Act need to be adhered to in preparing the LDF.	
LEWISHAM COMMUNITY STRATEGY	No targets	<ul style="list-style-type: none"> • Make Lewisham a safer place. • Reduce the fear of crime. • Improve the health and wellbeing of local people. • Raise educational attainment (early years, ages 4-19, youth, & adult / lifelong learning). • Raise skill levels. • Improve employability. • Foster enterprise. • Sustainable business growth. • Growth in creative industries. • Develop cultural vitality building on Lewisham's distinctive cultures and diversity. • Regenerate housing. • Regenerate transport. • Regenerate the environment. • Reduce welfare dependency. • Promote Independence. • Increase the life changes of vulnerable members of the community. • Help local communities to develop the capacity to support themselves, act independently, and participate in providing services. • Ensure equality in service delivery. • Improve the effectiveness, efficiency and sustainability of local public services. • Improve the management of assets. • Optimise investment in infrastructure. 	
NEIGHBOURHOOD RENEWAL			

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE PLAN (Issues)	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
<p>NEIGHBOURHOOD RENEWAL STRATEGY</p> <p>Priority issues relating to:</p> <ul style="list-style-type: none"> • Education and skills <ul style="list-style-type: none"> - To raise the educational achievement for all children and young people between the ages of 0 and 19. - To improve the quality of people's lives through personal, community and cultural development. - To ensure that Lewisham residents have the skills and knowledge they need for continuing education and employment. • Employment <ul style="list-style-type: none"> - increase the opportunity for, and access to, employment locally and across London • Crime and disorder <ul style="list-style-type: none"> - Reduce crime, fear of crime and involvement of young people in crime • Health – improvements to health and social well-being, and reducing health inequalities • Housing and physical environment – provision of affordable housing meeting decent homes standards and encourage sustainable transport patterns 	<ul style="list-style-type: none"> • Targets for health, education and crime • Ensure that all social housing meets set standards of decency by 2010, reducing the number of non-decent households by one third between 2001 and 2004. • Double light rail use (measured by the number of passenger journeys) by 2010 from 2000 levels, and by 3.3 million passenger journeys by 2003/04. • Reduce the number of fly tips on the streets of Lewisham. 	<ul style="list-style-type: none"> • Revival of town centres • Support employment opportunities • Reduce crime and fear of crime • Improve health • Improve physical environment, including provision of affordable homes and sustainable transport patterns 	<ul style="list-style-type: none"> • Provision of affordable homes • Transport patterns, particularly through light rail use • Quality and quantity of housing development – to meet decent homes standards • Integration of social improvements (crime reduction, health improvement) • Reduce the number of fly tips on the streets of Lewisham.
<p>NATURE CONSERVATION / BIODIVERSITY</p>			
<p>EUROPEAN COMMUNITY BIODIVERSITY STRATEGY 1998</p> <ul style="list-style-type: none"> • To seek conservation and sustainable use of biological diversity (ecosystems in their natural surroundings). • To share the benefits arising out the utilisation and distribution of genetic resources and information. • To increase research, identification, monitoring and exchange of information relating to biodiversity. • To increase education, training and awareness of biodiversity. 	<ul style="list-style-type: none"> • No Targets 	<ul style="list-style-type: none"> • Conservation and promotion of biodiversity. 	<ul style="list-style-type: none"> • Protection and enhancement of Biodiversity.
<p>DRAFT PPS9 BIODIVERSITY AND GEOLOGICAL CONSERVATION</p> <ul style="list-style-type: none"> • To promote sustainable development (by ensuring biodiversity is conserved) • To conserve, enhance and restore the diversity of England's wildlife and geology 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Local biodiversity and geological conservation • Designation of sites of biodiversity and geological value (e.g. Lewisham railway triangle, Lewisham Area of Archaeological importance) • Networks of habitats (e.g. Quaggy) • Previously developed sites 	<ul style="list-style-type: none"> • Protection and enhancement of Biodiversity.

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<ul style="list-style-type: none"> To contribute to an urban renaissance (by enhancing biodiversity in green spaces and among developments in urban areas) To contribute to rural renewal 			
<p>CONNECTING WITH LONDON'S NATURE – MAYOR'S BIODIVERSITY STRATEGY</p> <ul style="list-style-type: none"> To protect manage and enhance London's Biodiversity, including the blue ribbon network and within open spaces areas. Improve wildlife habitats and water quality and access to green space. Progress in conserving biodiversity should be measured through indicators. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Protection of areas of wildlife habitat. Recognise opportunities for enhancement of biodiversity Sites of metropolitan importance Blue Ribbon Network (Quaggy and Ravensbourne – respect strategic importance (Biodiversity, Land use, Development potential, Environmental quality and Access)) 	<ul style="list-style-type: none"> Protection and enhancement of Biodiversity. Blue Ribbon network
<p>DRAFT LOCAL BIODIVERSITY ACTION PLAN – A NATURAL RENAISSANCE FOR LEWISHAM</p> <ul style="list-style-type: none"> Foundation for individual Biodiversity Action Plans highlighting locally important plants and animals and their habitats, Plans provide detailed information to supplement planning and development decisions, and allow for monitoring of progress. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Protection and enhancement of natural wildlife areas Representation on Lewisham Interchange to ensure that green roofs and river restoration are integral to the development. re-naturalisation of Lewisham's rivers Highlight the benefits of an improved river corridor in regards to health, safety, education, and environmental performance. 	<ul style="list-style-type: none"> Awareness of Biodiversity and protection of natural wildlife areas. Integrated approach to major development seeking to incorporate natural assets
<p>OPEN SPACE / RECREATION</p>			
<p>PPG 17: PLANNING FOR OPEN SPACES, SPORT AND RECREATION</p> <ul style="list-style-type: none"> Local authorities should undertake detailed assessments of existing and future needs and opportunities for open spaces, sports and recreational facilities (quantitative, qualitative, accessibility). Local authorities should set local standards for open space, using information gained from assessments of needs. Maintain an adequate supply and protect existing open space. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Adequacy and quality of Open Space provided (distribution) Protection of Open Space from development. Sites in central locations should be allocated where there is a high level of demand for such mixed use facilities. 	<ul style="list-style-type: none"> Adequacy of Open Spaces.
<p>OPEN SPACE STRATEGY FOR LEWISHAM 2004 - 2009</p> <ul style="list-style-type: none"> Assess availability and adequacy of open spaces in Lewisham. Protect open space from inappropriate development Enhance and improve the level of quality of open space, and accessibility to open spaces. To promote wildlife protection, biodiversity management and environmental education throughout Open Space areas. 	<ul style="list-style-type: none"> 1.7ha Open Space availability per ward per 1000 population by 2006 and 1.75ha by 2010. 3.5% of public space actively managed as natural habitat, Increase to 4.5% by 04/05; 5% by 05/06 5.5 by 06/07 	<ul style="list-style-type: none"> Adequacy and quality of Open Space provided (distribution) Protection of Open Space and biodiversity from development and enhancement where possible. Hierarchy of Open Spaces (MOL, POS, UGS) Analysis of Open Space Deficiency and Park Quality Indicates importance of Waterlink Way; potential new civic space in LTC (Interchange site and Sundermead 	<ul style="list-style-type: none"> Adequacy of Open Spaces. New open spaces Protection of Biodiversity.

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		development) <ul style="list-style-type: none"> Matches UDP approach to Quaggy and Ravensbourne See also other environmental strategies (Biodiversity) 	
HOUSING			
PLANNING POLICY GUIDANCE 3 – HOUSING <ul style="list-style-type: none"> Plan to meet the housing requirements of the whole community, including those in need of affordable housing. Provide wider housing opportunity and choice, a better mix in the size, type and location of housing, and seek to create mixed and balanced communities. Provide sufficient housing land but give priority to re-using previously developed land. Create more sustainable pattern of development by building in ways which exploit and deliver accessibility by public transport to the full range of infrastructure and services. Seek to reduce car dependency by facilitating more walking and cycling, through mixed uses, and by improving linkages by public transport to infrastructure and services. Promote good design in new housing in order to create attractive, high-quality living environments in which people choose to live. 	<p>National target – 60% of additional housing should be provided on previously developed land or through conversions of existing buildings.</p> <p>Given that the Plan area is a built-up inner London Borough, this target is not considered to be relevant as most development occurs on previously developed land.</p>	<p><i>General</i></p> <ul style="list-style-type: none"> Provide sufficient housing to meet housing need. Provide sufficient affordable housing to meet need. Good quality design in new housing. The transport / housing relationship. Need to reconcile, economic development, employment land and housing Promote mixed use development which includes housing Allow for windfall sites in the plan Reallocate employment land for housing where land can be better used. <p><i>Town Centres - LTC</i></p> <ul style="list-style-type: none"> Conversion of upper floors and re-use of vacant commercial premises; Using CPO powers to achieve site assembly; Larger housing development around transport nodes; Housing as part of mixed use development; Greater density in town centres and transport nodes; Support car-free development where appropriate and cease use of minimum standards 	<p>Affordable housing to be incorporated within Sustainability Objectives.</p> <p>Emphasis on role of town centre in providing sustainable development (re-use, high density and focus at transport node).</p>
PLANNING POLICY STATEMENT 3 – HOUSING (DRAFT) <ul style="list-style-type: none"> Everyone should have the opportunity of a decent home. Should be greater housing choice. Housing should not be used to reinforce social distinctions. Housing needs of all in the community should be recognised, including those in need of affordable or special housing. New housing should be well designed. 	<p>National target – 60% of additional housing should be provided on previously developed land or through conversions of existing buildings.</p> <p>Given that the Plan area is a built-up inner London Borough, this target is not considered to be relevant as most development occurs on previously</p>	<ul style="list-style-type: none"> Providing sufficient housing & affordable housing to meet housing need. Definition of affordability in the local context. Affordable housing should be provided on site. Need to reconcile economic development, employment land and housing. Higher density development around existing centres and close to public transport. Promote housing in town centres. 	<p>Affordable housing</p> <p>High density development (including residential) around existing centres and public transport</p>

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<ul style="list-style-type: none"> New housing should contribute to improving the quality of urban life and make a significant contribution to promoting urban renaissance. 	<p>developed land.</p>	<ul style="list-style-type: none"> Flexibility in the application of parking standards / allow significantly lower levels of parking provision in all housing development, including less off-street parking. Urban design, density and needs of people and community to come before the needs of the car. Priority to be given to the needs of pedestrians and cyclists. Promote mixed use development which includes housing. Open space to be provided with substantial new housing to serve future residents. Landscaping, retention and planting of trees, and greening to occur with housing. Create mixed and balanced communities (avoiding the creation of large areas of housing for a particular social or income group. Allow for windfall sites in the plan. Reallocate employment land for housing where land can be better used. Support conversion of buildings for housing. Increase density at and around town centres & public transport nodes & set minimum densities. 	
<p>LEWISHAM HOUSING COMMISSION – FINAL REPORT (2000)</p> <ul style="list-style-type: none"> Create communities which have a mix of people and properties. Ensure all Council housing is managed in a way which reacts to and meets the needs of residents. Bring investment into housing and neighbourhoods to provide long-term improvements. Link housing to wider Council objectives like improving health and educational attainment. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Do not provide more social housing in areas which already have large numbers of homes managed by social landlords. Provide extra social housing both inside and outside the borough. Encourage more flexible tenure, including part ownership and other shared housing schemes. Promote an improved private rental sector. 	<p>Consideration of social housing provision to contribute to wider Borough strategy</p>
<p>LEWISHAM HOUSING STRATEGY 2004 - 2007</p> <ul style="list-style-type: none"> Create balanced communities, maximizing the supply and choice of affordable housing Deliver responsive housing services, operating to the highest standards of quality and equality Work with partners for the well-being of Lewisham's communities, linking housing to the wider agenda Deliver sustained investment to provide decent homes for all Lewisham's residents 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Creating more mixed and balanced communities. Maximising affordable housing. Facilitate investment in new housing Urban Renaissance in Lewisham SRB, Sundermead Estate 	<p>Creation of mixed and balanced communities</p> <p>Affordable housing provision</p>

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<p>LEWISHAM HOMELESSNESS REVIEW AND HOMELESS STRATEGY 03-06</p> <ul style="list-style-type: none"> • Increase the supply of affordable housing • Ensure that regeneration schemes result in minimal net loss of social units • Bring Empty Properties in the Borough back into use • Increase the supply of temporary accommodation 	<p>Empty properties back into use.</p> <p>100 (03/04)</p> <p>110 (04/05)</p> <p>115 (05/06)</p> <p>The planning system is not able to intervene to bring vacant properties back into use. Powers exist outside of the planning system to do this. This target is not relevant. Planning can only encourage this activity.</p>	<p>Increase the supply of affordable housing.</p> <p>Minimise the loss of affordable housing through regeneration of social units.</p> <p>Encourage empty houses to be brought back into use.</p>	<p>Affordable housing provision</p> <p>Reduction in empty homes</p>
<p>URBAN DESIGN</p>			
<p>PLANNING POLICY STATEMENT 1: DELIVERING SUSTAINABLE DEVELOPMENT</p> <ul style="list-style-type: none"> • Planning policies should promote high quality inclusive design in the layout of new development in terms of function and impact over the lifetime of the development • Design which fails to take opportunities to improve the character and quality of an area should not be accepted • Development plans should contain clear comprehensive and inclusive access policies that consider people's diverse needs and aim to breakdown unnecessary barriers and exclusions to benefit the entire community • Design policies should avoid unnecessary prescription or detail and should concentrate on guiding overall scale, density, layout access etc. • Policies should not impose architectural styles of tastes and should not stifle original design through unsubstantiated requirements to conform to certain styles • It is proper to seek to promote or reinforce local distinctiveness when supported by clear plan policies or supplementary planning documents. 	<ul style="list-style-type: none"> • No targets 	<p>High quality inclusive design of layout</p> <p>Design should take opportunities to improve the character and quality of an area</p> <p>Policies for access for all</p> <p>Design policies should provide general guidance and should not seek to impose specific styles</p> <p>Seek to promote local distinctiveness supported by clear policies</p> <p>Focus developments that attract a large number of people, especially retail, leisure and office development, in existing centres to promote their vitality and viability, social inclusion</p> <p>Reduce need to travel, support accessible public transport at major interchanges</p>	<p>Assess impact of policies on cultural heritage, including architectural and archaeological heritage, landscape</p> <p>Assess policies on use of materials , design and function in terms of sustainability</p> <p>Sustainable patterns of development, realising the town centre's role in accommodating growth as an accessible interchange for public transport.</p>
<p>PLANNING POLICY STATEMENT 12 LOCAL DEVELOPMENT FRAMEWORKS</p> <ul style="list-style-type: none"> • Site specific allocations – policies relating to their delivery such as critical access requirements or broad design principles must be set out in a DPD • Area Action Plans – may provide design requirements or in SPD • Conservation Action Area Plans – set out proposals for action to 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> - Need for conformity with Core Strategy, and Development Control policies, Community Strategy and Spatial Development Strategy (London Plan, 2004) - Emphasis on continuous community consultation - Contents of area action plans and 	<p>Sustainability appraisals of site allocations</p> <p>Emphasis on Community Engagement</p>

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<p>preserve or enhance the area including defining areas where specific conservation measures are proposed and areas subject to specific controls over development</p> <ul style="list-style-type: none"> generic development control policies – focus on topics including protecting residential amenity, addressing visual impact etc 		<p>conservation action area plans. Indicates focus on implementation, site allocations and designation, delivery of growth, stimulate regeneration, protect sensitive areas to change, resolve conflicting objectives in areas subject to development pressures, or delivery of area based regeneration initiatives. Forms basis of AAP content and approach.</p>	
<p>PLANNING POLICY GUIDANCE 15 PLANNING AND THE HISTORIC ENVIRONMENT</p> <ul style="list-style-type: none"> Policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment historic environment should not be sacrificed in favour of short term interests (sustainable) but also recognise that the historic environment cannot be preserved entirely unchanged therefore the special aspects of the historic environment together with its capacity for change should be identified and defined through the development plan system conservation and economic growth not in conflict economic prosperity can secure the continued vitality of the historic areas and buildings provided there is a realistic and imaginative approach to their alteration and change of use conservation a key part in economic prosperity by offering attractive conditions that encourage inward investment positive management of development in conservation areas to ensure vitality and prosperity design in historic area needs careful consideration in terms of scale, height, mass alignment and materials but not necessarily copies of old style buildings integrate old buildings into the townscape establish lists of locally important buildings economically viable uses for Listed buildings balance the economic viability of possible uses against the possibly destructive alterations need for flexibility where new uses have to be considered to secure a building's survival 	<p>No targets</p>	<p>Protection for the various elements of the historic environment</p> <p>Policies to allow for appropriate change</p> <p>Policies to reconcile conservation and economic growth where possible</p> <p>Design policies for historic environment</p> <p>Integration of older buildings into townscape</p> <p>Lists of locally important buildings</p>	<p>Take note of cultural and heritage factors in relation to sustainability retention of buildings new uses for them, re-use of building materials etc. economic and social contribution of high quality buildings and environment</p>
<p>PPG 16 ARCHAEOLOGY AND PLANNING</p> <ul style="list-style-type: none"> planning policy guidance on the handling of archaeological remains and discoveries under the development plan system a finite and non-renewable resource requiring appropriate management to ensure preservation of remains important therefore that development plan policies deal with the protection, enhancement and preservation of sites of archaeological 	<p>No targets</p>	<p>Protection, preservation and enhancement of archaeological remains</p> <p>Reconcile need for development with conservation</p> <p>Archaeological field evaluations and agreements</p>	<p>Take note of cultural and heritage factors in relation to sustainability</p>

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<p>interest and their setting and seek to reconcile the need for development with conservation</p> <ul style="list-style-type: none"> importance and need for archaeological field evaluations, preservation of remains and archaeological agreements in the development process 		(Key designation in LTC: Lewisham and Catford Area of Archaeological Priority)	
<p>BY DESIGN: URBAN DESIGN IN THE PLANNING SYSTEM – TOWARDS BETTER PRACTICE</p> <ul style="list-style-type: none"> Supplements PPG1 to promote better urban design sets out series of inter-related urban design objectives dealing with character, continuity, enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity. These may be translated into physical forms to define overall layout (routes and building blocks); scale (building heights and massing) appearance (details and use of materials); landscape (public realm, built and green spaces) 	No targets	<p>Promotion of design objectives</p> <p>Overall layout, scale, appearance, landscape, built and green spaces</p>	Take note of cultural and heritage factors in relation to sustainability
<p>CREATIVE LEWISHAM – LEWISHAM CULTURAL AND URBAN DEVELOPMENT COMMISSION</p> <ul style="list-style-type: none"> Vision of Lewisham as a visually exciting, creative and imaginative hub, creating a synthesis between urban design, arts, culture and the economy. any project which impacts on the physical environment should be assessed from an urban design perspective 	No targets	<p>Achieve synthesis between urban design, arts, culture and the economy</p> <p>Urban design analyses</p> <p>(Sundermead Estate redevelopment)</p>	Take note of cultural and heritage factors in relation to sustainability
<p>RPG3A 'SUPPLEMENTARY GUIDANCE ON THE PROTECTION OF STRATEGIC VIEWS IN LONDON</p> <p>Protect two strategic views of St Paul's Cathedral that pass through Lewisham</p>	No targets	N/a in LTC	N/a
<p>CIRCULAR 5/94 PLANNING OUT CRIME</p> <ul style="list-style-type: none"> Advice on planning considerations relating to crime prevention Establish design principles for all new development which seek to reduce crime and the risk of crime and provide people with a safer and more secure environment 	No targets	<ul style="list-style-type: none"> Policies to deal with Active frontages Gated developments Overlooking Definition of public and private space Maximising surveillance Gardens and landscaping Road layout and accessibility Public transport facilities Lighting mixed use development night time economy 	<p>Consideration of cultural, factors what makes a place 'sustainable' etc</p> <p>safety</p>
ENVIRONMENTAL PROTECTION			
LEWISHAM ENVIRONMENTAL POLICY / STATEMENT	Meet national targets of:	<ul style="list-style-type: none"> Renewable energy. Biodiversity 	<ul style="list-style-type: none"> Renewable energy. Biodiversity

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<p>2002</p> <p>Corporate orientated Policy document aiming to:</p> <ul style="list-style-type: none"> Reduce Lewisham's contribution to climate change through use of fossil fuels Reduce depletion of biodiversity and resources through goods / services purchased. Reduce, re-use or recycle solid waste. Improve local air quality and reduce traffic congestion, water / land / noise pollution Increase biodiversity and local wildlife habitat, improving environmental quality of built environment. 	<ul style="list-style-type: none"> Recycling or composting domestic waste: 10% by 03/04 18% by 05/06 30% by 09/10 30% increase in domestic energy efficiency by 2010. Reduce CO₂ emissions by 20% (1990 levels) by 2010. 	<ul style="list-style-type: none"> Recycling. Improve air quality and reduce traffic congestion, water / land / noise pollution Improving environmental quality of built environment. 	<ul style="list-style-type: none"> Recycling. Improve air quality and reduce traffic congestion, water / land / noise pollution Improving environmental quality of built environment.
<p>DRAFT PPS10 AND PPG10: SUSTAINABLE WASTE MANAGEMENT</p> <ul style="list-style-type: none"> Sustainable waste management in line with the 'waste hierarchy' and by providing facilities for the re-use, recovery and disposal of waste. Ensure sufficient waste management facilities, and incorporation of re-use/recycling facilities in the new developments is properly considered. Avoid potential adverse effects on the environment resulting from handling, processing, transport and disposal of waste. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Sites for waste processing and disposal (although unlikely to be within LTC given impact on population). 	<ul style="list-style-type: none"> Consideration of waste management.
<p>MAYOR OF LONDON'S MUNICIPAL WASTE MANAGEMENT STRATEGY</p> <ul style="list-style-type: none"> Vision is that by 2020, municipal waste should no longer compromise London's future as a sustainable city based on a radical redirection of the way London Boroughs manage their municipal waste. Implement the strategy for the management of London's waste by prioritising reduction, reuse, recycling and composting. London will aim to exceed the recycling and composting targets for household waste set by the government. 	<ul style="list-style-type: none"> Recycle or compost household waste: 25% by 2005, 30% by 2010, 33% by 2015 	<ul style="list-style-type: none"> Promoting integrated treatment of waste management 	<ul style="list-style-type: none"> Waste management
<p>DRAFT LEWISHAM MUNICIPAL WASTE STRATEGY 2004/05 – 2009/10</p> <ul style="list-style-type: none"> To minimise Lewisham's annual growth in waste to ensure it is less than the national 3% average. To increase the amount of household waste that is recycled and composted, to deliver strategic sustainable waste management. Ensure 100% of Lewisham's population is served by recyclables kerbside collection or bring facilities, and to provide sufficient and strategically located facilities for the disposal of bulky household waste. 	<ul style="list-style-type: none"> Recycle: 10% by 2003/04 18% by 2005/6 30% by 2009/10 	<ul style="list-style-type: none"> Provide sites for waste processing and disposal. Address problems such as flytipping Promote message of recycling 	<ul style="list-style-type: none"> Waste management
<p>ENERGY WHITE PAPER – OUR FUTURE, CREATING A LOW CARBON ECONOMY</p>	<ul style="list-style-type: none"> Government target to generate 10% of U.K electricity from renewable energy sources by 2010 and 20% by 2020. 	<ul style="list-style-type: none"> Renewable energy and energy efficiency. 	<ul style="list-style-type: none"> Increase the proportion of energy generated from renewable energy sources.

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<ul style="list-style-type: none"> To out the U.K on a path to achieving a 60% reduction in CO₂ emissions relative to 2000, by 2050. To maintain the reliability of energy supplies To promote competitive markets in the U.K and beyond. To ensure that every home is adequately and affordably heated. 			
<p>PPS22: RENEWABLE ENERGY</p> <ul style="list-style-type: none"> Renewable energy projects should be accommodated where the technology is viable, and the environmental, economic, and social impacts can be addressed satisfactorily. Promote and encourage rather than restrict the development of renewable energy sources. Foster community involvement in renewable energy projects to promote knowledge and acceptance. 	<ul style="list-style-type: none"> Government target to generate 10% of U.K electricity from renewable energy sources by 2010 and 20% by 2020, 	<ul style="list-style-type: none"> Use of renewable energy schemes. Percentage of energy in new development to come from onsite renewable energy technologies. Potential to use PDL for renewable energy projects 	<ul style="list-style-type: none"> Increase the proportion of energy generated from renewable energy sources.
<p>MAYOR OF LONDON 'GREEN LIGHT TO CLEAN POWER' ENERGY STRATEGY</p> <p>To minimise the effect of London's energy production by:</p> <ul style="list-style-type: none"> Reducing London's contribution to climate change by minimising emissions of carbon dioxide through energy efficiency, combined heat and power, renewable energy and hydrogen. Eradicate fuel poverty by giving Londoners, particularly the most vulnerable groups, access to affordable warmth. Contribute to London's economy by increasing job opportunities, by innovation in delivering sustainable energy and by improving London's housing stock. 	<ul style="list-style-type: none"> Reduce CO₂ emissions by 20% (1990 levels) by 2010, 60% (2000 levels) by 2050. At least one R.E Scheme in every borough by 2010. 	<ul style="list-style-type: none"> Use of renewable energy schemes. Percentage of energy in new development to come from onsite renewable energy technologies Emphasis on public transport 	<ul style="list-style-type: none"> Increase the proportion of energy generated from renewable energy sources.
<p>LEWISHAM ENERGY POLICY (2001)</p> <p>Improve energy efficiency in the Borough by:</p> <ul style="list-style-type: none"> Providing affordable warmth; using energy efficient technology in council buildings; using environmentally friendly energy sources; providing advice and education; monitoring energy consumption; using fuel efficient vehicles and promotion of alternative modes of transport. 	<ul style="list-style-type: none"> Reduce domestic CO₂ emissions by 30% by 2011 (1996 baseline). Ensure 100% of residents have access to energy efficiency heating by 2015. 	<ul style="list-style-type: none"> Use of renewable energy schemes. 	<ul style="list-style-type: none"> Increase the proportion of energy generated from renewable energy sources.
<p>U.K AIR QUALITY STRATEGY – 'WORKING TOGETHER FOR CLEAN AIR'</p> <ul style="list-style-type: none"> Primary objective: That everyone can enjoy a level of ambient air quality in public places which poses no significant risk to health or quality of life. Local Authorities are encouraged to develop their own strategies and advice on Air quality. To provide the best practicable protection to human health by setting health-based objectives for eight main air pollutants. 	<ul style="list-style-type: none"> Targets set for individual pollutants – overall reduction sought by 2008 at latest. 	<ul style="list-style-type: none"> Improve air quality. 	<ul style="list-style-type: none"> Encourage reduction / or mitigation of air polluting land uses.
<p>CLEANING LONDON'S AIR – MAYORS AIR QUALITY</p>	<ul style="list-style-type: none"> Individual targets by pollutant source 	<ul style="list-style-type: none"> Improve air quality (through assessments for 	<ul style="list-style-type: none"> Promote landuses and activities with

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<p>STRATEGY</p> <ul style="list-style-type: none"> Minimise the adverse effects of air pollution on human health and improve air quality to enjoyable levels. Achievement of national air quality objectives need to be balanced. Work in partnerships with London Boroughs to achieve national objectives and air quality levels. Improve air quality by reducing impacts of: road transport, industrial sources, construction and fires, and energy and heating. 	<p>category.</p>	<p>developments within designated AQMA's.)</p>	<p>minimal impacts on air quality</p>
<p>DRAFT LEWISHAM LOCAL AIR QUALITY ACTION PLAN – Dec 2003</p> <ul style="list-style-type: none"> Key aim to bring about change to reduce emissions (NO₂ and PM₁₀) from main source of pollution (road transport) in a cost-effective and proportionate way. Aim to achieve national air quality standards by establishing four (4) Area Quality Management Areas (AQMA) with designated geographical boundaries. 	<ul style="list-style-type: none"> Reduction in NO₂ and PM₁₀ (found to be most significant pollutants in borough). 	<ul style="list-style-type: none"> Improve air quality (through assessments for developments within designated AQMA's.) Specific areas, which exceed the AQS objective and are associated with major roads include: A20 (Lewisham Way/ Loampit Vale, Lee High Road), A21 (Molesworth Street, Lewisham High Street), and urban centres including Lewisham town centres. 	<ul style="list-style-type: none"> Promote landuses and activities with minimal impacts on air quality incorporate air quality management areas.
<p>PPS23: PLANNING AND POLLUTION CONTROL</p> <p>Plans should work to compliment existing pollution control regimes by controlling development and use of land through:</p> <ul style="list-style-type: none"> Identifying land or establishing criteria, for the acceptable location of potentially polluting developments and the reviewing the availability of alternative sites. Highlighting the need to separate necessary but potentially polluting land uses to reduce conflicts. Include appropriate policies for dealing with the potential for contamination and the remediation of land, reuse previously developed land and protect uncontaminated Greenfield land. Ensuring compliance with other statutory environmental quality standards or existing action / management plans. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Separation of the polluting developments from pollution sensitive developments such as housing. Promote the re-use of contaminated land. Consistency with other schemes/plans 	<ul style="list-style-type: none"> Ensure polluting land uses are appropriately located and managed.
<p>PPG24: PLANNING AND NOISE</p> <ul style="list-style-type: none"> Ensure that new 'noisy' developments should be sited away from noise sensitive landuses (housing). Consideration of feasibility of controlling or reducing noise levels, mitigation through use of contributions or planning conditions. Minimise adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Protect noise sensitive land uses from noisy development and activities. Priority to improving noise environments in town centres 	<ul style="list-style-type: none"> Mitigation or avoidance of impacts arising from noisy activities.
<p>THE MAYOR'S AMBIENT NOISE STRATEGY</p> <p>Key aim is to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practises and</p>	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Protect noise sensitive land uses from noisy development and activities. 	<ul style="list-style-type: none"> Mitigation or avoidance of impacts arising from noisy activities.

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<p>technology. Three key issues are:</p> <ul style="list-style-type: none"> • Securing good, noise reducing surfaces on roads • Securing a night aircraft ban across London • Reducing noise through better planning and design of new housing. 			
<p>DRAFT LEWISHAM CONTAMINATED LAND STRATEGY 2001</p> <ul style="list-style-type: none"> • The key aim is the strategic identification of areas of contaminated land, through a risk assessment approach, to avoid significant harm to human health. • Mapping and prioritisation of contaminated sites will direct the inspection programme which will provide valuable information about potential risks to human health and the environment. • Aim to reducing the potential damage from past activities by permitted contaminated land to be kept in, or returned to, beneficial use wherever practical. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Identify contaminated areas and mitigate potential health / safety impacts faced by redevelopment opportunities. 	<ul style="list-style-type: none"> • Mitigation or avoidance of impacts on human health arising from contaminated land.
<p>PPG25: PLANNING AND THE FLOODPLAIN</p> <ul style="list-style-type: none"> • Consider potential flood risk on a catchment wide basis, at all stages of planning and development process in order to reduce future damage to property and risk to human health and safety. • Apply precautionary approach, recognising the uncertainties inherent in the prediction of flooding, and have an expectation that flood risk is likely to increase as a result of climate change. • Ensuring floodplains are used for natural purposes, functioning efficiently and protected from inappropriate development. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Identify flood hazard areas and avoid inappropriate development in those areas, using a risk based approach. • Consideration of sequential approach to development based on flood risk • PDL on floodplain, flexible mix of uses should be considered along with site geography and flood patterns • Sustainable Drainage systems 	<ul style="list-style-type: none"> • Mitigation or avoidance of impacts of flooding hazards on property and human health and safety.
<p>PPG14: DEVELOPMENT ON UNSTABLE LAND</p> <ul style="list-style-type: none"> • Aim is not to prevent development, but ensure that it is appropriate and that the physical constraints on the land have been taken into account at all stages of planning. • Scope for remedial, preventative or precautionary measures must be fully explored so that land is not sterilised unnecessarily. • Where areas of instability are known they should be shown on planning maps together with policies intended to apply to these areas. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Identification of unstable land. • Considered irrelevant to LTC 	<ul style="list-style-type: none"> • Mitigation or avoidance of impacts of unstable land on property and human health and safety.
<p>LONDON BOROUGH OF LEWISHAM DRAFT CLIMATE CHANGE STRATEGY</p> <ul style="list-style-type: none"> • Strategy presents a number of strategic recommendations with respect to climate change: 	<ul style="list-style-type: none"> • Forecasts relating to climate change, but not targets 	<p>Mitigation against / anticipation of:</p> <ul style="list-style-type: none"> • Hotter, dryer weather • Drought • Increased frequency and severity of floods 	<ul style="list-style-type: none"> • Consideration of effect of climate change

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<ul style="list-style-type: none"> Improve natural environment, built environment, economic environment and social environment. 		<ul style="list-style-type: none"> Loss of habitat Heat island effect in town centre Dust in air Effect on fauna Growing seasons Subsidence Intensity of winter rainfall, frost Rate of decay Market changes Effect on communities, residents and workers 	
RETAIL AND TOWNCENTRES			
<p>PLANNING POLICY GUIDANCE 6 – TOWN CENTRES AND RETAIL DEVELOPMENT <i>the Government's objectives are:</i></p> <ul style="list-style-type: none"> To sustain and enhance the vitality and viability of town centres; To focus development, especially retail development, in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximizes the opportunity to use means of transport other than the car; To maintain an efficient, competitive and innovative retail sector; and To ensure the availability of a wide range of shops, employment, services and facilitate to which people have easy access by a choice of means of transport. <p><i>[Please note this is superseded by PPS 6, see below]</i></p>	<ul style="list-style-type: none"> None as such <p>But LPAs should monitor the health of town centres and regularly collect information on key indicators.</p>	<ul style="list-style-type: none"> Location of retail & leisure uses and Sequential test. Impact of new development on town centres. Concentration of A3 uses. Primary & secondary frontage. Role and function of different centres. Manage access and car parking. Encourage high quality attractive environment & design. New supermarkets to incorporate recycling facility Enable town centre development through site assembly Encourage mixed use development and an increase in housing 	<p>Access by public transport.</p> <p>Location needs to be sustainable.</p> <p>Reduce need to travel for basic services.</p> <p>Promote mixed use for best use of land and resources.</p>
<p>DRAFT PLANNING POLICY STATEMENT 6</p> <p>Paragraph 6 sets out the key messages of the new draft PPS6 are:</p> <ul style="list-style-type: none"> a re-emphasis of the 'town centres first' objective; the need for a plan-led approach at both regional and local levels; the need for local planning authorities to plan for growth and growing town centres; the need to tackle social exclusion by ensuring access for all to a wide range of everyday goods and services; and the need to promote more sustainable patterns of development with less reliance on the car. 	<p>Chapter 4 provides detailed suggestions for health check monitoring components and indicators</p>	<ul style="list-style-type: none"> Need to plan for each level of retail hierarchy Housing will be an important element in most mixed-use, multi-storey developments. Consult with the community, including the public and private sectors, to ensure that their needs are reflected and that proposed site allocations are realistic and viable. Assess the need for new floorspace for retail, leisure and other key town centre uses, taking account of both quantitative and qualitative factors; In planning for the evening economy of town centres, LAs should, an integrated approach to strategy 	<p>Access by public transport.</p> <p>Location needs to be sustainable.</p> <p>Reduce need to travel for basic services.</p> <p>Promote mixed use for best use of land and resources.</p> <p>Vitality and viability of town centre</p>

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USE CLASSES AMENDMENT ORDER 2005	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Site assembly in planning for growth New class A4 Drinking Establishments (Includes pubs and bars) A5 hot food take away These new uses are permitted to change to A1, A2 or A3 (but not vice versa) 	Concentration or dilution of these uses in town centres.
EMPLOYMENT			
PLANNING POLICY GUIDANCE 4 – INDUSTRIAL AND COMMERCIAL DEVELOPMENT & SMALL FIRMS <ul style="list-style-type: none"> Provide for choice, flexibility and competition and aim to ensure sufficient land is available readily capable of development and well served by infrastructure. ensure that there is a wide variety of sites available to meet differing needs businesses should be appropriately located to transport facilities, goods and services, and their business catchment areas businesses should be located to reduce the need for travel and achieve sustainability objectives many businesses can be carried on with few environmental effects so it may not be appropriate to separate them from the communities they serve new residential development close to existing industrial users may however detrimentally curb business activities ensure that development by some industries is separated from sensitive land uses. Areas under used or vacant industrial land should be identified, with appropriate alternative uses indicated including industrial and commercial uses. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> provide a variety of appropriately located sites Identify vacant and under used sites and allocate appropriate alternative uses. Re-use of urban land with a mix of uses (potential for commercial or industrial uses) 	<p>Review of existing employment sites in terms of sustainability objectives</p> <p>Cross-cutting issues (appropriate alternative uses including housing) to be addressed through the sustainability appraisal.</p>
LEWISHAM ECONOMIC DEVELOPMENT BUSINESS PLAN 2004 <ul style="list-style-type: none"> Significant economic sectors for growth and development Creative cluster Culture, tourism and leisure Public sector employment Environmental industries Construction Retailing Business services Entrepreneurial development Area development frameworks Wider sub-regional growth opportunities Town centre development Higher and Further Education Housing Led development 	Action Plan but no targets	<ul style="list-style-type: none"> Provide a variety of appropriately located sites to accommodate diverse business needs review appropriateness of existing employment sites allocation Significant scope for development in LTC, including following areas: Quality of shopping offer and key anchors. Creating a high quality public realm, safe, secure. Plenty of eating places. Improved Leisure and culture offer. Low vacancy rates in LTC, demand for retail space, mixed use opportunities (e.g. Thurston Road) Town Centre Management Initiative in LTC 	<ul style="list-style-type: none"> Review of existing employment sites in terms of sustainability objectives Cross-cutting issues (appropriate alternative uses including housing) to be addressed through the sustainability appraisal. Sustainability of town centre in relation to meeting demand for retail space

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Wider Thames Gateway Sub-Region			
PLANNING EMPLOYMENT LAND REVIEWS. GUIDANCE NOTE ODPM 2004 <ul style="list-style-type: none"> Promotion of strong stable productive and competitive economy Review all non-housing allocations and consider whether some should be used for housing or mixed use development Methodology for Employment Land Reviews 	No targets	<ul style="list-style-type: none"> review appropriateness of existing employment sites allocation 3 stages: <ul style="list-style-type: none"> (i) take stock of existing situation; (ii) assess future requirements (iii) identify portfolio of sites 	<ul style="list-style-type: none"> Review of existing employment sites in terms of sustainability objectives Balance to be drawn between meeting housing targets and maintaining economic and cultural vitality of the borough
CREATIVE LEWISHAM – LEWISHAM CULTURAL AND URBAN DEVELOPMENT COMMISSION <ul style="list-style-type: none"> set up to help achieve vision of Lewisham as a visually exciting, creative and imaginative hub within London Borough of Lewisham achieve a more coherent synthesis between urban design, arts, culture and the economy any project which impacts on the physical environment should be assessed from an urban design perspective 	<ul style="list-style-type: none"> No targets 	Policy promoting creative industries (especially in north of borough) Role of quality design	Take note of cultural and heritage factors in relation to sustainability
LEWISHAM LOCAL CULTURAL STRATEGY <ul style="list-style-type: none"> To develop Lewisham's built and natural environment in a way that improves the quality of life for all through innovative and sustainable design and management To develop and strengthen a sustainable economy for Lewisham through the support and encouragement of the cultural and creative sectors To ensure that everyone in the Borough has the opportunity to acquire the skills and knowledge they need to participate in and learn through the full range of cultural activity To enhance the quality of people's lives through cultural and creative development both in encouraging participation and the provision of quality programmes 	<ul style="list-style-type: none"> No targets 	Culture as a medium for achieving improvements in the built environment, the local economy, skills development and quality of life	Recognise potential of culture to contribute to wider sustainability objectives
GLA SUPPLEMENTARY PLANNING GUIDANCE ON INDUSTRIAL CAPACITY <ul style="list-style-type: none"> Lewisham identified as area for 'Limited Release of poorer quality industrial land' set of criteria for judging suitability of land for retention in employment 	<ul style="list-style-type: none"> No targets 	Review of employment sites to be undertaken	Balance to be drawn between meeting housing targets and maintaining economic and cultural vitality of the borough
TRANSPORT			
PLANNING POLICY GUIDANCE 13: TRANSPORT (2001)	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Promote sustainable transport options. Transport/Housing relationship (public transport accessibility in town centres) 	<ul style="list-style-type: none"> Sustainable transport options reducing car dependence Importance of site sustainability (use

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<ul style="list-style-type: none"> Promote more sustainable transport choices for people and for freight. Ensure that jobs, shops, education, health, and leisure facilities are accessible by public transport, walking, and cycling. Reduce the need to travel, especially by car. Focus major generators of travel demand in town centres near to major public transport interchanges. Use parking policies as well as other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys. Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres and local neighbourhoods. Protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. 		<p>enables higher density)</p> <ul style="list-style-type: none"> Location of travel generators. Influence of parking policies in town centres. People before traffic. Accessibility of public transport and key services to local communities. Reduce air pollution levels and improve health. 	<p>appropriate to level of accessibility)</p>
<p>A NEW DEAL FOR TRANSPORT: BETTER FOR EVERYONE (1998)</p> <ul style="list-style-type: none"> Commitment to create better, more integrated transport system to tackle the problems of congestion and pollution. A New Deal for Transport means: <ul style="list-style-type: none"> ➢ More real transport choice ➢ Better buses and trains ➢ A better deal for the motorist ➢ Better maintained roads ➢ a railway system working for the passenger ➢ more money for public transport ➢ more freight on the railway ➢ safer and more secure transport systems 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Integrated transport system to tackle the problem of congestion and pollution, and as a means for regeneration of urban areas; Increase personal choice by improving the alternatives. 	<ul style="list-style-type: none"> Improving the transport system with an emphasis on sustainable transport methods
<p>TRANSPORT 2010: MEETING THE LOCAL TRANSPORT CHALLENGE (2000)</p> <ul style="list-style-type: none"> Long term commitment to increase investment to the transport system and modernise the transport network. Important to integrate transport with issues such as social inclusion, regeneration, and the environment. The Strategy's 10 year objectives include: <ul style="list-style-type: none"> ➢ More choice ➢ Better integration ➢ Better access ➢ Better quality services ➢ Reduced impacts of traffic on the environment; and ➢ Safer and more reliable journeys. At the local level, the delivery of the 10 Year Plan will be through the Local Transport Plans (LTPs) to be prepared by local authorities. 	<ul style="list-style-type: none"> 10% increase in bus passenger journeys. Double light rail passenger journeys by 2010. Reduce road deaths or serious injury by 40% and the no. of child deaths or injury by 50% (against 94-98 average). Treble the no. of cycling trips. 	<ul style="list-style-type: none"> Local authorities have a crucial role in the delivery of integrated transport policy. Increase road safety. Improve road condition. Increase cycling trips. 	<ul style="list-style-type: none"> Sustainable transport options including cycling, walking and road safety.

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THE FUTURE OF TRANSPORT WHITE PAPER (2004) <ul style="list-style-type: none"> • The Strategy is built around three central themes: <ul style="list-style-type: none"> ➢ Sustained investment over the long term. ➢ Improvements in transport management ➢ Planning ahead. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Transport decisions consider liveability, sustainable communities and other policy areas - i.e. integrated with wider approaches to spatial planning and other strategies 	<ul style="list-style-type: none"> • Sustainable transport options
THE MAYOR'S TRANSPORT STRATEGY (2001) <ul style="list-style-type: none"> • Promoting London's economic and social development and improving the environment. • Increase the capacity, reliability, efficiency, quality and integration of London's transport to provide the world class system that the Capital needs. • Priorities and improvements for Lewisham listed in London Plan' (see Appendix 1). 	<ul style="list-style-type: none"> • Increase the capacity of the underground, rail and bus systems by up to 40% over the next 10 years. 	<ul style="list-style-type: none"> • Transport priorities See 'The London Plan'. 	<ul style="list-style-type: none"> • Sustainable transport options
THE LONDON ROAD SAFETY PLAN (2001) <ul style="list-style-type: none"> • Reduce traffic congestion and increase safety by use of public transport, walking and cycling. • Each borough is asked to prepare a Road Safety Plan. Take the Local Road Safety Plan into consideration. 	<ul style="list-style-type: none"> • See 'Transport 2010' safety targets. 	<ul style="list-style-type: none"> • It is anticipated that the Plan will be reviewed and re-issued in mid 2005. 	<ul style="list-style-type: none"> • Road Safety
LONDON BOROUGH OF LEWISHAM – LOCAL INTERIM IMPLEMENTATION PLAN (2002-2003) <ul style="list-style-type: none"> • Set up an accessibility and mobility forum. • Develop a transport action plan for accessibility and mobility. • Further development of Lewisham's community transport through the Lewisham pilot Door2Door scheme. • Improved routing and level of reliability of bus service. • Provision of physical assistance and interchange. • Promote physical improvements for bus services • Improved access to public facilities. • Council is developing draft LIP which is expected to go to consultation in Spring 2005. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Transport public and effective traffic management for the well being of local communities. • Interchange site in LTC 	<ul style="list-style-type: none"> • Safe, efficient and environmentally sustainable transport system.
LEISURE, COMMUNITY FACILITIES AND EDUCATION			
PLANNING POLICY GUIDANCE 17: PLANNING FOR OPEN SPACE, SPORT AND RECREATION (2002) <p>Well designed and implemented planning policies for sport and recreation are fundamental to delivering the broader Government objectives which include:</p> <ul style="list-style-type: none"> • Supporting urban renaissance - through well managed facilities • Promoting social inclusion and community cohesion, through well planned and maintained good quality sports and recreational facilities. • Health and well being – sports and recreational facilities have a vital 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Well managed sports and recreational facilities. • Priority to provide mixed use sport and recreational facilities in highly accessible locations, in or adjacent to town centres (see PPG6) • Planned, maintained good quality and sports and recreational facilities. • Accessibility to walking, cycling and public transport. • Open space within new development and on new development on PDL land 	<ul style="list-style-type: none"> • Maintain an adequate supply of well managed and accessible sports and recreational facilities.

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE PLAN (Issues)	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
<p>role to play in promoting healthy lifestyles.</p> <ul style="list-style-type: none"> Promote more sustainable development – by ensuring that sports and recreational facilities (particularly in urban areas) are easily accessible by walking and cycling and more heavily used facilities are planned for locations well served by public transport. <p>NB. Typology for existing sports and recreational facilities includes swimming pools, indoor sports halls, leisure centres, indoor tennis centre, ice rinks, community centres and village halls.</p>			
<p>PLANNING POLICY STATEMENT 1: DELIVERING SUSTAINABLE DEVELOPMENT</p> <ul style="list-style-type: none"> Deliver sustainable development through the planning system. Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by: <ul style="list-style-type: none"> Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. In planning for sustainable development the principal of social cohesion and inclusion. Therefore, development plans policies should: <ul style="list-style-type: none"> Ensure the impact of development on the social fabric of communities is considered; Seek to reduce social inequalities Address accessibility Take into account the needs of all the community Deliver safe, healthy and attractive places to live. Support the promotion of health and well being by making provision for physical activity. ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. 	<ul style="list-style-type: none"> No targets 	<ul style="list-style-type: none"> Social cohesion and inclusion. Consider fabric of communities. Access to jobs and key services. Reduce social inequalities. Promote health and well being through by encouraging physical activity. Contribute to safe, sustainable, liveable mixed and communities. Emphasis on community engagement 	<ul style="list-style-type: none"> Consider the sustainable development principal of social cohesion and inclusion. Community engagement to be a key element
<p>EDUCATION AND SKILLS – DELIVERING RESULTS A STRATEGY TO 2006 (Revised 2002)</p> <ul style="list-style-type: none"> Build a competitive economy and inclusive society by: <ul style="list-style-type: none"> Creating opportunities. Releasing potential. Achieving excellence. The objective are: <ol style="list-style-type: none"> Give children an excellent start in education so that they have a 	<ul style="list-style-type: none"> Improve educational attainment of children and young people (varying specific targets). Increase sporting opportunities for children. Increase opportunities for higher education or skilled employment for young people. . Increase adult learning opportunities. 	<ul style="list-style-type: none"> Provision adequate of educational facilities. 	<ul style="list-style-type: none"> Educated and inclusive society.

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<p>better foundation for future learning.</p> <p>2. Enable all young people to develop and to equip themselves with the skills, knowledge and personal qualities needed for life and work.</p> <p>3. Encourage and enable adults to learn and improve their skills and enrich their lives.</p>			
<p>SUSTAINABLE DEVELOPMENT ACTION PLAN FOR EDUCATION AND SKILLS (2003)</p> <ul style="list-style-type: none"> • Educate for sustainable development – “all learner will develop the skills, knowledge and value base to be active citizens in creating a more sustainable society”; • The environmental impact of the Department and its partner bodies – “pursue the highest standards of environmental management across all properties owned and managed by the Department and its associated bodies”; • The environmental impact of the education estate – “encourage and support all publicly-funded educational establishments to help them operate to the highest environmental standards”; and • Local and global partnership activity – “make effective links between education and sustainable development to build capacity within local communities”. • The plan sets direction and emphasises the critical importance of partnership and new thinking at the local level. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Integration of education and sustainable development. • Environmental impacts and management of educational facilities. • Environmental standards for educational facilities. 	<p>Integration of education and sustainable development objectives. Relevant sustainable development objectives include:</p> <ul style="list-style-type: none"> • Leadership in education and schools and in international development. • Improve content and engagement with schools and lifelong learning. • Support and guidance. • Environmental management systems. • Reduce water and energy consumption and increase use of renewable energy. • Recycling campaigns. • Sustainable travel plans across all staff. • Promotion of fair trade and local provision of food. • Assessments for sustainability (including Application of Building Establishment Environmental Assessment Method for the Building Schools for the Future programme). • Identify partners to develop mechanism for increasing participation by young people.
<p>DELIVERING CHOOSING HEALTH: MAKING HEALTHIER CHOICE EASIER (2004)</p> <ul style="list-style-type: none"> • The overarching objective of the Department of Health’s PSA is to improve the health of the population • The plan recognises the vital importance of co-delivery between local government and the NHS in partnership with local communities etc. • Local and central government have already agreed ‘shared priorities’ where local government can make a real difference to communicate and contribute to the Government’s national priorities, including: <ul style="list-style-type: none"> ➢ Creating safer and stronger communities; ➢ Improving the quality of life of older people and children, young 	<ul style="list-style-type: none"> • By 2010 increase the life expectancy at birth in England for 78.6 years for men and to 82.5 years for women. • Reduce health inequalities by 10% by 2010 (measured by infant mortality and life expectancy at birth). • 2010 to reduce at least 10% the gap between the fifth of areas with the worst health and deprivation indicators and the population as a whole. 	<ul style="list-style-type: none"> • Local authorities and PCTs (Primary Care Trusts) share a responsibility to improve health and well-being. • Provision of support and services for people at the local level. 	<ul style="list-style-type: none"> • Health and well being issues.

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<ul style="list-style-type: none"> ➤ people and families at risk ➤ Promoting healthier communities and narrowing health inequalities; ➤ Promoting the economic viability of localities and getting people back into work; ➤ Transforming the local environment. 			
<p>NHS AND URBAN PLANNING IN LONDON – FINAL REPORT (2003)</p> <ul style="list-style-type: none"> • The purpose of the report is to describe how the NHS can engage more effectively in London’s urban planning agenda. • Develop a clear understanding on the likely healthcare demands associated with the projected population and housing increases. • Contribute effectively to planning sustainable communities so that they enjoy good health. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Relationship between strategic healthcare provision and the demands associated with the projected population and housing increases (higher density). • Planning for sustainable healthy communities. • Provision of healthcare facilities and role in economic inclusivity and equality. 	<ul style="list-style-type: none"> • Healthy communities considerations in the Sustainability Appraisal Framework.
<p>COMMUNITY STRATEGY (2003-2013) Lewisham Strategic Partnership</p> <ul style="list-style-type: none"> • The Strategy has been developed by the Lewisham Strategic Partnership (LSP). The LSP brings together 20 representatives from the private, public and voluntary and community sectors. • The Strategy brings together many individual strategies endorsed by different agencies and partnerships in the one over-arching document. It aims to establish activity for the next 10 years to enhance the quality of life of local residents. • The Strategy identifies 10 priorities to be tackled in partnership to meet the needs and aspirations of Lewisham residents. These are groups in 3 main themes as follows: <ul style="list-style-type: none"> ➤ IMPROVING THE WELLBEING OF PEOPLE IN LEWISHAM (including: crime, health, education, enterprise and business growth, cultural vitality, regeneration, and welfare dependency). ➤ DEVELOPING LOCAL COMMUNITIES (including: engage local communities.) ➤ IMPROVING PUBLIC SECOTR PERMORMANCE AND DELIVER (including: equity in service delivery, effectiveness, efficiency and sustainability of local public services.) 	<ul style="list-style-type: none"> • Relevant targets have been taken from strategies listed in the table. 	<ul style="list-style-type: none"> • Improving the wellbeing of people in Lewisham. • Equal access to facilities and services. • Improve the effectiveness, efficiency and sustainability of local public services. 	<ul style="list-style-type: none"> • Consider how to sustainability objectives which will improve the quality of life for residents and visitors to LTC.
<p>LEWISHAM HEALTH IMPROVEMENT AND MODERNISATION PLAN (2002-2005)</p> <ul style="list-style-type: none"> • The core purpose of the HIMP is to provide a coherent programme for partnership action on local priorities for action: 	<p>By 2010:</p> <ul style="list-style-type: none"> • Reduce the gap between the quintile of areas with the lowest life expectancy at birth and population as a whole by at least 10% 	<ul style="list-style-type: none"> • Improve health and well being, reduce health inequalities and modernise health and social services. • Provision of health care facilities/services. • Access to health care facilities/services. 	<ul style="list-style-type: none"> • Include health and wellbeing objectives in the Sustainability Appraisal.

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<ul style="list-style-type: none"> ➢ Improving health and social well being; ➢ Reducing health inequalities; and ➢ Modernising health and social care services. • The plan presents the overarching local partnership strategy for implementing the NHS Plan and other national guidance. 	<ul style="list-style-type: none"> • Reduce the gap in mortality in children under one year between manual socio-economic groups and the population as a whole by at least 10%. <p>NB Various targets and indicators are provided in relation to specific health objectives.</p>		
<p>LEWISHAM EDUCATION DEVELOPMENT PLAN (2002-2007)</p> <ul style="list-style-type: none"> • The plan will be a key motor of improvement for Lewisham. As it implemented it will: <ul style="list-style-type: none"> ➢ Raise the standards of education provided for all Lewisham children; ➢ Improve the performance of Lewisham schools. 	<ul style="list-style-type: none"> • Targets are predominantly outdated. 	<ul style="list-style-type: none"> • Improve the education and skills of the population overall. 	<ul style="list-style-type: none"> • Consider sustainability objectives that equip people with the skills they need for continuing education and employment.
<p>SCHOOL ORGANISATION PLAN FOR THE LONDON BOROUGH OF LEWISHAM (2004-2009)</p> <ul style="list-style-type: none"> • The plan sets out the Education Authority's vision for education in the borough over the period of the plan. Within this context it sets out a strategy which will guide our approach to the planning of school places. • The key purpose of the Plan is to clearly set out how the Local Educational Authority plans to meet its statutory responsibility to secure sufficient education provision within its area in order to promote higher standards of achievement. • It is not the purpose of the plan to make proposals for individual schools, rather the plan sets out in general terms where there is a need to revise the current provision of school places. • NB. This is the final School Organisation Plan that will be produced by the Council. The document will be superseded in the near future. 	<ul style="list-style-type: none"> • No targets. 	<ul style="list-style-type: none"> • Provision of suitable school facilities at all educational levels to meet the demographical needs. • Seek to avoid excessive spare capacity in schools. • Promote higher standards of achievement. 	<ul style="list-style-type: none"> • Sustainability objectives need to consider the adequate provision of school facilities to promote higher standards of achievement.
<p>LEWISHAM - SKILLS FOR LIFE PROGRAMME (2002-2010)</p> <ul style="list-style-type: none"> • The key purpose of this document is to set out a Strategy to achieve a literate and numerate community within Lewisham (focussing on the 19+ age group), with a level of English language skills that will ensure that people can reach their full potential. • The aims are to: <ul style="list-style-type: none"> ➢ Create a literate and numerate community in Lewisham. ➢ Ensure appropriate types of provision for key target groups and ensure that it is available and accessible. ➢ Create high quality infrastructure for literacy, numeracy and ESOL provision to meet national standards. 	<ul style="list-style-type: none"> • Lewisham Lifelong Learning Forum will work with the Learning and Skills Council London East to deliver a 30% reduction in the number of adults of working age with poor basic skills by 2010. • Work with 17,500 19+ by 2010 or around 2,300 new learners per year to improve their basic skills (8 years x 2,200 = 17,600). • Of the adults that participate aim to see an 80% retention rate on courses across the board. 	<ul style="list-style-type: none"> • Plan to support access to skills resources with the following strategic improvements in mind: <ul style="list-style-type: none"> • High levels of numeracy and literacy in the 19+ age group. • Create high quality infrastructure for literacy, numeracy and ESOL provision. • Remove barriers to access and participation, particularly for "hard to reach groups". 	<ul style="list-style-type: none"> • Sustainable objectives need to consider role of plan in enabling people to reach their full potential.

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<ul style="list-style-type: none"> ➤ Ensure a collaborative approach to addressing and removing barriers to access and participation to “hard to reach” groups. 	<ul style="list-style-type: none"> • By 2030, 10,637 people achieve a nationally recognised QCA qualification based on the level of need identified across literacy and numeracy in Lewisham and an estimate of the language need of ESOL residents. • Develop 6 new providers by 2010. • Existing providers increase learning opportunities by 10% by 2004. • 40% of participants to move on to either earlier further courses/FE, or employment. 		
<p>LEWISHAM EARLY YEARS DEVELOPMENT AND CHILDCARE PARTNERSHIP IMPLEMENTATION PLAN</p> <ul style="list-style-type: none"> • Series of strategic goals/targets listed as follows: <ul style="list-style-type: none"> - Universal nursery education - New childcare places - New out-of-school childcare places - Turnover of childcare places - New childminder places - Childcare places for lone parents - Childcare gap - Neighbourhood Childcare Initiative - Neighbourhood Nurseries - Neighbourhood Out of School - Neighbourhood Childminding - Childcare workforce training - Training for foundation stage practitioners - QTS input to foundation stage - Quality assurance for providers - Satisfactory OFSTED reports on early years settings - Area SENCOs 	<ul style="list-style-type: none"> • Targets to 2004, relate to provision of childcare facilities 	<ul style="list-style-type: none"> • Support access to childcare facilities 	<ul style="list-style-type: none"> • Childcare provision

CONTEXTUAL TOWN CENTRE ISSUES

The purpose of the following tables is to examine the London Borough of Lewisham Unitary Development Plan and Lewisham Gateway Supplementary Planning Guidance, in order to extract key issues relating to the town centre. These documents are not sources of objectives for the main body of task A1 because they will be superseded by the new Local Development Framework. However, they are useful sources of contextual issues for the AAP, and should be considered as part of the Scoping Report.

UDP (2004) POLICIES AND ISSUES REVIEW

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
	CHAPTER 2: URBAN DESIGN AND CONSERVATION			
STR. URB1	To create a built environment through new development and alterations to existing buildings that are well designed, safe to use and accessible to all.	Well designed, safe and accessible urban environment	.	Well designed, safe and accessible urban environment in LTC
STR. URB2	To preserve and enhance buildings or architectural or historic interest and their settings, and preserve or enhance the character or appearance of Conservation Areas.	Preservation and enhancement of the historic aspects of the borough's environment		Preservation and enhancement of historic areas of town centre (e.g. Mercia Grove, Blackheath, Belmont Conservation Areas; and Lewisham and Catford Area of Archaeological Priority)
STR. URB3	To preserve and enhance the archaeological heritage and the valuable elements, strategic and local, of the Borough's environment.	Preserve enhance the archaeological and valuable elements of the Borough's environment.		Preserve enhance the archaeological and valuable elements of the LTC's environment (e.g. Lewisham and Catford Area of Archaeological Priority)
STR. URB4	To protect the best in our environment and enhance and improve the environment in areas of the Borough where social and	Enhance and improve environment of the borough		Enhance and improve environment of LTC and key gateway sites within it

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
	environmental conditions are poorest			
STR. URB5	To respect the special character of the River Thames and Deptford Creek and to improve the vitality, urban design and environmental quality of the River, its foreshore and its adjoining areas.	Improve the Thames and Deptford Creek environment and respect its special character		N/a
URB 1	Development Sites and Key Development Sites	Improve overall image of the borough. Seek high quality of design on key development sites	Design statements for significant new developments	Seek high quality of design across Town Centre including key development sites - Lewisham interchange site; Odeon site; and 206-210 High Street and Model Market site.
URB 2	Major Regeneration Schemes – Single Regeneration Budget and New Deal for Communities	Land use changes from SRB/NDC and other schemes.		Land use changes from URL SRB scheme
URB 3	Urban Design	Improve urban design quality of the Borough.	<ul style="list-style-type: none"> ➤ high standard of design ➤ ensure scale, mass etc complementary ➤ large unlandscaped areas of parking and servicing ➤ height ➤ building frontages ➤ public routes and pedestrian access to surrounding facilities ➤ building materials ➤ design details and boundary treatments ➤ visual interest at ground level ➤ retention and refurbishment of existing buildings ➤ local distinctiveness ➤ energy efficiency 	Improve urban design quality of town centre

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
URB 4	Designing out Crime	Reduction of crime and fear of crime by design.	<ul style="list-style-type: none"> ➤ security in new developments ➤ overlooking ➤ definition of private space ➤ unassigned pockets of land ➤ lighting ➤ active frontages to face public realm ➤ conformity to BS8220 b 	Reduction of crime and fear of crime by design in LTC
URB 5	Design and Location of High Buildings	Location of High Buildings	<ul style="list-style-type: none"> • Development briefs identifying sites as suitable • potential visual impact on various important areas listed buildings and existing tall buildings and structures • micro climatic problems at street level • effect on river environment • environmental impact statement • high building consultation areas • other functional considerations • definition of high buildings includes high structures 	Location of High Buildings may be appropriate in Lewisham Town Centre (requires development brief)
URB 6	Alterations and Extensions		<p>Criteria policies for alterations and extensions to buildings</p> <ul style="list-style-type: none"> • Enclosure of pipework and mechanical equipment within building envelope • patterns of existing doors and windows • Setback from rest of building • Respect form and detailing of original • matching materials • obtrusive impacts 	N/a
URB7	Access to Buildings for People with Disabilities	Environment to provide accessibility to all	<ul style="list-style-type: none"> ➤ all new development open to the public to provide access for people with disabilities 	Environment to provide accessibility for all in LTC

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
URB 8	Shopfronts	<p>Preserve and improve quality of the street scene</p> <p>Reduction of crime and fear of crime</p>	<ul style="list-style-type: none"> ➤ retention or replacement of quality shopfronts ➤ relation to rest of buildings ➤ materials ➤ open shopfronts ➤ separate access to residential accommodation above ➤ access for people with disabilities ➤ street numbering ➤ refuse bins ➤ temporary banners and promotional advertising 	<p>Preserve and improve quality of the street scene</p> <p>Reduction of crime and fear of crime</p> <p>(Conservation Areas and Listed Buildings to be considered)</p>
URB 9	Signs and Hoardings	Preserve and improve quality of street scene	<ul style="list-style-type: none"> • Shop signs located at fascia level • Moving digital displays • Internally illuminated box signs and projecting signs • Bright glossy blinds • Poster hoardings • Temporary hoardings and public art 	Preserve and improve quality of street scene. (Conservation Areas and Listed Buildings to be considered)
URB10	Roller Grilles and Shutters	<p>Preserve and improve quality of street scene.</p> <p>Reduction of crime and fear of crime</p>	<ul style="list-style-type: none"> ➤ solid v. open mesh roller shutters ➤ shutter box contained behind fascia. 	<p>Preserve and improve quality of street scene.</p> <p>Reduction of crime and fear of crime</p>
URB11	Masts, Satellite Dishes and Telecommunications Equipment	Facilitate growth of telecommunication systems but protect the amenity of urban areas	<ul style="list-style-type: none"> ➤ siting and visual impact ➤ prominent skyline features ➤ permitted development rights ➤ communal telecommunications equipment ➤ remove or upgrade older equipment ➤ best possible environmental and operational solution ➤ mast sharing ➤ sympathetic design 	Facilitate growth of telecommunication systems but protect the amenity of urban areas (Conservation Areas and Listed Buildings to be considered)
URB12	Landscape and Development	<p>High quality building settings vital to good urban design</p> <p>Nature conservation/Biodiversity</p> <p>Trees</p>	<ul style="list-style-type: none"> ➤ Landscape proposals for areas not occupied by buildings ➤ landscape appraisals/retention of site features/species of nature conservation interest ➤ replacement tree planting ➤ loss of trees ➤ refaction of local biodiversity 	<p>High quality building settings vital to good urban design in LTC</p> <p>Nature conservation/Biodiversity</p> <p>Trees.</p>

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
			<ul style="list-style-type: none"> ➤ sustainable urban drainage techniques 	
URB13	Trees	Protection of natural elements of the environment Numbers of trees in the borough	<ul style="list-style-type: none"> ➤ Tree Preservation Orders ➤ planning conditions to plant new trees ➤ loss of trees and replanting programmes 	Protection of natural elements of the environment Numbers of trees in LTC/the borough
URB14	Street Furniture and Paving	Preserve and improve quality of street scene	<ul style="list-style-type: none"> ➤ Design of street furniture and paving materials ➤ Street clutter ➤ Access for all ➤ Historic street furniture 	Preserve and improve quality of street scene (Consideration Conservation Area)
URB15	Conservation Areas	Programme of Conservation Area declaration	Special Guidance for Conservation Areas	Programme of Conservation Areas declaration
URB16	New Development, Changes of Use and Alterations to Buildings in Conservation Areas	Preserve or enhance the character or appearance of Conservation Areas	<ul style="list-style-type: none"> ➤ character of new development and/or extensions ➤ compatibility of changes of use ➤ detailed applications for development ➤ boundary and landscaping features ➤ street furniture and paving materials ➤ alterations to unlisted buildings 	Preserve or enhance the character or appearance of Conservation Areas in LTC.
URB17	Demolition in Conservation Areas	Preservation or enhancement of the character or appearance of Conservation Areas	<ul style="list-style-type: none"> • Demolition of buildings in Conservations Areas • Contribution of buildings to enhancement of character or appearance of buildings in CAs • Condition of building • Capacity for adaptation to new uses • Efforts made to find new uses 	Preservation or enhancement of the character or appearance of Conservation Areas in LTC
URB18	Preserving Listed Buildings	Preservation of the character of Listed Buildings	<ul style="list-style-type: none"> • Demolition • Alterations • Maintenance • Setting • Identification of buildings suitable for listing 	Preservation of the character of Listed Buildings in LTC
URB19	Listed Buildings – Changes of Use	Preservation of the character of Listed	<ul style="list-style-type: none"> • Proposals for change s use • Original use of building 	Preservation of the character of Listed

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
		Buildings	<ul style="list-style-type: none"> • Essential other uses • Statutory requirements for fire escapes etc. 	Buildings in LTC
URB20	Locally Listed Buildings	Preservation and enhancement of townscape of merit	<ul style="list-style-type: none"> • Preservation and enhancement of Locally Listed Buildings. 	Preservation and enhancement of townscape of merit in LTC
URB21	Archaeology	Conservation, protection and enhancement of the archaeological heritage of the Borough	<ul style="list-style-type: none"> • Archaeological site evaluations • Cooperation between developers and archaeological organisations • Conditions/S106 agreements • Preservation of remains in situ • Statutory protection • Recording/publication of excavations • Scheduling of Ancient monuments 	Conservation, protection and enhancement of the archaeological heritage of the LTC (Lewisham and Catford Area of Archaeological Priority)
URB22	Important Local Views and Landmarks	Preservation and enhancement of townscapes of merit	<ul style="list-style-type: none"> • Local views • Local Landmarks 	Preservation and enhancement of townscapes of min LTC including St Mary's Ladywell and Lewisham Clocktower
URB23	Strategic Views	Protection and enhancement of Strategic Views of St Paul's Cathedral	<ul style="list-style-type: none"> • Development proposals in the viewing corridor • Foreground, background and wider setting • Improvement of views in case of redevelopment • Comments of other bodies 	N/a
URB24	Thames Policy Area	High quality Urban Design Character of the River Thames and riverfront Tidal defences Nature Conservation	<ul style="list-style-type: none"> • Urban design • Relationship with river • River related uses • Nature Conservation • Tidal defences • River infrastructure • Encroachment • Design statements 	N/a
URB25	Thames Path	Character of the River Thames and riverfront	<ul style="list-style-type: none"> • Opportunities to realign Thames Path onto the riverfront 	N/a
URB26	Thames Foreshore	Character of the River Thames and riverfront	<ul style="list-style-type: none"> • Maintain and enhance access to the 	N/a

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
			foreshore	
URB27	Areas of Special Character	Areas that provide a unique and strategic contribution to London	<ul style="list-style-type: none"> Contribution of Sydenham Ridge Contribution of Blackheath 	N/a
URB28	Deptford Creek	Improve the Thames and Deptford Creek environment and respect its special character Nature Conservation interest	<ul style="list-style-type: none"> Public access and views to Creek in association with Waterlink Way Appearance structure and environmental quality of Creek Walls Encroachment of development into the Creek 	N/a
URB29	Art in Public Places	Preserve and improve quality of street scene	<ul style="list-style-type: none"> Provision of public art Murals to screen prominent sits boarded up in preparation for development 	Preserve and improve quality of street scene Encourage art as part of major development schemes and sites in town centres
	CHAPTER 3: OPEN SPACE			
STR.OS 1	To protect all open space in the Borough from inappropriate built development.	Protection of open space	Development of Open Space.	Protection of open space in LTC
STR.OS 2	To seek to provide additional open space in the Borough, particularly in areas identified as deficient in accessible provision.	Provide additional open space in deficient areas.	Allow opportunities for additional Open Space.	Provide additional open space in deficient areas in LTC
STR.OS 3	To protect and wherever possible enhance nature conservation and biodiversity in the Borough.	Protect and enhance biodiversity.	Protect sites of nature conservation from development.	Protect and enhance biodiversity in LTC.
OS 1	Metropolitan Open Land	Preserve the open character of Metropolitan Open Land (MOL).	Preserving the open nature of MOL (certain uses are listed as appropriate, and only limited extension of buildings allowed).	Preserve the open character of Metropolitan Open Land (MOL) in LTC (open land adjoining Waterlink Way)
OS 2	Land Close to Metropolitan Open Land	Consider visual amenity, character or use of any development fringing MOL.	Consider effects of development adjoining MOL.	Consider visual amenity, character or use of any development fringing MOL in

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
				LTC(open land adjoining Waterlink Way).
OS 3	Green Chains	Protect Open spaces forming the South East London Green Chain.	Consider linkages to South East London Green Chain.	Protect Open spaces forming the South East London Green Chain in LTC (i.e. Waterlink Way).
OS 4	Waterlink Way	Safeguard the proposed route of the Waterlink Way and land adjacent as MOL.	Agreements with developers of sites within and adjoining the route could: - provide additional open space; - improve the quality of footpaths and cycleways; - create & enhance wildlife habitats within the waterways.	Safeguard the proposed route of the Waterlink Way and land adjacent as MOL.
OS 5	Green Corridors	Protect Green Corridors for their nature conservation and informal recreation value.	Developments within Green Corridors should enhance conservation and informal recreation.	Protect Green Corridors for their nature conservation and informal recreation value. In LTC, these are defined by the areas adjacent to the railway routes.
OS 6	River Corridors	Protect, enhance and restore the natural elements of the river environment.	Potential for improvements to river environment through planning applications.	Protect, enhance and restore the natural elements of the river environment in LTC (Ravensbourne and Quaggy)
OS 7	Other Open Space	Development of Public Open Space (POS) or Urban Green Space (UGS).	Criteria for appropriate development on POS or UGS.	Development of Public Open Space (POS) in LTC (Quaggy Gardens)
OS 8	Areas of Public Open Space Deficiency	Provide POS and enhance public access to POS in areas identified as being deficient.	Negotiate with developers for new areas of Public Open Space within housing schemes.	Provide POS and enhance public access to POS in areas of LTC identified as being deficient (majority of area north of Ladywell).
OS 9	Temporary Open Space	Bring suitable vacant land into temporary	UNKNOWN	Bring suitable vacant land into temporary

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
		open space use.		open space use.
OS 10	Trees in Open Spaces	Loss of trees for amenity values.	Prevent the loss of trees and allow Tree Preservation Orders.	Loss of trees for amenity values.
OS 11	Sport and Recreation	Loss and damage to outdoor sport and recreation land.	Loss or damage to outdoor sport and recreation land.	Loss and damage to outdoor sport and recreation land in LTC (<i>is this applicable to LTC?</i>)
OS 12	Nature Conservation on Designated Sites	Sites of Nature Conservation Importance	Sites of Nature Conservation Importance.	Sites of Nature Conservation Importance (Lewisham Railway Triangle; Lewisham to Blackheath; and Railside land)
OS 13	Nature Conservation	Protect and enhance nature conservation value of all sites.	Protect nature conservation value of all sites through the imposition of planning conditions or new habitat provision nearby.	Protect and enhance nature conservation value of all sites in LTC.
OS 14	Burial Spaces	Protect and enhance existing burial space, considering reuse if possible.	Not relevant	Protect and enhance existing burial space, considering reuse if possible (<i>is this relevant to LTC?</i>)
OS 15	Historic Parks, Gardens and Landscapes	Protect and enhance the parks and gardens of special historic interest included in the English Heritage Register.	Protect and enhance the parks and gardens of special historic interest.	Protect London Squares (Lewisham High Street East and West sides)
OS 16	World Heritage Site Buffer Zone	Visual impact of developments within the World Heritage Site Buffer Zone.	Consider visual impact of developments within World Heritage Site Buffer Zone.	N/a
OS 17	Protected Species	Prohibit development or land use with an adverse impact upon protected plant and animal species.	Consider protected plant and animal species.	Prohibit development or land use with an adverse impact upon protected plant and animal species.
	Chapter 4: Environmental Protection			
STR.	Minimise generation of waste and encourage greater reuse of materials and recycling of	Reuse and recycling of waste through	Waste management sites within developments.	Reuse and recycling of waste through

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
ENV PRO 1	waste, ensure environmentally acceptable waste disposal schemes.	environmentally acceptable schemes.	Access for waste collection.	environmentally acceptable schemes.
STR. ENV PRO 2	Reduce levels of environmental pollution, improve air and water quality, locate polluting activities to minimise any environmental impact.	Minimise polluting activities.	Minimise impacts of polluting activities.	Minimise polluting activities.
STR. ENV PRO 3	Encourage renewable energy generation and natural resource conservation.	Encourage renewable energy and natural resource conservation.	Encourage renewable energy schemes in developments.	Encourage renewable energy and natural resource conservation.
STR. ENV PRO 4	Facilitate improvement and decontamination of poor quality, degraded and contaminated land.	Re-use of contaminated Land	Assess impacts of developments on contaminated land.	Re-use of contaminated Land
STR. ENV PRO 5	To protect areas liable to river or tidal flooding and to control surface water drainage.	Identification of areas subject to river or tidal flooding. Control of surface water drainage.	Avoidance and mitigation of effects of flooding on developments.	Identification of areas subject to river or tidal flooding. Control of surface water drainage.
ENV. PRO 1	Waste Best Practicable Environmental Option (BPEO), the Waste Hierarchy, the Proximity Principle and Regional Self-Sufficiency.	Waste Management and Recycling	Waste management sites within developments. Access for waste collection.	Waste Management and Recycling
ENV. PRO 2	Special Wastes and Hazardous Substances	Public health and safety resulting from special wastes, hazardous substances.	Assessment of Hazardous waste / contaminated sites.	N/a
ENV. PRO 3	Waste Management Co-ordination	Co-ordinate its waste management methods with neighbouring authorities.	N/A	N/a
ENV. PRO 4	Waste Transfer Stations	New Waste transfer stations and associated amenity impacts.	Impacts of New waste transfer stations in the Borough (visual amenity, odour, traffic and access).	New Waste transfer stations and associated amenity impacts (unlikely to be applicable in LTC)

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
ENV. PRO 5	Waste Management Facilities	Criteria to assess applications for waste management facilities.	Criteria to consider for applications of W.M Sites. (listed)	Criteria to assess applications for waste management facilities.
ENV. PRO 6	Recycling and Civic Amenity Site	Encouraging Recycling Provide a civic amenity site (Landmann Way).	Waste management sites within developments.	N/a
ENV. PRO 7	Environmental Impact Assessment	Assessment of Environmental effects of Developments.	Require an EIA where a development has significant likely effects upon the environment.	Assessment of Environmental effects of Developments.
ENV. PRO 8	Air Quality Management Areas	Definition of Air Quality Management Areas (AQMAs).	Assessment of impact of new developments on air quality within AQMA's.	Definition of Air Quality Management Areas (AQMAs).
ENV. PRO 9	Potentially Polluting Uses	Avoid adverse effects from polluting uses.	Criteria to consider for applications of polluting uses (listed)	Avoid adverse effects from polluting uses.
ENV. PRO 10	Contaminated Land	Appropriate use of Contaminated Land.	Remedial measures on contaminated land.	Appropriate use of Contaminated Land (remediation recommended for north of the Borough.
ENV. PRO 11	Noise Generating Development	Resist unacceptable levels of noise.	Mitigate effects of Noise generating activities.	Resist unacceptable levels of noise
ENV. PRO 12	Light Generating Development	Resist unacceptable levels of light.	Mitigate effects of obtrusive lighting.	Resist unacceptable levels of light.
ENV PRO 13	Aggregates	Use of recycled aggregates	New developments use recycled aggregates, where appropriate.	Use of recycled aggregates
ENV. PRO 14	Controlling Development in the Flood Plain	Identification of areas subject to flood hazard.	Mitigation of risk from flood hazards.	Identification of areas subject to flood hazard (Ravensbourne and Quaggy)
ENV.	Sustainable Surface Water Drainage in New	Use of Sustainable Water Drainage.	Use of Sustainable Water Drainage.	Use of Sustainable Water Drainage.

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
PRO 15	Development			
ENV. PRO 16	Protection of Tidal and Fluvial Defences	Protection of flood defences.	Protection of flood defences.	Protection of flood defences.
ENV PRO 17	Management of the Water Supply	Prevent depletion or reduction in quality of future water supplies. Water use efficiency	Adequate foul and surface water drainage capacity, being environmentally acceptable.	Prevent depletion or reduction in quality of future water supplies. Water use efficiency
ENV. PRO 18	Electricity Generation	Avoid Environmental effects of Electricity Generation schemes.	Criteria to consider for applications of Electricity Generation schemes (listed).	Avoid Environmental effects of Electricity Generation schemes.
ENV. PRO 19	Energy Efficiency	Energy and natural resource efficiency.	Energy efficiency and natural resource conservation through design, orientation, density and location.	Energy and natural resource efficiency.
ENV. PRO 20	Renewable Energy	Renewable energy.	Renewable energy schemes.	Renewable energy.
	Chapter 5: Housing			
STR. HSG1	To prevent the loss of viable residential property as a consequence of development, change of use or redevelopment schemes, and where a loss is considered acceptable to ensure that at least equal provision is made elsewhere in the borough.	Prevent the loss of housing.	Merits of proposal involving loss of housing.	Prevent the loss of housing.
STR. HSG2	To protect and enhance the character and amenity of residential areas, while providing for higher density in defined Sustainable Living Areas.	Protect and enhance the character and amenity of residential areas. Higher densities in Sustainable Living Areas.		Protect and enhance the character and amenity of residential areas. Higher densities in LTC as a Sustainable Living Areas.
STR.	To ensure a mix and balance of residential provision to ensure a full range of identified	Meet housing need.	Providing housing for a range of households, household sizes and affordable housing.	Meet housing need.

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
HSG3	housing need including single people, families of different sizes, persons with special needs and affordable housing.	Provide sufficient affordable housing to meet needs.		Provide sufficient affordable housing to meet needs.
STR. HSG4	To make provision for at least 8,400 dwellings in the period 1992 and 2006 and to recognise the likely need for a minimum of 11,178 new residential units in the period 1997 to 2016.	Providing sufficient housing to meet needs.	Site allocations to meet housing provision.	Providing sufficient housing to meet needs.
HSG1	Prevention of Loss of Housing	Prevent the loss of housing.	Policy to consider merits of proposal involving loss of housing.	Prevent the loss of housing.
HSG2	Housing on Previously Developed Land	Preferred use of windfall sites. Re-use of previously developed land.		Preferred use of windfall sites. Re-use of previously developed land.
HSG3	Provision of Housing Sites	Provide sufficient housing.		Provide sufficient housing.
HSG4	Residential Amenity	Improve and safeguard residential amenity.	Residential Development Standards including: - ➤ siting of new development; ➤ landscaping; ➤ design; ➤ gardens; ➤ conservation; ➤ character; ➤ community facilities; ➤ open space; ➤ transport in residential areas.	Improve and safeguard residential amenity.
HSG5	Layout and Design of New Residential Development	Quality of new residential development.	Residential development standards including : - ➤ privacy, outlook, natural lighting, amenity space; ➤ Parking; ➤ Energy efficiency; ➤ Accessibility.	Quality of new residential development.
HSG6	Dwelling Mix		Dwelling mix	Dwelling mix (Sustainable Living Area –

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
				single person households)
HSG7	Gardens		Residential Development Standards – open space. Retention of ecological important features in new housing.	Provision of external space in new dwelling development
HSG8	Backland and In-Fill Development	Backland and in-fill development.	Residential Development Standards (Backlands) including: - ➤ gardens; ➤ design; ➤ privacy.	Backland and in-fill development (Sustainable Living Areas).
HSG9	Conversion of Residential Property	Conversions of existing residential properties.	Residential Development Standards (Conversions) - ➤ minimum floorspace; ➤ amenity; ➤ character; ➤ parking; ➤ existing use; ➤ garden / private open space.	Conversions of existing residential properties.
HSG 10	Conversion of Office and other Commercial Space to Residential Accommodation	Conversions of non-residential property (linked to PPS3 requirements to convert to housing unneeded employment and commercial land) Live / Work Developments	Residential Development Standards (Conversions) Residential Development Standards (Live / Work)	Conversions of non-residential property Residential re-use particularly in town centres (vitality and viability). Linked to employment policies.
HSG 11	Conversion of Space Above Shops to Residential Accommodation	Conversions of non-residential property.	Residential Development Standards (Conversions) including:- ➤ conflicts with existing land uses; ➤ access; ➤ environmental quality; ➤ parking; ➤ safety standards.	Conversions of non-residential property.
HSG 12	Residential Extensions	Residential Extensions	Residential Development Standards (Residential Extensions) including: - ➤ functional requirements;	Residential Extensions

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
			<ul style="list-style-type: none"> ➤ external space for recreation and domestic purposes; ➤ privacy; ➤ amenity; ➤ urban design; ➤ special needs accommodation (e.g. large families, the elderly, those in need of care). 	
HSG 13	Affordable Housing	Number of affordable housing provision to meet affordable housing need.		Number of affordable housing provision to meet affordable housing need at borough level.
HSG 14	Provision of Affordable Housing	Threshold for affordable housing in new development.	<p>Affordable housing suitability on an individual site, including: -</p> <ul style="list-style-type: none"> ➤ proximity of local services; ➤ whether provision would prejudice other planning objectives. <p>Residential Development Standards (affordable housing), including: -</p> <ul style="list-style-type: none"> ➤ housing mix and type. 	Threshold for affordable housing in new development.
HSG 15	Creating Mixed and Balanced Communities	<p>Mixed and balanced communities.</p> <p>Existing concentrations of social rented housing.</p>	<p>Off-site provision of affordable housing.</p> <p>Flexible tenures in areas of high social rented housing.</p>	<p>Mixed and balanced communities.</p> <p>Existing concentrations of social rented housing.</p>
HSG 16	Density	Locations for Higher Densities	Housing – Density	Locations for Higher Densities. Criteria for higher density includes Sustainable Living Area designation.
HSG 17	Sustainable Living Areas	Locations for higher densities and flexible residential development standards.	<p>Residential Development Standards, including: -</p> <ul style="list-style-type: none"> ➤ locations for flexible standards. 	Locations for higher densities and flexible residential development standards – LTC

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
HSG 18	Special Needs Housing	Provision of short and long stay supported accommodation.		Provision of short and long stay supported accommodation.
HSG 19	Housing in Multiple Occupation	Modification of housing in multiple occupation to achieve greater self-containment.		Modification of housing in multiple occupation to achieve greater self-containment.
HSG 20	Travellers sites	Need for travellers sites.	Criteria for location of travellers sites (ODPM Circular)	Need for travellers sites (Thurston Road , LTC)
HSG 21	Bed And Breakfasts	Provision of bed and breakfast accommodation.	Standards for Bed & Breakfast developments.	Provision of bed and breakfast accommodation.
HSG 22	Consultation on Housing Developments	Not relevant.	Not relevant.	Public consultation on housing developments (to be incorporated within AAP consultation process where applicable)
	Chapter 6: Sustainable Transport and Parking.			
STR.TRN 1	Co-ordinate land use and development with the provision of transport and car parking, so as to minimise the need to travel by car and provide good access to premises, especially in Town Centres.	Car travel. Access to facilities, especially in Town Centres.	Location of activity generators in relation to public transport and parking. Provision of car parking.	Car travel. Access to facilities, especially in Town Centres (LTC)
STR.TRN 2	Seek improvements to the provision of public transport in the Borough, which benefit residents and minimise adverse impacts on the environment.	Sustainable transport options. Provision of public transport. Environmental impacts.	Developer contributions to contribute to public transport provision.	Sustainable transport options. Provision of public transport. Environmental impacts.
STR.TRN 3	Ensure that adequate and safe provision is made for cyclists, pedestrians and people with disabilities in new development and improve access and facilities within existing	Safe provision for cyclists and pedestrians.	Location of cycle and pedestrian paths in new and exiting developments.	Safe provision for cyclists and pedestrians

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
	land uses.			
STR.TRN 4	Adopt an integrated car parking strategy which contributes to the objectives of traffic reduction, whilst protecting the operational needs of major public facilities, essential economics and the needs of people with disabilities.	Traffic management. Disabled requirements.	Traffic management via car parking strategy.	Traffic management. Major facilities, economic development Disabled requirements.
TRN 1	Location of development.	Location of public transport facilities in relation to large scale development.	Location of public transport facilities in relation to large scale development.	Location of public transport facilities in relation to large scale development (Interchange site in Lewisham).
TRN 2	Travel impact statements.	Impact of development major schemes on congestion, safety, and the surrounding environment.	Developers to provide statements for all major schemes.	Impact of development major schemes on congestion, safety, and the surrounding environment.
TRN 3	Developer contributions.	Developer contributions to highway improvements, traffic management and accessible public transport and cycle/pedestrian facilities.	Developer contributions to contribute to transport provision.	Developer contributions to highway improvements, traffic management and accessible public transport and cycle/pedestrian facilities
TRN 4	Access for public transport.	Accessibility (roads and footpaths).	Accessibility of major development schemes.	Accessibility (roads and footpaths).
TRN 5	Green travel plans.	Management of organisations travel needs.	Sustainable travel options.	Management of organisations travel needs.
TRN 6	Employment areas.	Accessibility to employment areas.	Accessibility to employment areas.	Accessibility to employment areas. In LTC Molesworth Street.
TRN 7	Transport by rail.	Transport by rail.	Encourage transport by rail.	Transport by rail.
TRN 8	Use of River Thames.	Freight and passenger use of Thames.	Encourage freight and passenger use of	N/a

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
			Thames.	
TRN 9	Shopping areas.	Accessibility. Traffic impacts.	Accessibility. Traffic impacts.	Accessibility. Traffic impacts.
TRN 10	Protection and improvement of public transport.	Protection and improvement of public transport.	Provision and access of public transport.	Protection and improvement of public transport (Interchange)
TRN 11	New rail schemes.	Impact on residents and the local environment.	Impact on residents and the local environment.	Impact on residents and the local environment (DLR extension to London City Airport).
TRN 12	Lewisham interchange.	Interchange facilities and linkages.	Transport linkages. Connectivity.	Commercial and employment uses appropriate to a town centre location (see also Development Brief)
TRN 13	Transport interchange.	Interchange facilities and linkages.	Transport linkages. Connectivity.	Interchange facilities and linkages at LTC (Bus, rail, DLR, taxi). URL SRB.
TRN 14	Cycle parking.	Cycle parking provision.	Cycle parking provision.	Cycle parking provision
TRN 15	Provision for cyclists and walkers.	Convenient, safe and secure cycle and pedestrian facilities.	Convenient, safe and secure cycle and pedestrian facilities.	Convenient, safe and secure cycle and pedestrian facilities (especially at Interchange).
TRN 16	Developing pedestrian and cycle networks.	Status of Strategic Cycle Network and Strategic Walking routes.	Safe, convenient and pleasant pedestrian and cycle routes.	Provision for users to walk or cycle with convenient and safe storage and facilities at interchanges.
TRN 17	Protecting cyclists and pedestrians.	Cyclists and pedestrian safety (including people with disabilities).	Needs and safety of cyclists and pedestrians (including people with disabilities).	Cyclists and pedestrian safety (including people with disabilities).
TRN 18	The road hierarchy.	Road hierarchy.	Traffic management.	Road hierarchy (In LTC – A20, A21 are Strategic routes; A2210 and A2211 are London Distributors; and B220, B236, and

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
				Courthill Road are Local Distributors.
TRN 19	New road building and improvements.	Traffic congestion.	Impacts on local residents, congestion, public transport and safety.	Traffic congestion
TRN 20	Improving road safety.	Road safety.	Developer contributions to improve road safety.	Road safety.
TRN 21	Traffic management.	Traffic management.	Traffic calming measures.	Traffic management.
TRN 22	Home zones.	Traffic management measures.	Encourage alternative transport modes.	Traffic management measures.
TRN 24	Car free residential development.	Car free residential development. Access to public transport.	Access to public transport. Adverse impacts on on-street parking.	Car free residential development. Access to public transport. May apply in LTC as a SLA.
TRN 25	Off-street parking for residential conversions.	Off-street parking for residential conversions.	Off-street parking for residential conversions.	Off-street parking for residential conversions.
TRN 26	Controlled parking zones.	Location of controlled parking zones.	Developer contributions for proposals adversely impacting on-street parking.	Location of controlled parking zones (in and around town centres).
TRN 27	Car parking standards.	Car parking standards.	Need for off street parking (including disabled needs).	Car parking standards
TRN 27A	Dual use of private car parks	Dual use of private car parks	Investigate dual use opportunities.	Dual use of private car parks in town centres.

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
TRN 28	Motorcycle parking.	Motorcycle parking provision.	Need for motorcycle parking.	Motorcycle parking provision
	Chapter 7: Employment			
STR. EMP 1	Protect and increase the number and range of employment opportunities, having regard to sustainability and availability of sites and buildings including appropriate provision for live work	Provision of sites for employment. Judge sustainability and availability.	Range/number of job opportunities on sites. Live work developments Site allocations	Provision of sites for employment. Judge sustainability and availability.
STR. EMP 2	Protect and range of suitable sites for business including industrial uses, in line with sustainability and environmental objectives, especially for new growth areas of the economy	Provision of sites for business Identify new economic growth areas and sustainability and environmental suitability	Suitability of sites and site allocations for business/industrial use and for new growth areas of the economy	Provision of sites for business Identify new economic growth areas and sustainability and environmental suitability
STR. EMP 3	Promote business clusters particularly for the creative and cultural industrial sector	Promote business clusters particularly for the creative and cultural industrial sector	Site allocations to provide for business clusters	Promote business clusters particularly for the creative and cultural industrial sector
EMP 1	Satisfactory supply of employment land	Providing sufficient employment land to meet needs.	Site allocations for employment uses.	Providing sufficient employment land to meet needs
EMP 2	Retention and promotion of premises for use by Creative Industries	Retention and promotion of premises for use by Creative Industries.	Site allocations. Use of planning conditions and S106 agreements in relation to new creative industry developments.	Retention and promotion of premises for use by Creative Industries.
EMP 3	Defined Employment Areas	Business uses on Defined Employment Areas	Criteria for development on Defined Employment Areas	Business uses on Defined Employment Areas (only 1 Defined Employment Area in TC)

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
EMP 4	Employment Sites outside Defined Employment Areas	Business uses on employment sites outside Defined Employment areas.	Criteria for development on employment sites outside Defined Employment Areas.	Business uses on employment sites outside Defined Employment areas.
EMP 5	Intensification of Existing Business Use	Safeguard amenity.	Criteria for judging when intensification of business use will require planning permission.	Safeguard amenity.
EMP 6	New Office Development	Location of new office development	Criteria for location of new office development.	Location of new office development. LTC is a preferred location
EMP 7	Live-Work Developments	Location of Live/work developments	Criteria for location and SPG on live work standards	Location of Live/work developments
EMP 8	Working from Home		Criteria for judging intensification of business uses at home to the point where it affects residential amenity	Not applicable
EMP 9	Convoys Wharf Special Policy Area	Protection of Wharf uses	Criteria for loss of wharf	Not applicable
EMP 9A	Convoys Wharf – Comprehensive Redevelopment	Regeneration priorities for large development sites	Uses on Convoys Wharf if the site is completely redeveloped	Not applicable
EMP 9B	Convoys Wharf – Partial Redevelopment	Regeneration priorities for large development sites	Uses on Convoys Wharf if the site is completely redeveloped	Not applicable
	Chapter 8: Shopping and Town Centres			
STR STC 1	Sustain & promote Vitality & Viability of shopping centres in Borough	Protecting and promote quality town centres.	Details of implementing via DC grant or refuse planning permission	Protecting and promote quality town centres. Hierarchy.
STR 2	Location of large scale retail development	Location of new stores in/out of existing	Size threshold for new retail	Location of new retail development (town centre preferred; sequential test)
STR 3	Environmental improvements	Improve attractiveness of existing centres		Improve attractiveness of existing centres – status/hierarchy
STC 1	Sets out existing retail hierarchy	Maintain and improve role & function of centres in retail hierarchy		LTC is a Major Town Centre in retail hierarchy. Potential to become Metropolitan Centre.

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
STC 2	Location of large new stores	Location of large new stores	Criteria for sequential test	Location of large new stores – LTC is a priority as a Major Centre (sequential test)
STC 3	Location of new cinemas	Promotion of TC & improve entertainment	Criteria for location & change of use	Promotion of TC & improve entertainment (Sequential test)
STC 4	Protection of A1 use in core areas	Attractiveness and V&V issues for TC	Detailed frontages protection policy	Criteria for change of use in core shopping areas (Lewisham Centre and 70-212 Lewisham High Street)
STC 5	Providing for A2 & A3 uses in TC	Role & function & V&V issues for TC	Criteria for use and change of use. Also need to consider A4 & A5 use	Role, function and criteria for change of use from an A1 shop to A2, or A3
STC 6	Promote TC uses other than A1, A2 & A3	V&V Promote TC uses other than A1, A2 & A3 any contraction issues	TC boundary detail CoU policy	Vitality & Viability: Promote TC uses other than A1, A2 & A3 any contraction issues. Non core defined as parts of High Street, Lewis Grove and Lee High Road.
STC 7	Loss of local shopping facilities (centres)	Loss of local shopping facilities	Detailed DC criteria policy	Loss of local shopping facilities
STC 8	Loss of local shopping facilities (parades)		Detailed DC criteria policy	N/a
STC 9	Location of restaurants & take away food shops	New use class A4 & A5	Take away in local parades	New use class A4 & A5
STC 10	Location of mini cab offices		Detailed DC criteria policy	Criteria for mini cab or taxi offices
STC 11	Regeneration strategies for TC	Regeneration strategies for TC. BIDs	TC management?	Regeneration strategies for Major Town

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
				Centres. CPO. SRB (URL)
STC 12	Promote mixed use schemes	Promote mixed use schemes	Site specific allocation & type of mix	Promote mixed use schemes (Town Centres and public transport)
STC 13	Promotion & location of leisure facilities	Promoting the night time economy	Site allocation & Detailed DC criteria policy	Promote leisure and recreation facilities in Major Centres (outside core area)
STC 13a	Promoting retail on Downham depot		Update of specific site allocation	Not applicable
STC 14	Promoting Metropolitan status for LTC	Promoting Metropolitan status for LTC		Promoting Metropolitan status for LTC – favourable consideration for new/refurbished floorspace (especially comparison). Also, evening economy.
STC 15	Promoting Hotel in LTC	V&V issues	Sites specific allocation	Support for hotel in LTC to contribute to vitality and viability.
STC 16	Environmental improvements in TC	Environmental improvements in TC		Environmental improvements in TC as part of regeneration strategies. Quaggy and Ravensbourne.
STC 17	Support for A205 improvements in Catford	Support for A205 improvements in Catford	Detail of any road alignment	Not applicable
STC 18	Promoting tourism in TC & Creekside	Promoting tourism in TC & Creekside		Promote tourism in Major Town Centres.
	Chapter 9: Leisure, Community Facilities and Education			
STR.LCE 1	Ensure sufficient education and community facilities to enable the Council, and other	Provision of education and community	Adequate provision of education and	Provision of education and community

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
	protective and public authorities to meet their statutory obligations and duties.	facilities to meet statutory obligations.	community facilities.	facilities to meet statutory obligations
STR.LCE 2	Ensure leisure, community, arts, cultural, entertainment, sports, health care, child care, protective and public services and education facilities are located in appropriate places that both contribute to sustainability objectives and provide access for users.	Appropriate location of community facilities and services. Accessibility to all users.	Provision and location of community facilities and services.	Appropriate location of community facilities and services. Accessibility to all users.
STR.LCE 3	Prevent loss of valuable existing leisure, community, arts cultural, entertainment facilities as a consequence of redevelopment or change of use.	Loss of valuable community facilities and services.	Identify valuable community facilities and services.	Loss of valuable community facilities and services.
STR.LCE 4	Promote the Borough's potential for tourism and encourage the provision of hotel accommodation and tourist related attractions in appropriate locations.	Provision of accommodation and tourist facilities/infrastructure.	Location and provision of tourist facilities.	Provision of accommodation and tourist facilities/infrastructure.
LCE 1	Location of new and improved leisure, community and education facilities.	Location of community and education facilities.	Suitable location of community and education facilities.	Location of community and education facilities. Large leisure developments in Major TCs
LCE 2	Existing leisure and community facilities.	Loss of existing leisure and community facilities.	Loss or change of use of existing leisure and community facilities.	Loss of existing leisure and community facilities.
LCE 3	Educational sites and playing fields.	Improvements. Provision of future sites.	Improvements. Provision of future sites.	Improvements. Provision of future sites.
LCE 4	Places for children to play.	Attractive, safe and accessible play facilities.	Provision and suitable location of play facilities.	Attractive, safe and accessible play facilities.
LCE 5	Day nursery and child care facilities.	Adequate provision of facilities.	Provision of existing and future facilities.	Adequate provision of facilities.
LCE 6	Artificial grass pitches.	Provision and location of grass pitches.	Provision and location of grass pitches.	Provision and location of grass pitches.
LCE 7	Tourism and tourist accommodation.	Location and accessibility. Environmental impacts.	Appropriate site provision. Accessibility to public transport. Environmental impacts.	Location and accessibility. Environmental impacts.

POLICY No.	POLICY SUMMARY	ISSUES - CORE STRATEGY	ISSUES - D.C POLICIES	ISSUES – AAP POLICIES
LCE 8	Public conveniences.	Adequate provision for public conveniences.	Well located, signed posted and accessible facilities. Disability design standards.	Adequate provision for public conveniences.

LEWISHAM GATEWAY PLANNING BRIEF (SUPPLEMENTARY PLANNING GUIDANCE)

POLICY SUMMARY	ISSUES – AAP POLICIES
URBAN RENAISSANCE IN LEWISHAM OBJECTIVES	
An improved transport interchange that allows people to make easy connections between buses, trains and DLR.	Interchange site has significant potential for improvements
A safe and pleasant environment for pedestrians that enables people to move from different parts of the town centre quickly and easily, in safe and delightful streets and squares.	High quality urban design Ease of movement
As part of that a direct pedestrian route from the interchange at the station to the heart of the town centre is critical.	Pedestrian priority
Tackling crime and improving community safety through good design goes hand in hand with a pleasant environment. This means lots of shop windows, development that promotes 'eyes on the street' and reducing and managing traffic speeds.	Crime, safety and design

POLICY SUMMARY	ISSUES – AAP POLICIES
To address high unemployment by providing new opportunities for work in offices, shops and also managed workspace.	Varied employment opportunities
A critical element of this is to attract substantial commercial development that will put Lewisham on the map as a place for companies to locate and make their home.	Commercial development
To raise the profile of Lewisham, by creating a development of quality and outstanding design as well as introducing new uses and attractions that will encourage local people to use them, and visitors to experience them.	Diversification Raise profile of LTC
Where appropriate, supporting existing businesses will ensure a healthy base from which new employment opportunities can spring.	Support existing businesses where appropriate
Making an attractive feature of the rivers, which are unique to Lewisham, by uncovering them where possible and bringing them back to life, ensuring they become an integral, attractive, living part of the public realm and not a nuisance or barrier.	Focus on rivers, integral to identity
Improving east-west links so that the different neighbourhoods adjacent to the town centre can be re-connected.	Improve links East-West through town centre
PLANNING FRAMEWORK POLICIES	
<i>Regeneration objectives:-</i> to promote the revitalisation of the area between the shopping centre and the rail station as a	Interchange as catalyst for wider regeneration

POLICY SUMMARY	ISSUES – AAP POLICIES
catalyst for regenerating the surrounding areas.	
<p>2. <i>Development objectives</i>:- to create a commercially viable development that extends the prime commercial/retail area north of the shopping centre, making Lewisham Town Centre a desirable commercial and residential address as well as a lively and attractive place to experience.</p>	<p>Creation of commercially viable development Extend of community/retail area to the north Mix of uses (commercial/residential)</p>
<p>3. <i>Urban design objectives</i>:- to create a distinctive and memorable centre in London, based on an attractive public realm of lively streets and open spaces, a mix of residential, commercial and leisure uses providing a critical mass of development and activity. To improve the river environments, particularly around the confluence of the Rivers Quaggy and Ravensbourne. All new buildings and public spaces should be designed to the highest quality and meet the principles promoted by Government, CABE, GLA, Council and sustainable development.</p>	<p>Attractive public realm Lively streets and open spaces Mix of uses Improve river environment, especially at confluence of Quaggy and Ravensbourne High quality design</p>
<p>4. <i>Access objectives</i>:- to develop a strong fine-grained, permeable network of routes that maximises the links between the station, the Sundermead Estate and the town centre, whilst considering overall car parking provision and ensuring the site is fully accessible by a range of sustainable transport modes – the potential reduction in overall through traffic capacity is to be carefully considered as a clear and balanced approach is preferred.</p>	<p>Permeable, fine-grained network of routes maximising links between sites (Sundermead, station and town centre) Accessibility by range of traffic modes</p>
LANDUSES	
<p>Shops, Food and Drink (A1/A2/A3) - 75% ground floor uses</p>	<p>A1/A2/A3 uses at groundfloor Evening economy</p>

POLICY SUMMARY	ISSUES – AAP POLICIES
- Evening economy	
Offices (B1) - Significant amount	Offices (see London office policy review, in task A2)
Residential (C3) - LTC designated a Sustainable Living Area	Residential (Sustainable Living Area designation in UDP)
Cinema and D2 - Impact of nightclub adjacent to residential	Leisure/recreational uses
Hotels (C1) - Additional employment, mix, traffic impact	Hotel
Public toilet provision	Public toilet
Community facilities: - Childcare - Education and training facilities - Youth facilities - Community health facilities	Community facilities
TRANSPORT ISSUES	
Quality of interchange	High quality interchange
Bus passenger facility	New bus facility
Impact on road network	Consideration of impact on road network
Car parking (Capacity, standards, underground opportunities)	Car parking locations (underground potential)
Parking away from frontages, key routes and rivers	Location of parking
Consideration of servicing and design	Servicing/design issues
DEVELOPMENT ISSUES	

POLICY SUMMARY	ISSUES – AAP POLICIES
Land assembly	Land assembly
Rivers and flooding (assets, risk)	Focus on rivers Risk of flooding
Sustainable development	Sustainable approach
Air quality	Impact on air quality
Minimisation of waste	Impact on waste
Security, management of public spaces and CCTV	Safety/management

Annex B Baseline Information

Annex B: Baseline information

The following table provides a list of the baseline information

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Deprivation (Overall)	<p>According to the 2004 English Indices of Multiple Deprivation, Lewisham is ranked 57 out of 354 local authorities in England and Wales. It has a rank of 23 on the income measure.</p> <p>Source: National Statistics on http://neighbourhood.statistics.gov.uk/dissemination/AreaProfile2.do?tab=4</p>	<p>Lewisham's overall IMD (Index for Multiple Deprivation) score is on a par with the sub-region's, but is significantly above the regional and national deprivation score. Aside from education, skills and training deprivation and employment deprivation – the borough has significantly higher levels of deprivation than the national score. Source: The State of the Borough: An Economic, Social and Environmental Audit of LEWISHAM, The Local Futures Group, London.</p> <p>Of particular concern is Lewisham's levels of income deprivation, the 28th highest in the country; barriers to housing and services deprivation, the 27th highest in the country; crime deprivation (ranking 63rd) and living environment deprivation (ranking 35th). More positively however, levels of inequality in Lewisham are relatively low – particularly benchmarked against London and London East, one of the lowest of the comparators.</p>	<p>The IMD scores for Lewisham in 2000 were ranking 52 out of 352 boroughs in the country (i.e. in the worst 20%).</p> <p>The 2000 figures were calculated using the old ward boundaries (new ward boundaries were established in May 2002. No exact correlation can be made between 2000-2004 IMD figures.</p> <p>Source: NHS Primary Trust Lewisham</p>	<p>Reduce welfare dependency, promote independence and increase the life chances of vulnerable member of its community.</p> <p>Bellingham, Downham, Deptford and New Cross most deprived areas.</p>	<p>The State of the Borough Report NHS local Information database http://www.lewishampct.nhs.uk/index.php?PID=00000145</p> <p>National Statistics website/Neighbourhood Section http://neighbourhood.statistics.gov.uk/dissemination/AreaProfile2.do?tab=6</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Crime	<p>The overall number of offences registered with the Metropolitan Police for Lewisham in 2004/2005 was 34,833. This figure was 29,008 in 2001/2002, an increase of 20% (Source: Metropolitan Police http://www.met.police.uk/ (relevant calculation spreadsheet available))</p>	<p>Lewisham ranks 56th for total offences out of 376 English and Welsh local authorities – with 60 crimes recorded per 1,000 inhabitants (The State of the Borough Report/LocalFutures information as primary source).</p> <p>Overall number of offences recorded by the Metropolitan Police for the whole London area was reduced by 4% when comparing the year 2001/2002 and 2004/2005 in comparison with the Lewisham area where there was a 20% increase in overall offence figures.</p>	<p>In Lewisham, overall number of offences has been increased by 20% compared to 2001/2002 figures.</p>	<p>Lewisham Town Centre status as the main shopping destination in the borough affects levels of crime and community safety in the area. The transport interchange and links to much smaller shopping areas means there are a high volume of people in the streets, both as potential victims and perpetrators (Source: Urban Renaissance Lewisham, Health and social Impact assessment). Maps are available with areas highly affected by crime.</p>	<p>The State of the Borough Report.</p> <p>Metropolitan Police http://www.met.police.uk/ (relevant calculation spreadsheet available)</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Fear of Crime	<p>48% of residents in Lewisham have highlighted crime as the key area of personal concern.</p> <p>Crime and safety has the biggest overall impact on levels of satisfaction with 55% of those who feel unsafe during the day stating that they are dissatisfied with the local area. (Source: Quality of Life Survey, 2004)</p>	<p>48% of Lewisham residents feel safe outside in their local area after dark and 35% feel unsafe.</p> <p>This compares favourably with the results from the Residents' Survey, where 38% felt safe and 49% unsafe, although the wording of the question was slightly different asking how safe the respondent felt in Lewisham not the local area.</p> <p>Results from the British Crime Survey (BCS) 2002/3 are difficult to compare with as there is no answer option for "neither safe nor unsafe," which constitutes around 17% of the Quality of Life survey's answers. Consequently 62% of those surveyed said they felt safe after dark.</p>	<p>In May 2001 residents on Lewisham's citizens panel were asked a number of questions about how safe they felt in Lewisham. The prevailing view among panel members was that Lewisham is becoming a less safe place to live. Almost half the panel believed that this is the case (47 per cent), with a slightly smaller proportion saying 'no change' (43 per cent). Interviewees to name their three biggest concerns. Since 1991 the biggest concern has been crime but the proportion of interviewees including crime fell until 1997. The following three annual surveys have seen yearly increases despite falling crime over the period.</p> <p>Source: Primary Care Trust Lewisham</p>	<p>The difference between wards is quite large with the lowest amount of concern about safety, Forest Hill recording only 25% of its residents feeling unsafe compared to 43% of Bellingham residents.</p>	<p>Quality of Life Survey, 2004)</p>
Health (life expectancy)	<p>Average life expectancy in Lewisham is 77 years, ranking 353rd out of 408 British local authorities. (Source: The State of the Borough, 2004 and Lewisham Primary Care Trust)</p>	<p>Lewisham is out performed by the majority of the comparators, with an average life expectancy rate below the national, regional and sub-regional figures. The borough has a particularly high infant mortality rate (the 34th highest in the country, 5th in the region and the highest in the sub-region) and standardised mortality ratio (6th highest in the country, the highest in the region and the sub-region). Lewisham's share of people with a limiting lifelong illness is on a par with London proportions, but below sub-regional and national results.</p>	<p>According to the LHO life expectancy in 2002 for Lewisham was 73 for males and 78 for females. Therefore life expectancy has improved, however still below average national and regional figures.</p>	<p>Improve health and social well-being, reduce health inequality, and modernise local health and social care services.</p>	<p>The State of the Borough, 2004</p> <p>Lewisham Primary Care Trust</p> <p>London Health Observatory</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Health (Self - Assessment)	<p>69.19% of Lewisham respondents reported their health as being good. 22.81% stated that their health was fairly good and 9.81% stated that their health was not good. (Source: Urban Renaissance Lewisham: Health and Social Impact Assessment.</p> <p>Three out of the four wards in N2 reported higher than average good health compared to national and regional figures. However, in Lewisham Central ward people reported higher levels of limiting long term illness. Lewisham Central residents have also reported lower than average good health levels.</p>	69.19% of Lewisham respondents reported their health as being good compared to 68.7% in England.	No trend available.		Urban Renaissance Lewisham: Health and Social Impact Assessment.
Decent Homes	<p>Proportion of local authority houses designated non-decent in 2004 was 65.2% (Source: The State of the Borough 2004).</p> <p>In the overall housing stock for Lewisham, in 2003 the percentage of non-decent dwellings was 61% (The Strategy: Housing Investment Strategy 2004-2007).</p>	<p>Proportion of local authority houses designated non-decent in 2004 was 65.2% compared to London's figure of 45.9% and a Great Britain average of 40.7%. (Source: The State of the Borough 2004).</p> <p>The high proportion of non-decent local authority housing is further confirmed by bvpi, where out of 236 authorities Lewisham comes 42 in rank with the greatest percentage of non-decent local authority housing. (Source: BV184a: http://www.bvpi.gov.uk/pages/calculate.asp#nowhere).</p>	<p>The percentage of non-decent homes has been reduced within the last 5 years, however the number of unfit homes is still high.</p> <p>The % of non-decent homes was 75% in 2001, 66% in 2002 and 61% in 2003 (The Strategy: Housing Investment Strategy 2004-2007).</p>	Improve existing housing stock through remedial work and by providing grants for refurbishment.	<p>BV184a: http://www.bvpi.gov.uk/pages/calculate.asp#nowhere).</p> <p>The State of the Borough 2004</p> <p>The Strategy: Housing Investment Strategy 2004-2007.</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Affordable Housing	<p>Average property prices have risen by 20% in the past year, to £175,576 (Source: The Strategy: Housing investment Strategy 2004-2007, Lewisham).</p> <p>Proportion of rented households in Lewisham is high with 49.9%.</p>	<p>Lewisham is the 233rd most affordable local authority in England and Wales (Source: State of the Borough)</p> <p>Lewisham is a particularly affordable borough benchmarked regionally – it is the 12th most affordable place to live in London. Indeed house prices are low relative to the London average. Despite this, the borough has an above average proportion of households renting (19th highest nationally), high even for the sub-region (Source: The State of our Borough, Local Futures, June 2004).</p> <p>Proportion of rented households in Lewisham is high with 49.9%, compared to East London figure of 44.8%, London 43.5% and Britain 31.7% (Source: The State of our Borough, Local Futures, June 2004).</p>	<p>In Lewisham it is estimated that between 7,250 and 12,950 additional affordable dwellings might be required over the next 8 years (from 2000) to meet future housing need in full. Demand will be fuelled by growth in the number of households locally as well as internal and international migration (including asylum seekers seeking residency in Lewisham) (Source: Housing in Lewisham, From Vision to Reality, Lewisham Housing Commission Report, April 2000).</p>	<p>Provision for affordable homes, with high energy efficiency standards.</p>	<p>Vision to Reality, Lewisham Housing Commission Report, April 2000).</p> <p>The Strategy: Housing investment Strategy 2004-2007, Lewisham).</p>
Homelessness	<p>In 2002/2003 there were 1808 homeless households in the Borough out of the 107,412 hhlds in Lewisham. This represents a percentage of approximately 1.68% of households. (Household figures for Lewisham based on 2001 Census figures. Homeless numbers based on 2002/2003 data.)</p>		<p>At current rate of growth the number of households defined as homeless will grow by 45% in the next 5 years. Source: Homelessness Review and Homelessness Strategy Document, Produced by LBC</p>	<p>Provision for affordable housing.</p>	<p>Homelessness and Homelessness Strategy Report</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Education (Qualifications)	<p>In Lewisham, in 2001, 24.19% of people aged 16-74 had no qualifications, while 29.45% held a highest qualification attained level 4 / 5. These figures are close to London average figures. (Source: National Statistics at http://neighbourhood.statistics.gov.uk/dissemination/AreaProfile2.do?tab=6)</p> <p>There are 91 maintained schools in Lewisham: 70 primary, 22 nursery, 12 secondary, seven special and two independent secondary schools, plus one City Technology College.</p>	<p>In Lewisham, in 2001, 24.19% of people aged 16-74 had no qualifications, while 29.45% held a highest qualification attained level 4 / 5. These figures are close to London average figures.</p> <p>The percentage of people aged 16-74 with higher education qualifications is much higher than the England And Wales of 19.76%.</p>	<p>About a quarter of the population in Lewisham aged 16 to 74 do not have any qualifications. This is similar to the picture in London, but slightly better than England as a whole.</p>	<p>There is a wide variation in educational attainment across the wards in Lewisham. In some wards, more than a third of the population have no qualifications. In others, about half of the population is educated to degree or an equivalent level. This has implications for tackling social exclusion, and reducing health inequality.</p>	<p>NHS local Information database http://www.lewishampct.nhs.uk/index.php?PID=00000000145</p> <p>Education Development Plan, Lewisham</p> <p>National Statistics at http://neighbourhood.statistics.gov.uk/dissemination/AreaProfile2.do?tab=6</p>
Education (Performance)	<p>In 2003-2004, the percentage of pupils aged 15 who achieved 5 or more GCSE grades A* to C in Lewisham was 39.4%, compared to a regional average of 50.0% and a national average of 50.2%.</p>	<p>Bases on BVPI results for 2003/2004, Lewisham came 132nd out of 147 authorities examined in rank, for the percentage of pupils achieving A-C in more than 5 GCSE's.</p>	<p>Over the last five years, standards in education, as shown by the Standard Assessment Tests (SATs), have also improved in respect of younger students in the area. In Lewisham the proportion of pupils achieving at least level 4 at Key Stage 2 (KS2) (the anticipated level of attainment for pupils aged 11 in their final year at primary school) has changed from 63 per cent in 1999 to 70 per cent in 2004 for Mathematics and from 63 per cent to 73 per cent in respect of English.</p>		<p>Best Value performance indicator 38 http://www.bvpi.gov.uk/pages/calculate.asp#nowhere</p>
Road Safety	<p>Based on BVPI results, Lewisham comes 16th out of the 147 ranked authorities in terms of number of fatal or serious transport accidents (2003-2004 figures).</p>	<p>Based on BVPI results, Lewisham comes 16th out of the 147 ranked authorities in terms of number of fatal or serious transport accidents (2003-2004 figures).</p>	<p>The number of road accidents (serious/fatal) has been reduced. Between 2001-2002 reduction was 3.2% and between 2003-2004 reduction of 8.5%.</p>		<p>BVPI</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Transport - Accessibility	<p>Many areas are more than 250m from a bus service. No direct bus links to e.g. Lewisham hospital, Savacentre and Lewisham town centre from many parts of the community. Rush hour trains from Grove Park do not stop between Hither Green and London Bridge so cannot be used by people working in Lewisham and New Cross.</p> <p>(Neighbourhood Renewal Strategy)</p>	<p>Lewisham ranks 25th in Britain for 'connectivity' out of 408 local authorities, out performed by six of the comparators</p> <p>Levels of connectivity in Lewisham are significantly above the national score, but the borough is not as well connected as London East, and particularly London as a whole. The average travel-to-work time is fairly typical for the sub-region and region, but high nationally (ranking 22nd).</p>	No trend available		State of The borough Report, 2004
Household Waste Produced	<p>In 2002/3 80,625 tonnes of waste was collected from domestic properties (Source: Municipal Waste Management Strategy, 2004/2005 2009/2010, London Borough of Lewisham).</p>	<p>According to bvpi figures, Lewisham comes 137 of 350 authorities in the country in terms of kgr of hhd waste per head. At 439.7 kgr per head in 2003/2004, Lewisham is slightly below the regional average.</p>	<p>A reduction has been seen over the last two years in the amount of refuse collected per head. The average waste per capita reduced from 506 kgs in 2000/01 to 460 kgs in 2001/02. This has been put down to the introduction of charges for special collections of bulky household waste. (Source: Municipal Waste Management Strategy, 2004/2005 2009/2010, London Borough of Lewisham, January 2004).</p> <p>This figure was reduced to 439.7 kgr per head in 2003/2004 (Source: www.bvpi.gov.uk).</p>	Waste Minimisation Recycling Resource Efficiency	BVPI

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Household waste landfilled (tonnes per year).	Only 11.8% of household waste is landfilled in Lewisham, as the majority of waste collected by Lewisham Council or its contractors which is not recycled is disposed of to the South East London Combined Heat and Power (Selchp) energy-from-waste incinerator in New Cross, London (Source: www.bvpi.gov.uk).	Only 11.8% of household waste is landfilled in Lewisham, compared with a regional average of 61.7% and a national average of 71.9%.	The incineration of 80% of its waste is helping Lewisham Council exceed the national recovery and landfill directive biodegradable waste diversion targets in advance of the target years (Source: Municipal Waste Management Strategy, 2004/2005 2009/2010, London Borough of Lewisham, January 2004).	Waste Minimisation Recycling Resource Efficiency	BVPI
Household waste recycled.	8.2% of household waste collected by Lewisham is recycled (bvpi figure for 2003-2004, more recent one than the one in the Municipal Waste management Report). Recyclables are collected from a kerbside paper collection scheme, an estates recycling scheme, the Landmann Way Reuse and Recycling Centre and a network of mini-recycling centres sited boroughwide. Waste collected from the kerbside recycling scheme represents 3%, with 3.2% coming from the mini-recycling centres and 0.8% from the reuse and recycling centre. Collections for the estates recycling scheme began in April 2003 and a full year of data is not yet available. (Source: Municipal Waste Management Strategy, 2004/2005 2009/2010, London Borough of	Lewisham ranks 345 out of 384 authorities recorded under bvpi in terms of percentage of waste recycled. Percentage recycled in 2003-2004 is 8.2%.	Household waste recycling has increased. Between 2001 and 2002-2003 there has been an increase of 40% in the amount of household waste recycled, while between 2002-3 and 2003-2004 the increase was 14.6%. Recycling rates were 4.2% in 2001, 7% in 2002-2003 and 8.2% in 2003-2004.	Waste Minimisation Recycling Resource Efficiency	BVPI

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
	Lewisham, January 2004).				
Open Space	<p>Open space in Lewisham, in public and private ownership, makes up almost 20% of the Borough's land area (689ha) of which 415 ha is classified Public Open Space.</p> <p>69ha of land is classified as green corridor (rail side land) Almost 300ha of open space is classified as Metropolitan Open Land (MOL) and</p>	<p>With 415ha of Public Open Space and a resident population of 248,922 (2001 Census) Lewisham has, a comparatively low, 1.67 ha per 1000 population, when compared to the traditional 2.43 ha per 1000 population (NPFA '6 acre standard) Open Space Strategy For Lewisham, 2005 - 2010.</p>	<p>It is proposed to establish a potentially achievable 1.7ha per 1000 population as a local standard for Lewisham by 2006 (Source: Open Space Strategy For Lewisham 2005 - 2010).</p>		<p>Open Space Strategy For Lewisham 2005 - 2010).</p>
Biodiversity (Nature Conservation)	<p>In Lewisham there are just over 300ha of land designated as Site of Nature Conservation Importance. There are 44 public parks managed by the Council, The Borough has 36 allotment sites comprising of 963 plots and 18 designated nature reserves.</p>	<p>Species for which action plans have been prepared: Beetles Stag Beetle (<i>Lucanus cervus</i>)</p> <p>Habitats for which action plans have been prepared Broadleaved, mixed and yew woodland Built up areas and gardens Rivers and streams (Standing open water and canals (This type includes natural systems such as lakes, meres and pools, as well as man-made waters such as reservoirs, canals, ponds and gravel pits. It includes</p>	<p>The Lewisham Biodiversity Partnership (LewBP) was established in 1999 to develop an action plan for the borough's wildlife and natural environment.</p> <p>Localities such as Lee Green, Grove Park and Forest Hill give an idea of the landscape Lewisham developed from. Today the borough is characterised by a wide variety of green spaces and natural features that provide places for people to enjoy, such as</p>		<p>A Natural Renaissance for Lewisham: Lewisham Biodiversity Action Plan, Lewisham Biodiversity Partnership (LewBP)</p> <p>Biodiversity information for Lewisham was also found at http://www.ukbap.org.uk</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
		<p>the open water zone which may contain submerged, free floating or floating-leaved vegetation, and water fringe vegetation. It also includes adjacent wetland habitats with contiguous water levels that are less than 0.25ha. Ditches with open water for at least the majority of the year should also be included in this type. Small areas of open water in a predominately terrestrial habitat such as bog pools or temporary pools on heaths should be included in the appropriate terrestrial broad habitat type)</p> <p>Local habitat ancient woodland</p> <p>Local habitat grasslands</p>	<p>New Cross Gate Cutting, Blackheath, the River Ravensbourne, Beckenham Place Park, and Hilly Fields.</p>		
<p>Air Quality - General Emission Levels</p>	<p>Based on the Lewisham Air Quality Action Plan, an air quality assessment has concluded that there were four main pollutants of concern in Lewisham: Particulates, Nitrogen Dioxide, Sulphur Dioxide.</p> <p>From the modelling results it was concluded that AQMAS were required in the Borough of Lewisham due to the likelihood of the air quality objectives being exceeded for the following pollutants: Nitrogen dioxide (NO₂), Particulates (PM₁₀)</p> <p>A large part of the pollution in Lewisham originates from road traffic with an additional smaller amount originating from other sources. (Source: Lewisham Air Quality Action Plan).</p> <p>Air quality and traffic pollution</p>	<p>There are two air quality monitoring sites in the borough. Catford measures concentrations of nitrogen oxides (NO_x), sulphur dioxide (SO₂) and ozone (O₃). New Cross measures concentrations of NO_x, SO₂, O₃ and carbon particles PM₁₀s.</p> <p>From results available at http://www.londonair.org.uk/london/asp/PublicEpisode.s.asp?region=0&site=&la_id=&postcode=&bulletindate=O1/06/2004 (the website for the London Air Quality Network), the following can be highlighted:</p>	<p>For the Catford site, NO₂ levels have been above the government objective target of annual mean not exceeding 40ug/m³ throughout 2002 - 2004. Same for the New Cross site.</p> <p>Ozone levels have not complied with government objective of no more than 10 days where maximum rolling 8hr mean >100ug/m³ in 2003, but reached the target for the next year (2004).</p> <p>In 2003, the New Cross site monitored particulates higher than the government objective of an annual mean of less than 40ug/m³. Levels were reduced in 2004.</p>	<p>Reduction of traffic volumes</p> <p>2) Greater use of alternative fuels and technology to reduce emission from various sources, including motor vehicles</p> <p>3) Greater use of public transportation by residents, visitors, commuters and businesses within Lewisham and beyond.</p> <p>It is clear that major roads provide a significant proportion of PM₁₀ concentrations in the Council's area although the PM₁₀ concentrations differ markedly from that of NO₂, with the areas predicted to exceed being much smaller. Specific areas, which</p>	<p>(Quality of Life Survey 2004)</p> <p>Lewisham Air Quality Action Plan).</p> <p>London Air Quality Network at http://www.londonair.org.uk/london/asp/home.asp</p> <p>Environmental Research Group, King's College London, December 2004, Air Quality In London, Year Ending 30th June 2004</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
	<p>are also considered by the public as a large problem especially in the central Lewisham wards of Lewisham Central and Rushey Green.</p>			<p>exceed the AQS objective and are associated with major roads include:</p> <ul style="list-style-type: none"> - Most of the A2 (New Cross Road, Deptford Broadway, Blackheath Hill/ Shooters Hill) - A20 (Lewisham Way/ Loampit Vale, Lee High Road, part of Eltham Road), - A205 (London Road, Stanstead Road, Brownhill Road, St. Mildreds Road, Westhorpe Avenue), - A21 (Molesworth Street, Lewisham High Street, Rushey Green), - A200 Evelyn Street, - A2210 Deptford Church Street, - B218 (Brockley Road/ Stondon Park/ Brockley Rise) and B238 Honor Oak Park, - Urban centres including New Cross Gate, New Cross, Lewisham and Catford town centres. 	
Transport (modes split)	<p>Based on local Census 2001 data, in Lewisham, the following split in modes of transport for going to work apply:</p> <p>Underground, metro, light rail or tram 9.5% Train 31.1%</p>	<p>Based on local Census 2001 data, for London, the following split in modes of transport for going to work apply:</p> <p>Car, van, minibus, works van 41.3% Motorbike, moped, scooter 2% Bicycle 2.% Bus, coach, private bus 10.7% Rail 18.8%</p>	<p>Lewisham has one of the lowest proportions of people in the country travelling to work by car; the 9th highest proportion travelling to work by public transport both nationally and regionally; but a low proportion walking or cycling to work (Source: State of The Borough, 2004).</p>	<p>Minimise private car reliance. Improve public transport.</p>	<p>Office of National Statistics</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
	Bus, minibus or coach 14.9% Taxi or minicab 0.5% Driving a car or van 30.9% Passenger in a car or van 2.3% Motorcycle, scooter or moped 1.6% Bicycle 2.0% On foot 6.9% Other 0.4%	Other rail (incl underground) 16.5% Foot 8.2% Other 0.9%			
Water Pollution - Rivers Chemistry Quality	According to Environment Agency data, the chemical quality classification of the Ravensbourne - Quaggy River Stretch since 1996 has been 'B', which is classified as 'good' rating.	The Ravensbourne (Quaggy) is the most engineered river in the Greater London area, and along much of its course is culverted, channelled or covered.	To date there have been a series of restoration projects, such as Bell Green, Chinbrook Meadows, Deptford Creek, Brookmill Park, the Spring Brook at Downham Playing Fields, and the Thames 21 clean-up projects. More projects are planned along the entire length of the Quaggy in Lewisham, the Sundermead Estate, in Lewisham Town Centre, and Ladywell Fields.	<ul style="list-style-type: none"> To seek the re-naturalisation of Lewisham's rivers wherever possible. To highlight the benefits of an improved river corridor in regards to health, safety, education, and environmental performance. 	
Water Pollution - Rivers Biological Quality	According to Environment Agency data, the biological quality classification of the Ravensbourne River in 2002 was 'D', which is classified as 'fair' rating.	The Ravensbourne (Quaggy) is the most engineered river in the Greater London area, and along much of its course is culverted, channelled or covered.	The quality of the river was rated as 'E' in 2000 which stands for poor biological quality, hence there has been improvement.	<ul style="list-style-type: none"> To seek the re-naturalisation of Lewisham's rivers wherever possible. To highlight the benefits of an improved river corridor in regards to health, safety, education, and environmental performance. 	http://www.environment-agency.gov.uk/maps/info/river/972019/?version=1&lang=_e

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Climate Change - Renewable Energy	<p>Lewisham aims to encourage renewable energy whenever possible and is actively looking at the possibilities for installing renewable energy capacity in homes, shops and offices throughout the borough.</p> <p>Lewisham has bought 100% renewable electricity for council sites since December 2000, thereby saving an estimated 30,000 tonnes of carbon dioxide per annum. Lewisham is currently listed as the 11th largest user of Renewable Electricity in Western Europe</p>	<p>In addition to buying hydro electricity and other forms of renewables, Lewisham is practising sustainability by generating energy from the combustion of its domestic waste. The borough's streetlights are all powered by SELCHP, an energy from waste power station producing 30 mega watts net of electricity through the incineration of approximately 420,000 tonnes of waste per year.</p>	<p>Lewisham has bought 100% renewable electricity for council sites since December 2000, thereby saving an estimated 30,000 tonnes of carbon dioxide per annum. Lewisham is currently listed as the 11th largest user of Renewable Electricity in Western Europe.</p> <p>Renewable Energy Grants available.</p>	<p>Increase renewable energy source provision within the Borough.</p> <p>On site renewable sources in developments.</p>	<p>Lewisham Energy Policy 2001</p> <p>Lewisham Online at http://www.lewisham.gov.uk/</p>
Energy Efficiency of Housing Stock	<p>In 1994, Lewisham Borough Council carried out a Home Energy Audit in social housing stock. The survey identified and average NHER rating of 3.6.</p> <p>According to the Lewisham Housing Strategy Report, 9.57% of Lewisham owner occupiers live in houses with SAP rating less than 30. 22.30% of private rented houses have a SAP of less than 30.</p>	<p>Current Building Regulations standards are approximately equal to an NHER score of 8.</p> <p>The Affordable Warmth partnership has been set up with the aim to end fuel poverty for vulnerable householders in Lewisham by 2010. Further targets relevant to this issue include the reduction of domestic carbon dioxide emissions by 30% by 2011 from 1996 baseline figures and ensuring that 100% of residents have access to adequate, affordable heating with energy efficient measures in their homes.</p>	<p>Housing Policy target to Improve SAP rating to 60 by 2004.</p>	<p>Investment for improved energy efficiency standards of existing housing stock. Regular maintenance checks on properties to ensure services and controls operate efficiently.</p> <p>Increase levels of public education on energy efficiency.</p> <p>Grants</p>	<p>Lewisham Housing Strategy Report</p>
Development on Previously Developed Land (PDL) (%)	<p>Almost 100% of land is built on PDL</p>				

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Noise Pollution	<p>Based on the Quality of Life survey conducted in 2004, road traffic and road works noise are the most problematic types of noise for Lewisham residents at 49%. This reflects the urban setting of Lewisham.</p> <p>Source: Quality of Life survey 2004</p>			<p>Overall there is very little difference in the average ward score for all types of noise although New Cross is, once again, the worst performing ward with a net noise problem of 30% compared to a Borough average of 23%. New Cross and Evelyn have the most problem with construction and industrial noise as they are in the most industrial part of the Borough. They also perform badly on noise from neighbours.</p>	<p>Source: Quality of Life survey 2004</p>
Flood Risk	<p>Lewisham households are at high risk of damage from flooding as a result of climate change. A significant proportion of the Borough lies in the floodplain of River Ravensbourne and River Quaggy. This means that a greater land area is at risk from flooding, the floods are likely to occur more frequently and the cost of any single flood event will be higher than in the past.</p> <p>Source: Draft Climate Change Strategy, Adaptive Solutions to Climate Change</p>		<p>Increase risk in the future due to climate change effects.</p>	<p>Flood defences, flood risk assessment.</p>	<p>Source: Draft Climate Change Strategy, Adaptive Solutions to Climate Change</p>

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Unemployment	The unemployment rate for Lewisham is 6.7% compared to 4.7% in Greater London. Unemployment is a principal cause of poverty and social exclusion. Approximately 29% of Lewisham's unemployed have been out of work for over 2 years and just over 10% have been unemployed for over 3 years. 44.7% of unemployed residents have been out of work for over 6 months.	Lewisham's employment rate is 69 per cent, ranking 333rd in Britain – positioned in the middle of the comparators. The unemployment rate (at Feb 2001) in the Borough was more than double London average, although latest figures show a significant reduction and in April 2004 stood at 6.7%, 30% above the London average and with long term unemployment at 20% of total unemployment, approximately the same as London as a whole. Source: Ancer Spa, Lewisham Economic Development Plan.	Of the people in Lewisham who were of working age (i.e. those aged 16 to 64 for men or 16 to 59 for women) the employment rate was 66.5 per cent during the Summer of 2004 (June to August), compared with an average for Great Britain of 75 per cent. Over the same three months in 1999, the number of people in employment in Lewisham as a proportion of those of working age was 71.5 per cent and the rate for Great Britain was 74.7 per cent. Unemployment in Lewisham has declined from its highest level ever at around 22,000 or 19% at the end of 1993 to 7,900 (6.8%) in April 2001. There is, however, wide variation between males and females and different areas in the borough. In Grinling Gibbons ward male unemployment was 15.4% while in St Mildred ward female unemployment was 2.1%. (Source: Interim Local Implementation Plan 2002-2003).	Increase access to local employment Provide start up units for small businesses.	The Lewisham Health Improvement and Modernisation Plan (HIMP), Lewisham City Council Interim Local Implementation Plan 2002-2003).
Retail Capacity	Lewisham Town Centre is the main shopping centre within the London Borough of Lewisham, which attracts shoppers from across the Borough	Lewisham is classified as a sub regional centre, and is ranked 165th out of 1,672 centres across Great Britain. Catford is classified as a district centre and is ranked 421st. (Source: Management Horizons' Europe UK Shopping Index 2003/2004 provides an index of retail centres on the basis of a weighted score for multiple retailers represented in each centre.	No trend available.	Lewisham Town Centre is the main shopping centre within the London Borough of Lewisham	Nathaniel Lichfield & Partners, London Borough of Lewisham, Retail Capacity Assessment and Site Allocation Study, July 2004.

General Indicator	Quantified data	Comparators and Targets	Trend	Implication for SA	Source data
Business and Enterprise (New Business Formation Rate and New Business Survival Rate)	<p>The formation rate for new businesses was 12.7 in 2002, higher than London average and Great Britain average figures.</p> <p>New business survival rates for Lewisham is equal to the London and East London average of 77%.</p>	<p>Lewisham ranks 24th for business and enterprise out of the 408 British local authorities, again positioned in the middle of the comparators.</p> <p>Local business stock increased by almost 20 per cent between 1994-2003, a very high growth rate benchmarked nationally (ranking 35th).</p> <p>Despite high growth rates, business density remains comparatively low and the business community seems dominated by small businesses.</p>	<p>Local business stock increased by almost 20 per cent between 1994-2003, a very high growth rate benchmarked nationally.</p>	<p>Encouraging Business and Enterprise is supported by the Community Strategy, which states that Lewisham's high business growth has outstripped many of the other London boroughs.</p>	<p>The State of the Borough: An Economic, Social and Environmental Audit of Lewisham, June 2004</p>
Commercial Property	<p>The percentage of retail floorspace out of all available commercial floorspace for Lewisham is 38.3% while the equivalent figure for office accommodation is 12.9%.</p>	<p>Lewisham ranks 309th for its growth rate in commercial & industrial floorspace (1985-2003) out of 354 English local authorities.</p> <p>Office development capacity in Lewisham is currently running behind projected demand, but again only in the context of a low supply, low demand market. Lewisham, has become a trendy borough for artistic and performing people, but they are not great consumers of conventional office space.</p>	<p>Growth rates in office floorspace were significantly below national growth rates, below those experienced by London East, but slightly above London increases. However, current proportions of office floorspace are below national proportions, and substantially below the proportions for London and London East.</p> <p>Levels of growth in retail floorspace are particularly low, perhaps because current proportions are so high (ranking 10th highest for retail in England, 6th highest in London and second in London East).</p>		<p>London Office Policy Review 2004</p> <p>Mayor of London, A Review of Office Market Trends in 2003/4 and Their Implications for Strategic Planning Policy</p>

Annex C Consultation results

Annex C: REVIEW OF CONSULTATION

The following table provides a detailed summary of points raised by stakeholders in recent consultation with respect to Lewisham Town Centre. The majority of consultation recorded relates to the programme of engagement which was undertaken during the preparation of the Lewisham Town Centre Development Strategy.

ISSUES RAISED
Consultation from Urban Renaissance in Lewisham project (undertaken in 2002 by Todd Strehlow)
Views on range of options for Lewisham Gateway scheme and TC as a whole. Summarised as follows: <ul style="list-style-type: none">• There is very strong support overall for the principle of the 'Low H' option for redevelopment, with the notable exception of the business community. There is a minority view among residents that the roundabout should be retained.• In addition to their views on the options, the public expressed views on a wide range of other topics. The four main ones, which emerged time and again across all consultation formats, were:<ul style="list-style-type: none">– Widespread dissatisfaction with the roundabout - whether from a pedestrians', or cyclists', or motorists' point of view. Most people wish to see the roundabout removed or very substantially altered.– Dissatisfaction with the current retail offer in the town centre - both its range and quality. Many spoke of the proliferation of sports and discount shops, and lament the lack of a department store.– There is very strong interest in seeing a wider range of improvements to the town centre, particularly to the quality of the environment of the High Street (in terms of management, maintenance and traffic) and the range of activities and facilities found there.– Environmental factors rank the highest on a range of concerns about the town centre as a whole and future development.• Many residents would like the quantity of public open space in the town centre to be maximised.• Widespread view that the centre is simply unattractive. <p>Further information available.</p>
Steering group meetings (Lewisham Town Centre Development Strategy)
Review of output and project steer
Lewisham Town Centre Walking Audit Event
The consultation event centred around a walking audit of Lewisham Town Centre, where participants were asked to identify the key problems in the area and dreams for the future. Following the walking audit, workshops were held to identify solutions that would enable the problems to be addressed and the dreams to be realised. <p>A number of priorities were identified at this event, including:</p> <ul style="list-style-type: none">- Far greater access should be provided to the rivers within Lewisham;- Trees and green spaces should be promoted throughout the town centre;- Frontages should be improved, particularly in Ladywell and facing onto the sculpture park;

ISSUES RAISED

- Existing landmark features should be improved and upgraded;
- Signage should be upgraded and improved throughout the town centre;
- Lewisham Gateway features should be established;
- A brand or corporate identity should be developed for Lewisham which is used in all street furniture;
- Upgraded public highways with more activity and vibrancy;
- Pedestrian linkages across busy public highways should be improved;
- General improvements to the pedestrian environment throughout the town centre;
- Provision of sports and leisure facilities for all cultures and ages;
- The market represents a key opportunity for enhancement.
- The introduction of more cafés, restaurants and leisure facilities within the town centre; and
- A better choice of shops including more department stores.

See Consultation report for further details.

Spreadsheets also available for:

- exact contents of post-it note exercise for Dreams workshop; and
- all people who were formally invited to attend.

Lewisham Information Day

Representatives of the consultant team attended Lewisham Information Day from 10am to 6pm on Friday 26 March. A number of different exhibitors displayed information at the event which took place in a marquee adjacent to the street market on the High Street. A small display was produced which summarised the aims, objectives and opportunities for Lewisham Town Centre Development Strategy. Accompanying the exhibition was a short questionnaire seeking to find out peoples views regarding potential themes for development. Members of the consultant team and Council officers were available to discuss the project with people throughout the event.

Feedback at the event was extremely positive, with a strong sense of commitment to the town centre and the potential to make improvements. The exhibition and questionnaire were also posted on the project website (www.lewishamtowncentre.co.uk).

48 people completed and submitted questionnaires which have subsequently been analysed and fed into ongoing wider consultation.

The main focus of the questionnaire was to establish the level of priority which people attached to various thematic development opportunities. These priority areas were:

- Environment;
- Economy;
- Transport; and
- Residential and community.

ISSUES RAISED

Respondents were asked to select a number from 1 to 4 depending on how important they considered the development opportunity to be (1= Not important; 2= Don't mind; 3= Quite Important; 4 = Extremely important).

Analysis of the questionnaires demonstrates that participants consider that Lewisham town centre would benefit from all potential development themes attaching varying degrees of importance to these. In order to rank the development themes, each theme has been given a score depending on the number of people who considered it to be 'Not important', 'Don't mind', 'Quite important' or 'Very important'. The table below uses a points system to rank themes in order of priority.

Rank	Category	Theme	Score
1=	Improve community safety	Residential & Community	100
1=	Improvements to the High Street environment	<i>Environment</i>	100
3	Improve the pedestrian environment	<i>Transport</i>	90
4	Create new green spaces	<i>Environment</i>	87
5	Improve access for elderly and disabled people in the town centre	<i>Residential & Community</i>	86
6	Improve Lewisham's shopping	<i>Economy</i>	83
7	Provide new facilities for young people	<i>Residential & Community</i>	73
8	Provide new community facilities	<i>Residential & Community</i>	71
9	Provide better links across the town centre	<i>Transport</i>	70
10	Improve the road network around the town centre	<i>Transport</i>	69
11=	Create more places to sit and relax	<i>Environment</i>	65
11=	Provide more leisure opportunities	<i>Economy</i>	65
12	Develop a vibrant evening economy	<i>Economy</i>	62
13	Enhance Lewisham's Rivers as a focus for the town	<i>Environment</i>	60
14	Improve the cycle network	<i>Transport</i>	54
15	Create new high quality residential neighbourhoods	<i>Residential & Community</i>	48
16	Provide more space for small businesses	<i>Economy</i>	47

For further detail see consultation report.

ISSUES RAISED

Spreadsheets available showing full questionnaire responses (questionnaires anonymous)

Letters to landowners

Responses resulting in meetings are listed below:

Stakeholder meetings (Lewisham Town Centre Development Strategy)

As part of the consultation process, a number of meetings were undertaken with stakeholders. A number of issues were raised which are summarised below:

Lewisham Gateway development

- Development strategy will help to integrate areas which fall outside the sphere of the Urban Renaissance in Lewisham initiative

Development potential

- Feedback from landowners conveyed a sense of optimism for the town centre
- Debenhams viewed as a trigger for higher quality retail
- Cinema and high quality fashion outlets would be welcomed
- Opportunity at southern end of High Street around Molesworth Street junction
- Commercial opportunities relating to proximity to Canary Wharf
- Ladywell is an asset and 'Ladywell Village' provides an opportunity to encourage development of niche uses and the restoration of historic properties in the area.

Design and scale

- High density but sufficient outdoor space
- Encourage people to linger, not pass through
- Link between Lewisham Gateway and High Street is critical
- Open up rivers
- Emphasis on sustainability including mix of uses on sites (retail and residential)
- Residential development is a vital component for the Town Centre

Lewisham's rivers

- consideration of flooding as a constraint
- restoration of rivers
- opening up rivers, increasing pedestrian access
- naturalisation works in appropriate locations

The Lewisham Centre

- Shopping centre performing well
- Leisure Box facility on upper floors is a development opportunity
- Presence of Shopmobility should be retained

Evening Economy

- More diverse evening economy with cafes, bars and restaurants

High Street, shopping and market

- Shops and street markets are priorities, and vibrancy and range should be protected and enhanced
- More strategic vision for market with a coordinated approach to services (see table below)
- Better demarcation between pedestrian and vehicle space

ISSUES RAISED

Transport

- Good links are an asset
- Poor pedestrian environment with opportunities for better walking and cycle links
- Waterlink Way and improved access to rivers present an opportunity

Community issues

- Affordable and accessible facilities for young people are crucial
- SRB funding for a 'community asset' is available

Green space

- Green space is lacking and it is important to create more formal open space and green elements within individual developments

Council officer led briefing on key town centre sites in brief in addition to brief.

- Informed Cllr Moore of LTCDS context including consultation
- Confirmed importance of consulting with SRB board members and board as a whole
- Informed consultant team of political sensitivities of certain sites and issues (e.g. leisure centre provision, schools provision, market)

Council feedback on priorities Transport

Various options/issues for Town Centre:

- Management scheme for Lewisham High Street and Lewis Grove;
- Congestion is a problem;
- Pedestrian safety issues;
- Reduce bus traffic congestion in High Street;
- H junction and re-configured roundabout through interchange redevelopment
- Review Sundial roundabout

Discussion about potential for expansion in new or existing site(s) in Lewisham Town Centre and other parts of the borough.

Context

Emphasis on Thames Gateway context

Lewisham Gateway site

Should interact with appointed Lewisham Gateway team. It is the right approach not to be constrained by the indicative urban design of the Lewisham Gateway.

Key issue is how to get from station/DLR to the High Street. Potential for bridge or underpass.

Other key issues

ISSUES RAISED

Sustainable living policy determines a wider definition of the town centre.

Town centre has high PTAL and there is potential to intensify public and private residential areas.

It was agreed that the identification of potential sites for intense uses is a positive step at this stage of the project.

Encourage an active frontage on Molesworth Street

- Current baseline position in centre (e.g. rents)
- Car parking capacity, potential to increase
- High Street units are in individual freehold
- Support the market and any improvements
- Potential for active frontage on Molesworth Street limited by practicalities of servicing/storage arrangements in current unit configurations
- Potential for redevelopment of leisure box
- Traffic, potential to improve access to centre car park
- Support improvements to evening economy
- Discussion about aspirations for Shopping Centre (which is now in new ownership)

- Important to consider LTC beyond the Lewisham Gateway
- Potential for radical alterations to road and rail network
- Animate Molesworth Street (more active frontage, or not possible, more active entrance/exit points)

- Three assets / good things / selling points of the town centre
 - ✓ Street market – popular, vibrant, nice mix of products, gives town centre a buzz
 - ✓ Retail mix is popular with locals, vibrant
 - ✓ Public transport links
- Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Street market! – Needs more strategic vision, creates mess & refuse, needs upgrading, signage, needs traffic order to stop improper parking, sort out compactor
 - ✓ Lighting – especially in market area, forms part of perception of the town centre in evening as an unsafe place; wasted opportunity
 - ✓ High Street – traffic management especially, clogged up with buses and cars; may always be conflict but current plans are a step forward progress
- Three top priorities for the town centre?
 - ✓ Continued investment
 - ✓ Raise profile of town centre; change perception among punters
 - ✓ Sort transport problems, especially for pedestrians

ISSUES RAISED

- Lewisham town centre in 10-15 years
 - ✓ Hopes that overall objectives of SRB will have been achieved
 - ✓ Market still here and upgraded
 - ✓ Still recognisable but greatly improved
 - ✓ Need a 'closure' of the vision – implemented, practical, attention to detail, "finished and signed off"
- Views development sites
 - ✓ Cinema!
 - ✓ Improved access for disabled people, hope to achieve this on back of Lewisham Gateway scheme
 - ✓ Via town centre management and section 106 – new entities to address strategy and community concerns
 - ✓ Sites for more upmarket fashion
 - ✓ Sites for business incubation, start-up offices – there are hardly any now, especially needed for ethnic minority businesses
 - ✓ Model Market is neglected – hopes will stay but be upgraded; perception that it's not safe (not the reality)
 - ✓ Would be a shame if the southern end of shopping centre (& Model Market) was just demolished and replaced with a big new scheme
- Views on scale of development
 - ✓ Generally OK with scale of Lewisham Gateway and similar schemes
- Specific hopes for the Urban Design Framework
 - ✓ Pleased that it's being done
 - ✓ Helps to tie in areas that aren't the central focus of Urban Renaissance / SRB
 - ✓ Good timing
 - ✓ Need a co-ordinated approach to the area, look at issues that can't be dealt with by Urban Renaissance – especially the south end of the town centre, Lee High Road businesses, and those who suffered through Lewisham 2000
- Other ideas and issues
 - ✓ Market – what it needs: sort traffic order, new stalls, new canopy(ies), lighting, signage, sort refuse

Site potential for Thurston Road, and general discussion regarding LTC

General progress overview by UP.

Noted that many board members would be consulted on a one-to-one basis (see other stakeholders)

- Three assets / good things / selling points of the town centre
 - ✓ Rivers – chance to enhance the environment
 - ✓ Lots of people coming into the area, passing through – but we're not taking advantage of them
 - ✓ Market – though needs a 'bit of a lift'
- Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Car parking – sheer lack of it; concern at new facilities not having enough or any (e.g., new police station)
 - ✓ Rivers – challenge of flooding
 - ✓ Lack of department store

ISSUES RAISED

- ✓ Quality of shops not up to scratch
 - Three top priorities for the town centre?
 - ✓ Leisure centre & sport – something for young people (queries what facilities Lewisham College would have?)
 - ✓ Department store – hopefully Debenhams will come
 - ✓ Evening economy – likes Fulham Broadway triangle development (multiplex, restaurants)
 - ✓ Budget hotel – maybe e.g., Holiday Inn Express
 - Lewisham town centre in 10-15 years
 - ✓ Lots of enthusiasm – 'A Number 1 Town – competing with the best' like the West End, Bluewater, Bromley, Lakeside. Debenhams is essential to start this off, lead to a better class of shop.
 - ✓ South end of shopping centre needs something but we also need to retain some specialty outlets (both there and throughout the centre).
 - ✓ Does not want a town that's the same as everywhere else. Need an individual personality, but not certain how to achieve this.
 - Views development sites
 - ✓ No comment.
 - Views on scale of development
 - ✓ Generally OK with the scale of development proposed, for example on the Lewisham Gateway site.
 - Specific hopes for the Urban Design Framework
 - ✓ Put Lewisham back on track to be what it was 30 years ago.
 - Other ideas and issues
 - ✓ A model would help people to visualise how X, Y, Z is going to happen.
-
- Three assets / good things / selling points of the town centre
 - ✓ Market
 - ✓ Rivers – one occasionally sees them, but then not sure where they go
 - ✓ Waterlink Way
 - Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Pedestrian routes poor, busy streets to cross
 - ✓ River – currently just a drainage channel, not much to look at – opportunity to break down walls such as at Quaggy Gardens
 - Three top priorities for the town centre?
 - ✓ Improve appearance of rivers
 - ✓ Real opportunity in Lewisham Gateway site to open up rivers
 - ✓ Improve / manage flood risk
 - Lewisham town centre in 10-15 years

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- ✓ Thriving, attractive centre
- ✓ Not just a place to get in and out and leave quickly, but enjoy and linger
- ✓ Clearer to navigate and cross roads and railways

- Views development sites

- ✓ Ladywell – low scale development in keeping with Victorian context

- Views on scale of development

- ✓ No comment.

- Specific hopes for the Urban Design Framework

- ✓ Establish key principles
- ✓ Highlight importance of rivers
- ✓ Clear commitment to the riverside treatments
- ✓ Aspiration to improve the rivers
- ✓ Pedestrian routes along the rivers
- ✓ Manage flood risk
- ✓ Rivers not an afterthought, but made the most of from the start

- Other ideas and issues

- ✓ Natural river bank would be ideal, but open to ideas
- ✓ Possibility of a 2-stage channel with various uses – perhaps including footpaths which might flood at high water levels
- ✓ EA has been happy with the process so far; they've been involved and consulted
- ✓ Need access along the rivers for maintenance – 8 metres either side is the standard to aspire to – this zone should be free of permanent solid obstructions; public access is acceptable within the 8 metre zone
- ✓ Lidl, Lee High Rd – seeking naturalisation works and a decrease in overshadowing, negotiations seem to be going OK
- ✓ Seek break out of Quaggy at police station, or at least some surface features to show that it is there
- ✓ Have been major works nearby, e.g., Sutcliffe Park, also studies of Lee High Road
- ✓ EA seeks opportunities as development comes along
- ✓ Is the duty of riparian owners to maintain flood defence and not block the flow; EA inspects, can give grant in very exceptional cases
- ✓ EA's recreational duty – access along rivers, seeking new routes; most EA funding is just for flood defence works, but work successfully in partnership

- Three assets / good things / selling points of the town centre

- ✓ Market – potential for improvement, e.g., cover, diversify goods on sale... a good base to build upon
- ✓ Good public transport routes and connections
- ✓ Diverse population – some interesting shops, potential for more
- ✓ Tesco as an anchor, also provides parking

- Three greatest liabilities / problems / shortcomings of the town centre

- ✓ Car access and parking is very limited, but addressing this may clash with residents' needs
- ✓ Aesthetics – the area looks a mess, a mix of styles, lack of green space
- ✓ Quality of shopping offer – they come because it's cheap, not due to quality or bulk
- ✓ Wasteland between interchange and shopping areas – Lewisham Gateway scheme should address this

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- Three top priorities for the town centre?
 - ✓ Link Lewisham Gateway to shopping area, plus anything to make area more pleasant, green; open rivers up; art
 - ✓ Improve quality of shopping offer – more upmarket, more diverse – provide more reason to linger, including cafes and restaurants; more ‘continental’
 - ✓ More people living in the area, esp. families, but they need to feel safe; need to counter yob culture
- Lewisham town centre in 10-15 years
 - ✓ More vibrant centre, niche shops, more places to linger and socialise, interaction between communities
 - ✓ Focus on making Lewisham an attractive residential area – don’t put all our eggs in the retail basket as trends may change
 - ✓ More green
 - ✓ First class architecture – something to come and look at – so that ‘the anonymous centre becomes remarkable’
 - ✓ Less reliant on cars, pedestrian friendly, good balance with public transport
- Views development sites
 - ✓ Model Market – improve access and visibility; ‘agnostic’ on whether to improve what’s there or redevelop
 - ✓ Ladywell Baths – would like leisure centre to survive in place, is a better location for many residents; any new centre must be affordable and easy to get to
 - ✓ Ladywell Village – there has been some opposition to a new secondary school in Ladywell; potential for niche restaurants and bars; village feeling; build on strengths
- Views on scale of development
 - ✓ Should be of a human scale, not like the police station or shopping centre
 - ✓ The most interesting places have evolved organically
 - ✓ Should be sustainable by being underpinned by residential development, not just retail-led; must be convenient and walkable and facilitate local interaction
 - ✓ For a ‘continental’ centre one must accept high density
- Specific hopes for the Urban Design Framework
 - ✓ Nothing specific
- Other ideas and issues
 - ✓ Noted that the Walkabout attendees were not representative of the ethnic mix of the area
 - ✓ Noted that in the recent campaign, bus overcrowding and unreliability were big issues. Education did not feature much in the campaign, as might have been expected.
 - ✓ High Street – high accident rate; fears currently proposed scheme may not deal with the volume of traffic, will need to monitor; high concentration of bus traffic there, and Lewisham generally

- Discussion relating to potential for Gilmex site at Conington Road and wider LTC.

- Possibility that existing uses will relocate

- Potential for residential-led mix (to complement adjacent Venson site)

- Noted that Tesco are also considering options for their adjacent site

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- Discussion relating to Bridgehouse Trust owned land in LTC (Model Market and units on Engate Street)
- Potential for 'southern gateway' development, to create a balance to the interchange development
- Complex leaseholder scenarios

- Three assets / good things / selling points of the town centre
 - ✓ Easily accessible by transport
 - ✓ 'Has most shops I want'
 - ✓ Good market
- Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Without things for young people, they will get frustrated and anti-social behaviour could result. Currently no venue to meet, and just two outreach workers. There will be more young people hanging about in any event, with the new Lewisham College campus. Facilities must be affordable for young people. Plans she's seen so far may be missing these elements; fear of not including them.
 - ✓ Shops take space on pavement, hinder access, possible threat to market
- Three top priorities for the town centre?
 - ✓ Develop a community asset, with £600k set aside
 - ✓ Things for young people
 - ✓ Bring in people through consultation
- Lewisham town centre in 10-15 years
 - ✓ 'Will be fabulous and attractive!'
 - ✓ Will be tidied up, stations improved, pedestrianised area, better shops; there is hope for the town centre
- Views development sites
 - ✓ Some existing businesses will lose out, by not being able to compete with things in the new developments
- Views on scale of development
 - ✓ Concern about whether we might be building the ghettos of the future – outlook good for 10-15 years, less sure about 30 years; not enough family accommodation
- Specific hopes for the Urban Design Framework
 - ✓ That it take on board the views aired at the Walking Audit and elsewhere
- Other ideas and issues
 - ✓ Thought we could do some extra mini-walking tours/audits as part of the consultation, covering different parts of the centre of different groups; otherwise happy with consultation process for the study, does not see need for other additional work
 - ✓ Regularly gets 25+ people for her 'Lunch, Munch and Listen' sessions for over 55's

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- ✓ Will start 'Early Evening Express' sessions also, aimed at commuters / those who are busy during the day
- ✓ Malcolm Exon new URL board member (United Reformed Church)
- ✓ Circle 33 manage the central Lewisham council housing stock
- ✓ Wardens are pivotal in the town centre – on site every day, they need to be well informed and up-to-date (Eden Geddes, head of town centre team)
- ✓ Concern about future of Shopmobility – people need to be able to get around; Shopmobility has many users who bring in the £; only scheme in London which provides a helper to go around with you; they currently have a good deal from Slough – rent free plus maintenance
- ✓ Liked the Walking Audit very much; was interested to see how close the views were between a wide range of interests
- ✓ Newsletter to 8,500 going out 10 June

- Potential for 'Community Asset' to be located in town centre through SRB funding (budget £600K). Possible locations include:

- The Lee Moor Centre (Clarendon Rise);
- Top of the library;
- Sundermead park (SRB);
- New central development; or
- Riverdale building on Molesworth Street.

Peter Head, a member of the London Sustainable Development Commission facilitated a Sustainability Workshop in Lewisham on Tuesday 25 May. This session was attended by a range of Council officers and other representatives, and provided an introduction to the Framework, and demonstrated how it can be used to inform joined-up creative thinking. This was undertaken using the Framework's four principles of sustainable development to guide the workshop.

The results of the brainstorming session are summarised with respect to each of these principles below:

Taking responsibility

"Sustainable Development depends on everyone taking responsibility for their own actions, and being aware of the impact of those actions on other people and the environment."

Consideration of the potential impact of proposals, the identification and participation of stakeholders in the planning process, long-term thinking, and a sense of ownership are essential components of sustainability. Attendees at the workshop considered that a comprehensive consultation process would engender a strong sense of ownership amongst a wide range of stakeholders, and it was recognised that consultation was a central component of the project programme.

There is also an emphasis on creating a sense of ownership of the Development Strategy across a wide range of departments in Lewisham Council, giving the document greater weight at a strategic and practical level.

Developing Respect

Developing respect relates to recognising diversity, and responding to the needs and aspirations of the community. The Sustainability Framework supports the creation of vibrant communities which are safe

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and defined by a strong sense of participation at a local level.

The Lewisham Town Centre Development Strategy has placed an emphasis on understanding the local community with an extensive programme of consultation, and socio-economic research. It was acknowledged that the borough's diversity has engendered a culture of tolerance and acceptance and that this should be celebrated.

It was noted that the Development Strategy should respect scale and character, with Ladywell and Lee High Road being prime examples of areas in the town centre with strong identities which should be enhanced by new development. The market was also identified as a major destination in the town centre, and an important cultural feature as well as an economic one.

Managing Resources

Managing resources reflects the environmental and physical aspects of sustainability, particularly with respect to biodiversity, open spaces and the built environment. This theme also describes the prudent, efficient and effective use, recycling and disposal of resources.

It was noted that aspirations for new residential communities in the town centre would contribute to a sustainable use of resources in the Town Centre, which is defined as a Sustainable Living Area (SLA). SLAs are zones where high density residential development is encouraged within walking distance of local facilities and public transport connections. SLAs can contribute to a reduction in demand for travel. Another aspect of the sustainable management of resources is the provision of high quality spaces, working with natural areas such as rivers. The Development Strategy will seek to provide such spaces through consultation and an in-depth urban design analysis.

Getting Results

Getting results emphasises the importance of achieving progress across a wide range of objectives including social, economic and environmental issues; delivering innovation; and providing access to services, facilities, housing, green space, good quality food, and cultural and leisure activities.

It was noted that the Development Strategy would be instrumental in this respect, providing a context for joined-up strategic thinking. The consultation process has established a dialogue with some key landowners, and developing effective partnerships with the private sector will be central to the delivery of key proposals within the strategy. The strategy will also provide the Council with a tool to achieve a desirable and sustainable mix of uses and improvements in Lewisham, and a mechanism for maximising planning contributions through s.106 agreements. The document will define a context for new houses, jobs, services, open spaces, leisure facilities and new development and will set a context for new development to be delivered to the highest possible quality.

The strategy will make links to other existing initiatives, situating them in a broader town centre context and thereby providing additional support.

- Lewisham market is one of very few six-day a week markets in the UK
- Safety on the High Street is a major priority for traders, who are aware of high incidence of accidents involving pedestrians. They believe that this is caused in part by unclear demarcation between pedestrian and vehicle space, and by buses traveling at speed down the High Street
- The traders are keen to see some investment in stalls in the market, and would welcome the extension of the shopfront grant scheme to cover market stalls
- There are issues associated with infrastructure in the market – the water and electricity supply and lighting arrangements were all put in as temporary measures and are in need of replacement and upgrading
- The traders expressed concern at the shortage of parking facilities in the town centre, both for traders and members of the public. There is concern that the Lewisham Gateway and Debenhams developments will exacerbate this issue, as some parking will be lost, and congestion will worsen.
- Safety is the key issue in determining how well used car parks are in the town centre. It was acknowledged that the Riverdale Centre car park has been refurbished and improved, but it was thought that this should be better promoted, as some customers perhaps still associate this car park with the poor reputation it had prior to refurbishment and are therefore reluctant to use it.

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- The traders expressed opposition to any potential proposal to alter the layout of the market, indicating that the existing layout is thought to work well, and that there would be concern about some traders having to move to less prime pitches, and a new layout discouraging customers from walking the full length of the market.
- The traders would like to see a permanent canopy in the market to protect customers from inclement weather and provide a more modern shopping environment. It was noted that a canopy had been designed as part of the Lewisham 2000 scheme, but that funding had not been secured.
- The traders would welcome investment in the stalls to provide a consistent appearance throughout the market
- The traders welcomed the recent introduction of pay and display parking in some areas of the town centre
- The current location of the compactor was discussed, and it was agreed that it is not necessary for it to occupy such a high profile location in the town centre.
- The traders would welcome further facilities to encourage recycling in Lewisham market, and suggested that with the introduction of such facilities it could be branded as 'the most recyclable market in London', providing positive publicity and reducing the need for the compactor.
- The issue of the poor visual appearance presented by the backs of stalls was discussed. The traders thought that this could be improved by the introduction of purpose-built storage units, which would also reduce the number of vehicular trips into the market which are generated by traders replenishing their stock throughout the day.

- Service parking arrangements
- Views of stall backs and compactor
- Toilet provision
- Canopy for market
- Power facilities
- Potential to consider market layout

- Three assets / good things / selling points of the town centre
 - ✓ Natural assets & geography; rivers
 - ✓ Transport links
 - ✓ People – mixed and friendly, makes for an interesting, safe and enjoyable place
- Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Pedestrian area doesn't work – mix of buses and people space; ill defined; unsafe
 - ✓ No department store
 - ✓ Rivers look like drains, detract from the urban landscape in their current form
- Three top priorities for the town centre?
 - ✓ Restore rivers, bring back to life, can be attractive and make Lewisham unique
 - ✓ Smarten up area – it's untidy and unkempt, such as its paving, bins, posts
 - ✓ More open space where people can sit out and feel comfortable
- Lewisham town centre in 10-15 years
 - ✓ Desirable place to live (already is!) – and also perceived to be
 - ✓ Desirable place to work and shop
- Views development sites
 - ✓ Lewisham has a vibrant voluntary sector – would like them to have a visible presence in the commercial area (not just hidden around the back, etc). This could be a central premises with space for

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- ✓ groups, offering services, provided right where people are going, centrally located; people should know of their existence and importance
- ✓ Cinema, swimming pool – would like a mixed development but not sure of location for these facilities

- Views on scale of development
 - ✓ Strong gut feeling against tall buildings / going too high. Feels strongly that one reason Lewisham feels safe is its lack of tall buildings. They might affect people's feelings, actions.
 - ✓ Not opposed to high density but there needs to be good outdoor space that people can feel comfortable in
 - ✓ Danger of destroying the place if we go too high or too dense; be careful not to destroy our natural advantages
- Specific hopes for the Urban Design Framework
 - ✓ It is really, really important to involve the people who live, work and shop here – only by understanding them will the plans work
 - ✓ Hopes developers see the commercial advantage in creating attractive space
- Other ideas and issues
 - ✓ Draconian slowing of traffic on main roads – thinks traffic might flow better anyway and would help the feel of the place
 - ✓ Combine the rivers with footpaths – have low level footpaths near the water so people can get down there; would be accessible most of the time and be available for flood catchment when needed

- Three assets / good things / selling points of the town centre
 - ✓ Market – been there a long time, a big asset
 - ✓ High Street – very good at moment, could be much better
 - ✓ CCTV cameras – people are not as afraid to go out
 - ✓ Wardens
 - ✓ No-drink zone
 - ✓ Community projects – nice to see things happening; already good sense of this, has improved in the last five years – “long way to go, but people are talking about how good it is to be in Lewisham”
- Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ High Street traffic – lots of elderly trying to cross; vans blocking access; needs to be sorted; need to have clear rules laid down and stick to them
 - ✓ Shops goods on pavement
 - ✓ “Not a great deal wrong with Lewisham”
- Three top priorities for the town centre?
 - ✓ Something for young people, esp. Monday to Friday afternoons when they come out of school; something to amuse, divert, keep out of mischief; can be intimidating for older people
- Lewisham town centre in 10-15 years
 - ✓ Will be vastly improved
 - ✓ Nice place to live (is now, will remain so)
 - ✓ Should always look to make improvements, not be stagnant
 - ✓ Look for better bars, culture – keep people in Lewisham
- Views development sites
 - ✓ No specific comment

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- Views on scale of development
 - ✓ OK with what he's seen of the Lewisham Gateway proposals – “not obnoxious looking”
- Specific hopes for the Urban Design Framework
 - ✓ To make Lewisham a better place
 - ✓ Hope to maintain standard / pace of improvement
- Other ideas and issues
 - ✓ Hope developers have a long forward outlook
 - ✓ Lewisham 2000 did not make much impact
 - ✓ Good to get people interested – always seem to keep getting harder to do this; thinks Carole Long does a very good job
 - ✓ Make sure smaller businesses don't go out of business because of the big new ones – they've kept Lewisham going all these years; think of the small people
 - ✓ Surprised young people don't go into the Leisure Centre more
 - ✓ Diversity of culture in the area is “fabulous”
- Three assets / good things / selling points of the town centre
 - ✓ Easily accessible, especially by bus and rail – less so on foot
 - ✓ Market is “a plus” – a great add-on to the centre
 - ✓ Pedestrianised area – can put on events
- Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Roundabout – “awful thing”
 - ✓ Known as “Pound shop city” – lack of really good shops, poor compared to Bromley, let alone others
 - ✓ Bus / pedestrian conflict in High Street – in an ideal world would be completely pedestrianised
- Three top priorities for the town centre?
 - ✓ Must be seen as “fashionable and classy”. Other places have changed in the last 20 years – why not Lewisham? Don't want it to be seen as downmarket. Should be a place to come for shopping, cinema, eating out, leisure... Need to increase loyalty of existing catchment.
 - ✓ Needs a mix of uses to keep it open – it's dead at night
 - ✓ Should be no barrier between interchange and town centre
 - ✓ Green space, open up rivers, make environmentally pleasant
- Lewisham town centre in 10-15 years
 - ✓ Back to level of 'metropolitan centre', we should try to get there
 - ✓ Need leisure, restaurant, cinema – all the aspirations articulated in the SRB bid
 - ✓ The Lewisham Gateway scheme finished, sorted
 - ✓ If we get the current projects right, they should last for 20, 30 years or longer

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- Views development sites
 - ✓ Don't want to lose Tesco or other major retail
 - ✓ Big winners will be those who get into the Lewisham Gateway scheme
 - ✓ No firm views on where certain uses should go
 - ✓ Wants affordable housing included
 - Views on scale of development
 - ✓ If high rise is sought after, there should not be a problem; all about balance
 - ✓ Scale of Lewisham Gateway looks good
 - ✓ May be some trade off between green open space and development
 - ✓ Don't want concrete jungle but must accept that developers need to make money
 - ✓ All depends on the design – this is the tricky bit!
 - Specific hopes for the Urban Design Framework
 - ✓ Want to encourage people and businesses in
 - ✓ Realistic and sustainable
 - ✓ Something to hope for
 - ✓ Must get it right, and not decide later that we want to pull it down!
 - Other ideas and issues
 - ✓ Covered above
-
- Three assets / good things / selling points of the town centre
 - ✓ Market
 - ✓ Interchange / transport links
 - ✓ DLR in particular
 - Three greatest liabilities / problems / shortcomings of the town centre
 - ✓ Traffic volume – makes very pedestrian unfriendly. Biggest problem is the sheer fact of the A20 and A21 meeting here.
 - ✓ Lack of high-profile retail – it's "not the most sophisticated town centre"
 - ✓ No leisure amenities / facilities
 - Three top priorities for the town centre?
 - ✓ Improve rivers
 - ✓ Improve pedestrian access
 - ✓ Improve standard of design – it's "all horrible". Need urban design / development which is appropriate to Lewisham and not just "ego driven". All about "liveability and workability".
 - ✓ Make Lewisham a satellite of Canary Wharf, in terms of offices and services (as had been envisaged years ago). Town centre should not just be retail-based, but be a major place of employment
 - Lewisham town centre in 10-15 years
 - ✓ Hope it's a place where people want to be, live

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- ✓ Should be one of the top desirable boroughs in the South East
- ✓ A place where people want to go, a hub of activity
- ✓ Location for business and industry

- Views development sites
 - ✓ No specific views on the role of individual sites
 - ✓ All down to economics but we must respond positively when applications come in

- Views on scale of development
 - ✓ Development is bound to be dense, but will the quality be good enough
 - ✓ Might be better to lose some floorspace if we could create a better environment
 - ✓ Smaller scale in some cases could actually be more valuable

- Specific hopes for the Urban Design Framework
 - ✓ Would like to see green roofs feature
 - ✓ Address nature conservation and wider sustainability issues
 - ✓ Enhance public amenity
 - ✓ Flood amelioration
 - ✓ Interconnection of green space – a 'green grid'. Can each development add something positive to the green grid?
 - ✓ Series of pocket parks

- Other ideas and issues
 - ✓ Would be great to deck over the roads, "just get rid of them"
 - ✓ Roofs of various heights – some could allow public access
 - ✓ Make it "one of the most sustainable town centres in London"
 - ✓ Green space should be part of any planning application
 - ✓ Access from station area towards Greenwich and estates north of the station important too
 - ✓ Roof spaces need to be activated – this is in the SPG but is "tame" and could go further
 - ✓ Consider the Swedish 'green area factor' model as means of judging sustainability of development proposals

Meeting between LTCDS consultant team and representatives of MFI, Allied Carpets and Workspace Group discussing potential for Loampit Vale area.

Comments from www.lewishamtowncentre.co.uk

Several comments have been received to date on the Development Strategy's project website. A key concern was consideration of 'green' transport links such as cycling and walking. One stakeholder was supportive of the expansion of the existing bus stand area and redevelopment into a proper bus station, or redevelopment for new uses such as retail and offices.

The existing retail offer is perceived to be unsatisfactory due to a lack of specialist and higher order comparison goods. Certain retail units in the High Street are also perceived to be scruffy and untidy, and refuse collection was identified as an issue. An aspiration was expressed for the town centre to compete with nearby developments such as Canary Wharf, with a greater choice of quality clothing, footwear,

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eatery and independent retailers to attract money and consumers, and make the town a more vibrant place to live and work.

One comment praised the new civic space in the Lewisham Gateway development but expressed concern that this area would be aesthetic rather than functional. A continental mix of open air dining, drinking and art/craft stalls would assist in the creation of a more vibrant and active space which would attract local residents and visitors alike..

Full list of e-mails available.

Lewisham Town Centre Area Action Plan

(a) Sustainability

- Sustainability appraisal for the Core Strategy and AAP should be consistent
- AAP may have a more specific expression of generic objectives. A consistent framework is important as it will enable resources and information to be shared at the monitoring stage.
- sustainability appraisals will be useful as a tool for proposals and options.
- about 25 objectives
- Where possible the Sustainability Appraisal and evidence base should draw on baseline information from a range of sources such as the Health Impact Assessment for the Lewisham Gateway.

(b) AAP boundary

- LTC AAP provides an opportunity to review the boundary which is currently defined within the adopted UDP.
- various options for this including retention of the existing boundary, or a tighter border relating to the core retail area.
- key purpose of the AAP is to provide a framework for resolving development pressure.
- The Development Strategy demonstrated the possibilities and commercial interest in the town centre's peripheral sites including Lee High Road, Ladywell, and Loampit Vale, especially in relation to the potential for the Lewisham Gateway development to cause a shift in gravity away from the existing retail core.
- The boundary should also include Waterlink Way which is an important aspiration for the town centre.

(c) Lewisham Gateway

- Planning policy relating to the Lewisham Gateway site is set out in the Lewisham Gateway Planning Brief SPG. The Council has appointed a development partner to work on the project and the scheme is being taken forward over the next five years. The AAP will be allocated as a site the AAP (and identified as an option (evidence base used to rule out unviable options)

(d) Proposals sites / site allocations

- Potential proposals are likely to be included for the station area, and peripheral sites

(e) Shopping policy

- existing UDP defines shopping policy in terms of frontage, but an alternative option would be to characterise retail policy with an area-based approach. The frontage method is associated with an objective to protect designated frontage. This method is also understood to reinforce a separation between the two sides of the High Street.
- market would continue to be a priority for the Town Centre
- the Library-end of the High Street should be supported.
- Opportunities have been identified for the following, inclusion of evening economy uses as part of mix of uses in Lewisham Gateway and other Town Centre destinations; and mixed-use proposals with retail at ground floor and residential above;

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- a major advantage for the AAP is that policy can be established in advance of the growth of the evening economy on the ground, enabling the resolution of potential tensions.

(f) Parking policy / Sustainable Living Areas

- certain volume of car parking capacity is required for a retail centre such as Lewisham, especially given the Council's commitment to pursuing 'Metropolitan' status for LTC
- TfL's PTAL approach would need to be considered as part of a review of conventional standards.
- Conservation Area designation will also affect the approach to parking policy.
- suggested that no minimum parking standard should be set. Rather flexibility should be enabled through a maximum standard. Parking and storage continues to be a major issue for traders with shared permits with residents being a potential solution.

(g) Options

The concept of an options appraisal is a theme which will be applied across the AAP

(i) Other issues

As noted above, the market is an important focus for the town centre, and policies relating to this asset will be included in the shopping section of the AAP. The market is a potentially contentious site, and it is possible that the AAP process will not produce a definitive proposal or resolution. However, it was agreed that it would be a focus for the AAP process.

It was noted that a number of generic policies will be covered in the Core Strategy such as Urban Design policy, but certain aspects will be re-iterated within the AAP where necessary. Other policies will include open space, transport, housing and leisure.

It was noted that two versions of the AAP will be produced – a full report and a summary vision which is accessible for local stakeholders. On a more technical issue, it was recognised that all area-specific designations for LTC will need to be graphically represented within the AAP, but cannot be summarised on the overarching proposals map.

Annex D Sources of proposed SA Objectives

Annex D: Key Issues and Sustainability Appraisal Objectives

The following table sets out the issues for Lewisham Town Centre and corresponding objectives.

Ref	Topic	Key issues and problems	Source	Objectives
Social				
Soc1	Affordable homes	<p>Lewisham is a particularly affordable borough benchmarked regionally. In Lewisham it is estimated that between 7,250 and 12,950 additional affordable dwellings might be required over the next 8 years (from 2000) to meet future housing need in full. Demand will be fuelled by growth in the number of households locally as well as internal and international migration (including asylum seekers seeking residency in Lewisham)</p> <p>This fits with the London Plan requirement to provide more affordable housing in the Borough.</p> <p>The Lewisham Housing Commission report calls for more flexible tenure, including part ownership and other shared housing schemes.</p> <p>The results of the recent stakeholder consultation identified that there was an issue with access to affordable housing.</p>	<p>Vision to Reality, Lewisham Housing Commission Report, April 2000).</p> <p>The Strategy: Housing investment Strategy 2004-2007, Lewisham).</p>	To increase the provision of high quality affordable homes with good connectivity to public transport
Soc3	Access to river	<p>There is currently poor access to the rivers. Ravensbourne is the most engineered river in the Greater London area, and along much of its course is culverted, channelled or covered.</p> <p>The results of the recent stakeholder consultation identified a key issue as being poor access to the rivers.</p>	A natural renaissance for Lewisham , Lewisham Biodiversity Action Plan	To increase recreational access to the Quaggy and Ravensbourne rivers
Soc4	Community facilities	<p>The London Plan requires spatial planning of major public services (Community, health, education). The Plan requires availability of and accessibility to a range of quality community services, particularly education and health in LTC. Protection and enhancement of social infrastructure and community facilities.</p> <p>The results of the recent stakeholder consultation identified a lack of sports/leisure facilities and that there is a lack of facilities for young people.</p>	The London Plan	To increase the provision of accessible and inclusive everyday facilities

Ref	Topic	Key issues and problems	Source	Objectives
Soc5	Heritage	<p>Through heritage projects, to improve the quality of life for people living in the Borough and to use heritage to support education and lifelong learning</p> <p>Creative Lewisham report states that note should be taken of cultural and heritage factors in relation to sustainability.</p> <p>The Borough's built heritage includes:</p> <ul style="list-style-type: none"> • 25 building conservation areas and 540 listed buildings (2 Grade I, 18 Grade II* and 520 Grade II). • Grade I listed buildings are: Boone's Chapel, Lee High Road and St Paul's Church, Deptford, which are Grade I listed buildings; and • Over 100 of these listed buildings in public use, including the Horniman Museum, the Manor House - Lee, former Lewisham Library, Hither Green Library, Forest Hill Library, Lewisham Clock Tower, Lewisham Police Station, the Broadway Theatre, Lewisham Art House and Beckenham Place Park 	<p>Lewisham Local Cultural Strategy</p> <p>Creative Lewisham - Lewisham Cultural and Urban Development Commission</p>	<p>To protect and enhance heritage buildings</p>
Soc6	Culture	<p>Lewisham Local Cultural Strategy states that the importance of recognising the potential of culture to contribute to wider sustainability objectives. Culture is a medium for achieving improvements in the built environment, the local economy, skills development and quality of life. Through heritage projects, to improve the quality of life for people living in the Borough and to use heritage to support education and lifelong learning.</p> <p>Creative Lewisham report states that note should be taken of cultural and heritage factors in relation to sustainability.</p> <p>Creative Lewisham has a policy promoting creative industries, especially in the north of the borough</p>	<p>Lewisham Local Cultural Strategy</p> <p>Creative Lewisham - Lewisham Cultural and Urban Development Commission</p>	<p>To protect and enhance cultural diversity</p>

Ref	Topic	Key issues and problems	Source	Objectives
Soc7	Crime	<p>Lewisham Town Centre status as the main shopping destination in the borough affects levels of crime and community safety in the area. The transport interchange and links to much smaller shopping areas means there are a high volume of people in the streets, both as potential victims and perpetrators.</p> <p>Lewisham ranks 56th for total offences out of 376 English and Welsh local authorities – with 60 crimes recorded per 1,000 inhabitants.</p> <p>48% of Lewisham residents feel safe outside in their local area after dark and 35% feel unsafe. Crime and safety has the biggest overall impact on levels of satisfaction with 55% of those who feel unsafe during the day stating that they are dissatisfied with the local area.</p>	<p>The State of the Borough Report.</p> <p>Urban Renaissance Lewisham, Health and social Impact assessment</p> <p>Metropolitan Police http://www.met.police.uk/ (relevant calculation spreadsheet available)</p> <p>Quality of Life Survey, 2004</p>	To reduce crime levels in the town centre
Soc8	Education	<p>About a quarter of the population in Lewisham aged 16 to 74 do not have any qualifications. This is similar to the picture in London, but slightly better than England as a whole.</p> <p>Based on BVPI results for 2003/2004, Lewisham came 132nd out of 147 authorities examined in rank, for the percentage of pupils achieving A-C in more than 5 GCSE's. Over the last five years, standards in education, as shown by the Standard Assessment Tests (SATs), have also improved in respect of younger students in the area.</p> <p>The School Organisation Plan requires adequate provision of school facilities to promote higher standards of achievement. The Plan also sets requirements to equip people with the skills they need for continuing education and employment.</p>	<p>NHS Local Information database http://www.lewishampct.nhs.uk/index.php?PID=000000145</p> <p>Education Development Plan, Lewisham</p> <p>Best Value performance indicator 38 http://www.bvpi.gov.uk/pages/calculate.asp#nowhere).</p> <p>School organisation Plan for The London Borough of Lewisham (2004-2009)</p>	To increase access to lifelong learning
Soc9	Social inclusion	<p>The London Plan requires a reduction in welfare dependency; an increase the life chances of vulnerable members of the community and to help local communities to develop the capacity to support themselves, act independently, and participate in providing services. Improve the effectiveness, efficiency and sustainability of local public services.</p> <p>The results of the recent stakeholder consultation identified a key issue as being the need for access for elderly and disabled people in the town centre.</p>	<p>The State of the Borough Report</p> <p>NHS Local Information database http://www.lewishampct.nhs.uk/index.php?PID=000000145</p> <p>National Statistics website/Neighbourhood Section http://neighbourhood.statistics.gov.uk/dissemination/AreaProfile2.do?tab=6</p> <p>The London Plan</p>	To improve access to amenities for vulnerable members of the community.

Ref	Topic	Key issues and problems	Source	Objectives
Soc10	Road safety	<p>Based on BVPI results, Lewisham comes 16th out of the 147 ranked authorities in terms of number of fatal or serious transport accidents (2003-2004 figures).</p> <p>The number of road accidents (serious/fatal) has been reduced. Between 2001-2002 reduction was 3.2% and between 2003-2004 reduction of 8.5%.</p> <p>The results of the recent stakeholder consultation identified problems with pedestrian safety, particularly in the high street (conflict with buses and pedestrians).</p>	BVPI	To improve pedestrian safety in the town centre
Soc11	Health	<p>Lewisham is out-performed by the majority of the comparators, with an average life expectancy rate below the national, regional and sub-regional figures. The borough has a particularly high infant mortality rate (the 34th highest in the country, 5th in the region and the highest in the sub-region) and standardised mortality ratio (6th highest in the country, the highest in the region and the sub-region).</p> <p>In Lewisham Central ward people reported higher levels of limiting long term illness. Lewisham Central residents have also reported lower than average good health levels. In contrast, 69.19% of Lewisham respondents reported their health as being good compared to 68.7% in England.</p> <p>The Community Strategy (2003-2013) calls for equal access to facilities and services. Improve the effectiveness, efficiency and sustainability of local public services</p>	<p>The State of the Borough, 2004</p> <p>Lewisham Primary Care Trust</p> <p>London Health Observatory</p> <p>Urban Renaissance Lewisham: Health and Social Impact Assessment.</p> <p>Community Strategy (2003-2013)</p>	To improve inclusive access to local healthcare facilities
Soc12	Noise	Based on the Quality of Life survey conducted in 2004, road traffic and road works noise are the most problematic types of noise for Lewisham residents at 49%. This reflects the urban setting of Lewisham. New Cross and Evelyn have the most problem with construction and industrial noise as they are in the most industrial part of the Borough. They also perform badly on noise from neighbours.	Quality of Life survey conducted in 2004	To reduce noise from road traffic, construction and industry
Soc13	Open space	<p>With 415ha of Public Open Space and a resident population of 248,922 (2001 Census) Lewisham has a comparatively low 1.67 ha per 1000 population, when compared to the traditional 2.43 ha per 1000 population (NPFA '6 acre standard)</p> <p>It is proposed to establish a potentially achievable 1.7ha per 1000 population as a local standard for Lewisham by 2006.</p> <p>The results of the recent stakeholder consultation identified a key issue as being access to open and green space.</p>	Open Space Strategy for Lewisham, 2005 - 2010.	To increase the quality and provision of publicly accessible open spaces
Environmental				

Ref	Topic	Key issues and problems	Source	Objectives
Env1	Effects of climate change	<p>Lewisham households are at high risk of damage from flooding as a result of climate change. A significant proportion of the Borough lies in the floodplain of River Ravensbourne and River Quaggy. This means that a greater land area is at risk from flooding, the floods are likely to occur more frequently and the cost of any single flood event will be higher than in the past.</p> <p>The Draft Climate Change Strategy covers the mitigation against / anticipation of climate change effects including: hotter, dryer weather, drought, increased frequency and severity of floods, effect on communities, residents and workers. Equally, the London Plan states that local effects of climate change (e.g. flood risk) are to be recognised with sustainability objectives but addressed more specifically within Core Strategy SA.</p> <p>The results of the recent stakeholder consultation identified a key issue as being the risk of flooding from the river.</p>	<p>London Borough of Lewisham Draft Climate Change Strategy</p> <p>The London Plan</p>	<p>To reduce the risk and effects of flooding</p>
Env2	Sustainable transport	<p>According to State of the Borough report, Lewisham has one of the lowest proportions of people in the country travelling to work by car; the 9th highest proportion travelling to work by public transport both nationally and regionally; but a low proportion walking or cycling to work. Lewisham has a lower percentage of people walking or cycling to work, in comparison to the London average.</p> <p>Levels of connectivity in Lewisham are significantly above the national score, but the borough is not as well connected as London East, and particularly London as a whole. The average travel-to-work time is fairly typical for the sub-region and region, but high nationally (ranking 22nd). Many areas are more than 250m from a bus service. No direct bus links to e.g. Lewisham hospital, Savacentre and Lewisham town centre from many parts of the community. Rush hour trains from Grove Park do not stop between Hither Green and London Bridge so cannot be used by people working in Lewisham and New Cross.</p> <p>Planning Policy Guidance 13, Transport 2010 require sustainable transport options to reduce car dependence, this includes cyclists, walking and road safety. PPS3 requires the urban design, density and needs of people and community to come before the needs of the car.</p> <p>The results of the recent stakeholder consultation identified a key issue being the poor pedestrian environment and linkages within the town centre and that there was a barrier between the interchange and the town centre that restricts access to public transport. The consultation also identified congestion in the town centre as an issue.</p>	<p>Based on local Census 2001 data, Office of National Statistics</p> <p>Planning Policy Guidance 13: Transport (2001)</p> <p>Transport 2010: Meeting the Local Transport Challenge (2000)</p> <p>Planning Policy Statement 3 - Housing (Draft)</p> <p>Neighbourhood Renewal Strategy</p>	<p>To reduce dependency on private cars</p>

Ref	Topic	Key issues and problems	Source	Objectives
Env3	Renewable energy	<p>Lewisham has bought 100% renewable electricity for council sites since December 2000, thereby saving an estimated 30,000 tonnes of carbon dioxide per annum. Lewisham is currently listed as the 11th largest user of Renewable Electricity in Western Europe.</p> <p>In addition to buying hydro electricity and other forms of renewables, Lewisham is practising sustainability by generating energy from the combustion of its domestic waste. The borough's streetlights are all powered by SELCHP, an energy from waste power station producing 30 mega watts net of electricity through the incineration of approximately 420,000 tonnes of waste per year.</p> <p>The Mayor's Green Light to Clean Power Energy Strategy requires the use of renewable energy schemes and requires a 10% contribution from on-site renewable energy for all new large developments. Lewisham's Energy Policy also requires an increase in the proportion of energy generated from renewable energy sources.</p>	<p>Energy Policy, Lewisham 2001</p> <p>The Mayor's Green Light to Clean Power Energy Strategy</p>	<p>To increase on-site renewable energy provision</p>
Env4	Energy efficiency	<p>In 1994, Lewisham Borough Council carried out a Home Energy Audit in social housing stock. The survey identified an average NHER rating of 3.6.</p> <p>According to the Lewisham Housing Strategy Report, 9.57% of Lewisham owner-occupiers live in houses with SAP rating less than 30. 22.30% of private rented houses have a SAP of less than 30.</p> <p>Housing Policy target to Improve SAP rating to 60 by 2004.</p>	<p>Lewisham Housing Strategy Report</p>	<p>To increase the energy efficiency performance of existing buildings</p>

Ref	Topic	Key issues and problems	Source	Objectives
Env5	Waste and recycling	<p>According to bvpi figures, Lewisham comes 137 of 350 authorities in the country in terms of kgr of hhld waste per head. At 439.7 kgr per head in 2003/2004, Lewisham is slightly below the regional average.</p> <p>Household waste recycling has increased. Between 2001 and 2002-2003 there has been an increase of 40% in the amount of household waste recycled, while between 2002-3 and 2003-2004 the increase was 14.6%.</p> <p>The incineration of 80% of its waste is helping Lewisham Council exceed the national recovery and landfill directive biodegradable waste diversion targets in advance of the target years.</p> <p>The London Plan seeks an integrated approach to waste management for the whole Borough and to consider the potential / viability of using sites in LTC for Waste Management in tandem with the Core Strategy. The Plan seeks to provide adequate storage facilities in new development in LTC.</p> <p>The Lewisham Municipal Waste Strategy requires the provision of sites for waste processing and disposal. Issues such as flytipping need to be addressed and the recycling message needs to be promoted.</p> <p>The results of the recent stakeholder consultation identified a key issue as being the refuse and associated environmental effects of the street market.</p>	<p>www.BVPI.gov.uk.</p> <p>The London Plan</p> <p>Municipal Waste Management Strategy, 2004/2005 2009/2010, London Borough of Lewisham, January 2004</p>	To increase the amount of waste recycling
Env6	Water use	The London Plan requires water efficiencies and adequate infrastructure and to ensure that adequate water resources and infrastructure is available in new developments.	The London Plan	To provide sustainable sources of water
Env7	Air quality	<p>A large part of the pollution in Lewisham originates from road traffic with an additional smaller amount originating from other sources. (Source: Lewisham Air Quality Action Plan).</p> <p>Air quality and traffic pollution are also considered by the public as a large problem especially in the central Lewisham wards of Lewisham Central and Rushey Green (Quality of Life Survey 2004).</p> <p>The draft Lewisham Air Quality Action Plan promotes land uses and activities that have minimum impacts on air quality.</p> <p>The results of the recent stakeholder consultation identified air quality issues associated with the level of traffic on congested roads.</p>	<p>Quality of Life Survey 2004</p> <p>Lewisham Air Quality Action Plan (December 03)</p>	To improve air quality

Ref	Topic	Key issues and problems	Source	Objectives
Env8	Biodiversity	<p>The borough is characterised by a wide variety of green spaces and natural features that provide places for people to enjoy, such as New Cross Gate Cutting, Blackheath, the River Ravensbourne, Beckenham Place Park, and Hilly Fields.</p> <p>The Lewisham Biodiversity Action Plan includes action plans for habitats such as rivers and streams. The Quaggy and Ravensbourne rivers are identified as ecological features. The chemical and biological quality of the rivers is improving according to Environment Agency data.</p>	<p>Draft PPS9 Biodiversity and Geological Conservation Connecting with London's Nature - Mayor's Biodiversity Strategy Lewisham Biodiversity Action Plan http://www.environment-agency.gov.uk/maps/info/river/972019/?version=1&lang=_e</p>	To value, protect and enhance biodiversity
Economic				
Eco1	Retail offer	<p>The London Plan includes reference to maintain, enhance and manage LTC as a local centre. Lewisham is classified as a sub regional centre, and is ranked 165th out of 1,672 centres across Great Britain. Catford is classified as a district centre and is ranked 421st.</p> <p>The percentage of retail floorspace out of all available commercial floorspace for Lewisham is 38.3% while the equivalent figure for office accommodation is 12.9%.</p> <p>Levels of growth in retail floorspace are particularly low, perhaps because current proportions are so high (ranking 10th highest for retail in England, 6th highest in London and second in London East).</p> <p>The results of the recent stakeholder consultation identified a key issue as being the poor retail offer with no department stores and a lack of quality retail.</p> <p>The results of the recent stakeholder consultation identified a number of key issues with the street market, including mess and refuse, upgrading, improper parking</p>	<p>The London Plan Management Horizons' Europe UK Shopping Index 2003/2004</p>	To increase the diversity of the retail offer
Eco2	Evening economy	The results of the recent stakeholder consultation identified a key issue as being the lack of an evening economy.	Consultation results	To encourage a vibrant, well-managed evening economy

Ref	Topic	Key issues and problems	Source	Objectives
Eco3	Local business	<p>Lewisham ranks 24th for business and enterprise out of the 408 British local authorities, positioned in the middle of the comparators.</p> <p>Local business stock increased by almost 20 per cent between 1994-2003, a very high growth rate benchmarked nationally (ranking 35th).</p> <p>Despite high growth rates, business density remains comparatively low and the business community seems dominated by small businesses.</p> <p>The results of the recent stakeholder consultation identified a lack of sites for business incubation.</p>	Lewisham Education Development Plan (2002-2007)	To increase density of local business
Eco4	Employment opportunities	<p>According to the 2004 English Indices of Multiple Deprivation, Lewisham has an overall rank of 57 out of 354 local authorities. Of particular concern is Lewisham's levels of income deprivation, the 28th highest in the country; barriers to housing and services deprivation, the 27th highest in the country; crime deprivation (ranking 63rd) and living environment deprivation (ranking 35th). Bellingham, Downham, Deptford and New Cross are marked as the most deprived areas.</p> <p>The unemployment rate for Lewisham is 6.7% compared to 4.7% in Greater London. Unemployment is a principal cause of poverty and social exclusion. Approximately 29% of Lewisham's unemployed have been out of work for over 2 years and just over 10% have been unemployed for over 3 years. 44.7% of unemployed residents have been out of work for over 6 months.</p> <p>The Planning Employment Land Reviews calls for a review of existing employment sites in terms of sustainability objectives.</p>	<p>State of our Borough, June 2004</p> <p>Planning Employment Land Reviews: Guidance Note ODPM 2004</p>	To increase access to local employment