Lewisham retail park, Lewisham town centre
in the London Borough of Lewisham
planning application no. DC/16097629

<table>
<thead>
<tr>
<th>Strategic planning application stage 1 referral</th>
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<tr>
<th>The proposal</th>
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<tbody>
<tr>
<td>Comprehensive redevelopment to provide 4,343 sq.m. of commercial floorspace and 536 residential units in buildings of 4 to 24-storeys in height, along with associated parking, landscaping and public realm works.</td>
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<table>
<thead>
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<th>The applicant</th>
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<tr>
<td>The applicant is Legal &amp; General Assurance Society Ltd., and the architect is Assael.</td>
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<th>Strategic issues summary</th>
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<tr>
<td><strong>Principle of development:</strong> The proposed residential-led mixed use redevelopment of this Opportunity Area site is strongly supported (paragraphs 16 to 18).</td>
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<tr>
<td><strong>Mix of uses:</strong> The proposed mix of uses has significant potential to support regeneration and place making objectives for Lewisham town centre (paragraph 19).</td>
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<tr>
<td><strong>Housing:</strong> Whilst the high quality, high density approach to housing is strongly supported, the proposed 20% provision of affordable housing is unacceptable. Accordingly the viability of the scheme is currently undergoing rigorous independent review (paragraphs 20 to 30).</td>
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<tr>
<td><strong>Urban design:</strong> The architectural approach for this high density town centre scheme is supported (paragraphs 31 to 35).</td>
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<tr>
<td><strong>Sustainable development:</strong> Whilst the approach to climate change mitigation and adaptation is broadly supported, clarifications are sought on the energy strategy (paragraphs 37 to 38).</td>
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<tr>
<td><strong>Air quality and noise:</strong> Suitable mitigation has been identified to address localised air quality and noise issues. Lewisham Council will secure the details as part of any planning permission (paragraphs 39 to 41).</td>
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<tr>
<td><strong>Transport:</strong> Whilst the scheme is generally acceptable in strategic transport terms, a number of clarifications and commitments are sought in line with the London Plan (paragraphs 42 to 49).</td>
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<tr>
<th>Recommendation</th>
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<tr>
<td>That Lewisham Council be advised that whilst the scheme is generally acceptable in strategic planning terms, the application does not yet fully comply with the London Plan for the reasons set out in paragraph 54 of this report. The resolution of those issues could, nevertheless, lead to the application becoming compliant with the London Plan.</td>
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Context

1. On 2 August 2016 the Mayor of London received documents from Lewisham Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 12 September 2016 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor’s use in deciding what decision to make.

2. The application is referable under the following categories of the Schedule to the Order 2008:

- 1A 1. “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”;
- 1B 1.(c) “Development… which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres”; and
- 1C 1.(c) “Development which comprises or includes the erection of a building of… more than 30 metres high and is outside the City of London”.

3. Once Lewisham Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4. The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended, has been taken into account in the consideration of this case.

5. The Mayor of London’s statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6. The site is located in the heart of Lewisham town centre, within the Lewisham, Catford and New Cross Opportunity Area. The site is 1.21 hectares in area and is located 100 metres west of Lewisham DLR station. The plot itself is bounded to the south by Loampit Vale (A20); Jerrard Street to the west; and Thurston Road to the north and eastern edges of the site.

7. The majority of the site is occupied by four large format retail units and surface car parking, however, the application boundary also includes a row of Victorian terraced properties (66 to 76 Loampit Vale) on the corner of Jerrard Street and Loampit Vale. These properties are a mixture of two and three-storeys and comprise commercial use at ground floor with residential above.

8. The immediate context to the site is undergoing a process of significant growth and change, with various high density mixed use schemes delivered, underway and emerging to the west, south and east. To the north of the site is the Thurston Road Bus Stand (which was relocated to its current site in order to facilitate the Lewisham Gateway scheme). The bus stand site has now been identified as the preferred location of a new Lewisham Station - as part of the proposed Bakerloo Line Extension project.
Notwithstanding proposals for Bakerloo Line extension, the site already benefits from excellent access to public transport, with Lewisham DLR station providing frequent services to Bank, Canary Wharf and Stratford. The site is also less than 200 metres from Lewisham Network Rail station - which provides frequent connections to the City from Bromley, Bexley and Kent. Furthermore, 21 bus routes operate within a 500 metre radius of the site, serving destinations in central, south-east and north-east London. Overall, the site registers a public transport accessibility level of six(b) on a scale of zero to six(b), where six(b) denotes the most accessible locations in the capital.

In terms of access by road, Loampit Vale (A20) is a red route which forms part of the Transport for London Road Network. Thurston Road (along with Jerrard Street) form a one way system for traffic coming off and accessing onto the A20.

Details of the proposal

Demolition of the existing buildings at Lewisham Retail Park and 66 to 76 Loampit Vale, and construction of buildings (7 to 24 storeys in height) comprising 4,343 sq.m. of commercial floorspace (Use Classes A1, A2, A3, B1, D1 & D2) and 536 residential units (20% affordable) with on-site energy centre, car parking, cycle parking, and associated landscaping.

Case history

Joint GLA and Lewisham Council pre-application meetings were held to discuss this scheme on 8 October 2015 and 16 February 2016. In summary, the most recent advice issued by GLA officers stated that the proposed housing-led mixed use redevelopment of this town centre site is strongly supported in strategic planning terms, and the evolution of the scheme since the initial meeting is welcome. The applicant was, nevertheless, advised to ensure that the future planning submission addresses issues raised with respect to: mix of uses; housing; urban design; inclusive design; sustainable development; and transport.

Strategic planning issues and relevant policies and guidance

The relevant issues and corresponding policies are as follows:

- Opportunity Area  London Plan;
- Mix of uses  London Plan;
- Housing  London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG;
- Affordable housing  London Plan; Housing SPG; draft Interim Housing SPG; Housing Strategy;
- Density  London Plan; Housing SPG;
- Urban design  London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;
- Inclusive access  London Plan; Accessible London: achieving an inclusive environment SPG;
- Sustainable development  London Plan; Sustainable Design and Construction SPG; Mayor’s Climate Change Adaptation Strategy; Mayor’s Climate Change Mitigation and Energy Strategy; Mayor’s Water Strategy; Mayor’s Ambient Noise Strategy;
- Air quality  London Plan;
• Ambient noise  
  *London Plan;*
• Transport and parking  
  *London Plan; the Mayor’s Transport Strategy;*
• Crossrail  
  *London Plan; and, Mayoral Community Infrastructure Levy.*

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2011 Lewisham Core Strategy; 2014 Lewisham Town Centre Local Plan; 2014 Lewisham Development Management Local Plan; 2015 Lewisham Policies Map; and the 2016 London Plan (Consolidated with Alterations since 2011).

The following are also relevant material considerations:

• 2015 Lewisham Planning Obligations SPD; and
• 2015 draft Lewisham Local Plan (Regulation 18 stage).

**Principle of development**

London Plan Policy 2.13 identifies the Lewisham, Catford and New Cross Opportunity Area as having capacity to support a minimum of 8,000 new homes and 6,000 jobs, and acknowledges that strategically important regeneration is already well underway in central Lewisham. Pursuant to this, Lewisham is recognised by the London Plan as a ‘major’ town centre with high growth potential.

The Lewisham Town Centre Local Plan is the policy vehicle for shaping this continued growth, and promotes the development of Lewisham town centre to ‘metropolitan’ status. The Local Plan also specifically identifies this site as suitable for mixed use development, and generally seeks to support town centre vitality and viability through the introduction of a greater mix of ground floor uses (including cafes, bars and other evening economy uses).

Having regard to the policy context set out above, and London Plan Policy 3.3 (which seeks to increase housing supply), the proposed residential-led mixed use redevelopment of this Opportunity Area site is strongly supported.

**Mix of uses**

In terms of non-residential uses, the scheme essentially proposes a shift from big box retail to a finer grain commercial offer with flexibility to accommodate a broad mix of retail, food and beverage, workspace and community space. Whilst it is acknowledged that this would result in a net reduction in retail space at this particular town centre site, GLA officers are of the view that the proposed commercial offer has significant potential to support broader regeneration and place making objectives for Lewisham town centre in line with the Local Plan. Accordingly, the proposed mix of uses is supported in strategic planning terms.

**Housing**

The applicant proposes to provide 536 new homes at this site. This provision represents 39% of Lewisham’s annual monitoring housing target, and is strongly supported in accordance with London Plan Policy 3.3.

An affordable housing offer has been made as set out below. The applicant has entered into discussions with a number of Registered Providers (RPs) that are active in the area, but at this stage a specific partner is still to be established. This scheme is not currently earmarked for Mayor’s affordable housing funding. However, funding may be considered where: the scheme is
unviable; it would provide additional affordable homes; and it would accelerate the delivery of the affordable housing. Table 1 below sets out the proposed residential schedule.

<table>
<thead>
<tr>
<th>Unit type</th>
<th>Affordable rent</th>
<th>Intermediate</th>
<th>Private market</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>0</td>
<td>0</td>
<td>46</td>
<td>46</td>
</tr>
<tr>
<td>One-bedroom</td>
<td>11</td>
<td>5</td>
<td>151</td>
<td>167</td>
</tr>
<tr>
<td>Two-bedroom</td>
<td>39</td>
<td>20</td>
<td>181</td>
<td>240</td>
</tr>
<tr>
<td>Three-bedroom</td>
<td>16</td>
<td>5</td>
<td>58</td>
<td>79</td>
</tr>
<tr>
<td>Four-bedroom</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>66</strong></td>
<td><strong>30</strong></td>
<td><strong>440</strong></td>
<td><strong>536</strong></td>
</tr>
</tbody>
</table>

Table 1: Proposed residential schedule.

**Affordable housing**

22 London Plan Policy 3.12 seeks to secure the maximum reasonable amount of affordable housing when negotiating on mixed use schemes, and the Lewisham Core Strategy establishes a borough-wide affordable housing target of 50%.

23 In this case the applicant is proposing an affordable housing provision of 20% (on a habitable room basis). The affordable provision is proposed to comprise 69% affordable rent tenure and 31% intermediate tenure. Table 2 below sets out the broad affordability levels to be secured within the Section 106 agreement in line with the Lewisham Planning Obligations SPD. Further variations may be agreed in order to cater for families most in housing need.

<table>
<thead>
<tr>
<th>Affordable rent</th>
<th>One-bedroom</th>
<th>Two-bedroom</th>
<th>Three-bedroom</th>
<th>Four-bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>up to 80% of the market rent</td>
<td>70-80% of the market rent</td>
<td>65% of the market rent</td>
<td>50% of the market rent</td>
</tr>
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<table>
<thead>
<tr>
<th>Intermediate</th>
<th>One-bedroom</th>
<th>Two-bedroom</th>
<th>Three-bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gross household income of £36,795 or less</td>
<td>Gross household income of £42,663 or less</td>
<td>Gross household income of £59,810 or less</td>
</tr>
</tbody>
</table>

Table 2: Affordable housing affordability levels.

24 In line with the principles of London Plan Policy 3.12, the scheme is currently undergoing an independent viability review on behalf of Lewisham Council. That review is ongoing at the time of writing this report, however, it is noted that the applicant’s own assessment indicates that the level of affordable housing proposed in this case is, to a certain extent, predicated on assumptions of future growth in sales values. Notwithstanding this, all key appraisal inputs will be robustly scrutinised as part of the independent review, including: benchmark land value; developer profit margin (relative to scheme risk); build costs; and, sales values. GLA officers will update the Mayor of the conclusions of the viability review (and of subsequent affordable housing discussions/negotiations) at the decision making stage.

25 At this stage, mindful of the local borough-wide 50% target; the strategic requirement to provide the maximum reasonable amount of affordable housing; and the fact that the conclusions of the applicant’s viability review have not yet been independently reviewed, the proposed 20% provision of affordable housing is unacceptable. GLA officers would welcome further discussions with the applicant in order to secure an increase in the affordable housing offer before the scheme is referred back at the Mayor’s decision making stage.
Residential mix, standards, play space and density

26 Table 1 above demonstrates that the scheme would provide a good range of unit types from studio to four-bedroom dwellings. This is supported in line with London Plan Policy 3.8 (housing choice). Further to pre-application advice, the inclusion of family sized affordable rent units (equivalent to 24% of the affordable rent provision) is supported in line with London Plan Policy 3.11.

27 All dwellings will meet or exceed the minimum space standards established by London Plan Policy 3.5 (Table 3.3) and 10% of dwellings would be wheelchair accessible/adaptable. This is supported, and the Council will use planning conditions to secure Building Regulations standards M4(2) and M4(3) as per London Plan Policy 3.8.

28 With respect to children’s play space, the scheme provides 1,205 sq.m. of dedicated playable space within an overall provision of 9,310 sq.m. communal and private amenity space (distributed within the central courtyard, as well as balconies and terraces). This provision would exceed the spatial requirements generated by the Mayor’s Play and Informal Recreation SPG, however, the applicant proposes that the recreational needs of older children within the scheme are addressed off-site. Noting the provision of open spaces in the area (including Cornmill Gardens - 100 metres away; Brookmill Park 450 metres away; and Blackheath – 720 metres away) this approach is acceptable. However, GLA officers support the Council in considering whether an additional open space contribution may be appropriate on this basis.

29 Given the characteristics of the site (refer to paragraphs 6 to 10), a high quality, high density mixed use development is appropriate in this location. As a starting point the London Plan density matrix (Table 3.2 in support of Policy 3.4) would suggest a residential density of between 650 to 1,100 habitable rooms per hectare for this site. The proposal is 1,285 habitable rooms per hectare. Whilst this exceeds the range identified by the London Plan, having had regard to the characteristics of this Opportunity Area site and it’s setting (discussed above); the proposed residential quality; and, the design response to context (refer below) the proposed density is acceptable.

Social infrastructure

30 London Plan Policy 3.7 states that large residential developments should, where necessary, coordinate the provision of social, environmental and other infrastructure. Given the quantum of residential development proposed in this case, it will be important that the scheme appropriately contributes towards the infrastructure necessary to support sustainable communities. Lewisham Council is ultimately best placed to identify the relevant response in this regard, and GLA officers expect an appropriate contribution to be secured through the Lewisham community infrastructure levy and by way of planning obligation, in addition, if necessary.

Urban design

31 The proposed design is well considered, and the perimeter block approach allows the proposed development to create a strong and active building edge to all surrounding streets - keeping inactive uses away from the public realm and providing a well-defined private amenity space for residents within the internal courtyard.
Ground floor layout

In line with pre-application advice, the three frontages of the scheme have been designed to respond to the varying character of their adjoining streets. This approach is strongly supported. The Loampit Vale frontage has been designed as a high street, with a cluster of retail units, a wide footway, and a good distribution of residential foyers - ensuring that the street would feel well-animated during both day and night. The Thurston Road frontage is designed as a residential street, lined with residential foyers and self-contained duplexes, with small yards adjacent to them. The Jerrard Street frontage would be principally animated by three commercial units (two of which have potential to provide small office space) and the arrangement of these units relative to vehicular entrances helps to ensure a good level of active frontage along the length of the western site edge.

Scale and massing

The massing approach comprises a simple two-story podium with seven tower elements totalling between 7 and 24-storeys. In addition, two 4-storey duplex blocks are provided on the Thurston Road frontage. The proposed massing approach has been developed as part of an iterative process of optimising site potential whilst assessing local views and daylight/sunlight conditions. The arrangement responds to the need to allow light penetration into the courtyard from the south, and demonstrates that whilst some areas of the courtyard would receive less than two hours sunlight during the March equinox, overall the courtyard would receive an acceptable level of direct sunlight throughout the year. Noting this, and the relationship of this site to: Lewisham Gateway; other neighbouring schemes; and the characteristics of the wider town centre context, GLA officers are satisfied that the scale and massing is acceptable in strategic planning terms.

Residential quality

The building typology proposed in this case (perimeter block with tower elements) fundamentally lends itself to a scheme of high residential quality. The perimeter block provides good definition of public/private space, and is well permeated by ground floor residential entrances. Moreover, the towers ensure that the number of units around each core is limited, and the proportion of dual aspect units is high. Notwithstanding this, noting that the busy road environment and bus station causes a relatively high level of background noise (as well as air quality challenges) it is important to ensure that proper mitigation is in place for sensitive external facades. This issue is considered within the air quality and ambient noise section below.

Architectural appearance

In line with pre-application advice the applicant has adopted a simple and robust approach to materials and the treatment of elevations. The palette includes a mix of brick, reconstituted stone and metallic elements which are combined as part of an overall theme which provides continuity, but nevertheless allows for the tower elements to be appreciated as visually distinct. The approach is supported in accordance with London Plan Policy 7.6.

Inclusive access

The applicant has set out its approach to access and inclusion within the design and access statement. GLA officers support the commitment to ensure equal and convenient access to the building, and note that the layout of floorplates and their relationship with the public realm/communal courtyard ensure that this would be achieved. The building entrances are legible and uncluttered and the internal floorplans are spacious and well laid out. It is also noted that a one
to one provision of Blue Badge parking spaces relative to wheelchair accessible/adaptable units is proposed. The application accords with London Plan Policy 7.2.

**Sustainable development**

**Energy strategy**

37 For the purposes of assessing applications against the carbon dioxide savings target within London Plan Policy 5.2, the Mayor applies a target 35% reduction beyond Part L 2013 of Building Regulations. In accordance with the principles of Policy 5.2 the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. In summary the proposed strategy comprises: energy efficiency measures (comprising a range of passive design features and demand reduction measures); a site-wide network supplied by a single energy centre; and, renewable technologies (photovoltaic panels). Based on the strategy proposed the scheme would achieve a 40% reduction in carbon dioxide. This is strongly supported in principle, however, GLA officers are seeking a number of detailed clarifications - particularly with respect to efficiency savings and district heat networking.

**Climate change mitigation**

38 The scheme includes various areas of soft landscaping and plating as part of private/semi-private amenity terraces and gardens as well as public realm proposals. Moreover 1,700 sq.m. of living roof is proposed across the scheme. Collectively, this will help to support urban greening and the sustainable drainage characteristics of the site. These measures, in conjunction with a rainwater attenuation tank, would ensure that the scheme would achieve a 50% reduction in surface water runoff. This is supported in line with London Plan policies 5.10 and 5.13 and the Council will secure the details of these climate change adaptation measures by way of planning condition.

**Air quality and ambient noise**

39 London Plan Policy 7.14 seeks to improve air quality in the capital and to incorporate design solutions to protect development in vulnerable locations. Moreover, this policy seeks to ensure that new development is ‘air quality neutral’ in terms of its impact on the environment. Policy 7.15 seeks to improve the acoustic environment and avoid significant adverse noise impacts on health and quality of life.

40 The applicant has submitted and environmental statement which assesses the baseline conditions at the site with respect to air quality and ambient noise, and considers the effect of the proposed development (including its construction phase).

41 The findings of the assessment demonstrate that the scheme would be air quality neutral. Furthermore, with the inclusion of proposed mitigation measures for dwellings in sensitive parts of the site, the scheme would ensure an acceptable residential environment with respect to issues of noise and air quality. The mitigation proposed comprises mechanical ventilation which ensures that adequate fresh air is drawn into properties (reducing the need to open windows). A range of glazing specifications have also been selected to respond to the noise conditions at across the site. Lewisham Council will ensure that this mitigation (as well as measures to control potential noise and air quality impacts associated with the construction phase) is appropriately secured by way of planning condition / planning obligation as appropriate.
Transport

Impact on the transport network

42 The transport assessment predicts that the proposed development would result in an additional 290 two-way person trips during the morning peak, and 62 during the evening peak. TfL is satisfied that this assessment is reasonable. The transport assessment predicts that the majority of trips to/from the site will be made by public transport. Based on an assessment of the proposal, TfL is satisfied that no impacts on the capacity of the local bus and DLR network are anticipated as a result of the development. Nevertheless, TfL seeks further discussion with the applicant on car parking arrangements and construction vehicle trips to ensure that these would not adversely impact on bus operations and service reliability in line with London Plan Policy 6.3.

43 Further to pre-application discussion, the proposal has taken account of the proposed running tunnel alignment for the Bakerloo Line extension. TfL is satisfied that the proposed arrangement is in accordance with London Plan Policy 6.1. Nevertheless, in order to protect DLR and bus operations in accordance with London Plan Policy 6.3, TfL is seeking the inclusion of planning conditions relating to radio communication and residential amenity (as set out within TfL’s detailed representations to Lewisham Council).

Car parking

44 The scheme provides 54 Blue Badge car parking spaces, located on the first floor, to serve the residential component of the scheme. A further eight motorcycle/moped spaces are also proposed. This is consistent with the requirements of the London Plan, and this level of parking (especially the Blue Badge provision) should be secured by way of planning condition. In addition, 11 spaces will provide Electric Vehicle Charging Points (EVCPs) while a further 11 spaces will provide passive provision in accordance with London Plan requirements. This is supported in line with London Plan Policy 6.13 and should be similarly secured.

45 The scheme will provide 31 car parking spaces to serve the non-residential component of the scheme, of which, three will be allocated to Blue Badge permit holders. TfL seeks further discussion with respect to the justification for this level of parking for non-residential uses.

46 TfL expects all future residents (excluding Blue Badge permit holders) to be restricted from obtaining permits for the local Controlled Parking Zone. This should be secured as part of the Section 106 agreement.

Cycle parking

47 TfL welcomes the proposed provision of 1,027 cycle parking spaces as part of the development. Short-stay visitor spaces would be spread out around the periphery of the development, within the enhanced public realm. In terms of facilities to support the uptake of cycling by employees, no details have currently been provided as to the potential location of any showering or changing facilities. TfL would expect these facilities to be included as part of the fit-out of the commercial units and this should be secured via planning condition. TfL notes that no provision has been made for adapted cycles in the residential cycle stores within the development. The London Plan requires that at least 5% of all spaces should be able to accommodate adapted cycles; and the applicant is encouraged to address this shortfall accordingly in line with London Plan Policy 6.9.
Travel, delivery and construction logistics planning

48 The applicant has submitted travel plans for both the residential and commercial aspects of the scheme. This is supported. In accordance with London Plan Policy 6.3 the individual travel plans for each use (and all agreed measures) should be secured, enforced, monitored and reviewed as part of the Section 106 agreement. TfL also broadly supports the measures set out within the draft delivery and servicing plan and draft construction logistics plan submitted with the application. These plans should be secured by way of planning condition.

Section 278 works

49 The works proposed to integrate the development into Loampit Vale are acceptable to TfL, subject to detailed design and approval as part of a Section 278 agreement with TfL. TfL looks forward to working with the applicant and Lewisham Council to further develop the proposed treatment of Loampit Vale in front of the site, and ensuring that the development connects into the surrounding cycling network in accordance with London Plan Policy 6.9. The Section 278 agreement must be secured either via condition or preferably within the Section 106 agreement.

Mayoral community infrastructure levy

50 In accordance with London Plan Policy 8.3 the Mayoral community infrastructure levy (CIL) came into effect on 1 April 2012. All new development that creates 100 sq.m. or more additional floorspace is liable to pay the Mayoral CIL. The levy is charged at £35 per square metre of additional floor space in the London Borough of Lewisham. Further details are available at: www.london.gov.uk/publication/mayoral-community-infrastructure-levy.

Local planning authority’s position

51 Lewisham Council is expected to formally consider the application at a planning committee meeting at the end of October 2016.

Legal considerations

52 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor’s statement and comments.

Financial considerations

53 There are no financial considerations at this stage.
Conclusion

London Plan policies on Opportunity Area; mix of uses; housing; urban design; inclusive access; sustainable development; air quality and noise; and transport are relevant to this application. Whilst the application is broadly supported in strategic planning terms, the application does not yet fully comply with the London Plan, as set out below:

- **Principle of development:** The proposed residential-led mixed use redevelopment of this Opportunity Area site is strongly supported in line with London Plan policies 2.13 and 3.3.

- **Mix of uses:** The proposed mix of uses has significant potential to support regeneration and place making objectives for Lewisham town centre and is supported in strategic planning terms.

- **Housing:** The proposed high quality, high density housing provision is broadly supported in line with London Plan Policy 3.3. However, the proposed provision of affordable housing (20% by habitable room) is unacceptable. Accordingly, the viability of the scheme requires rigorous independent review in line with London Plan Policy 3.12, and the provision of affordable housing should be increased.

- **Urban design:** The proposed design of this high density town centre scheme is supported in line with London Plan policies 3.5 and 7.1.

- **Inclusive access:** The proposed approach to access and inclusion is supported in accordance with London Plan Policy 7.2.

- **Sustainable development:** Following clarifications on the energy strategy the Council will secure the associated energy and climate change adaptation measures by way of planning condition in accordance with London Plan polices 5.2, 5.10, 5.11 and 5.13.

- **Air quality and noise:** Suitable mitigation has been identified to address localised air quality and noise issues. The Council will secure these measures by way of planning condition in accordance with London Plan polices 7.14 and 7.15.

- **Transport:** Whilst the scheme is generally acceptable in strategic transport terms, issues with respect to: impact on the transport network; car parking; cycle parking; travel, delivery and construction logistics planning; and Section 278 works should be addressed in line with London Plan policies 6.3, 6.9, 6.10, 6.13 and 6.14.

The resolution of the outstanding issues above could lead to the application becoming compliant with the London Plan.