

# Lewisham Local Plan: Statement of Common Ground between London Borough of Lewisham and Hutchison Property Group ('HPG') in relation to Site Allocation LNA SA 01 — Convoys Wharf Mixed- Use Employment Location (MEL)

Submission Stage (Regulation 22)

March 2024

## 1. Introduction

- 1.1. This is a Statement of Common Ground (SOCG) that sets out details of the joint working and cooperation that has taken place, and the future cooperation that is required, between London Borough of Council (Lewisham Council) and Hutchison Property Group (UK) Ltd ('HPG') throughout the preparation of the Borough's new Local Plan.
- 1.2. To date, Lewisham Council has consulted on: the preferred options of the Local Plan through the Regulation 18 consultation during January and April 2021, and the publication draft of the Local Plan through the Regulation 19 consultation during March and April 2023.
- 1.3. At each stage of the plan making process Lewisham Council has prepared a range of evidence base documents and published them on Lewisham Council's website. These have informed the policies within the new Local Plan.
- 1.4. Lewisham Council submitted the new Local Plan to the Secretary of State and the Planning Inspectorate in November 2023.
- 1.5. The Council notes that DP9, acting on behalf of Hutchison ('HPG'), submitted a formal written representation during the Regulation 18 consultation. Their comments were particularly focussed upon the evolving developing proposals for their land interest. The Council welcomes this representation and has since formulated a comprehensive response within a submitted Duty to Cooperate response table, available at:  
[https://lewisham.gov.uk/-/media/appendix-3-regulation-22-draft-local-plan-consultationwritten-representations-table\\_final-nov-2023.ashx?la=en](https://lewisham.gov.uk/-/media/appendix-3-regulation-22-draft-local-plan-consultationwritten-representations-table_final-nov-2023.ashx?la=en)

## 2. Relevant Bodies and Strategic Geography

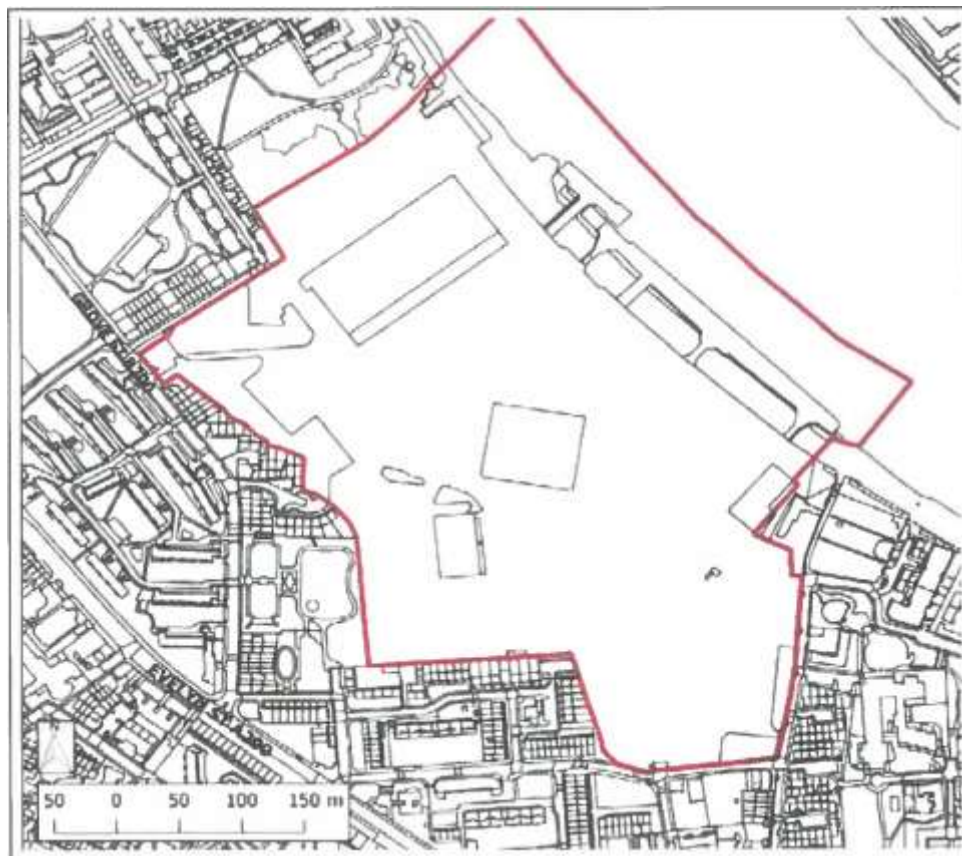
- 2.1. The two relevant parties for the purpose of this SOCG are Lewisham Council and Hutchison ('HPG') (the development partners), in relation to new Lewisham Local Plan site allocation LNA SA 01 'Convoys Wharf Mixed-Use Employment Location (MEL)' — boundaries are shown in Map 2.

2.2. Located in South-East London, Lewisham is an inner London Borough. It is bordered by Boroughs of Bromley, Greenwich and Southwark and the River Thames — as shown in Map 1.

2.3. Hutchison ('HPG') is the landowner of Convoys Wharf (Convoys Wharf, London, SE8 3JF).



Map 1: The London Borough of Lewisham



Map 2: Boundaries of Site Allocation LNA SA 01

### 3. Key Strategic Matters

- 3.1. The new Lewisham Local Plan states that all development proposals should contribute to the achievement of its strategic objectives, the spatial strategy for the Borough and further support the priorities for Lewisham's neighbourhoods and places. In addition, the new Local Plan sets out development management planning policies across a range of topic areas that seek to guide place-making. It is important that the development management policies are not considered in isolation — the new Local Plan must be considered in its entirety.
- 3.2. The site allocation is subject to the following planning designations and site considerations:
- Opportunity Area,
  - Regeneration Node,
  - Appropriate Location for Tall Buildings, ■ Mixed-Use Employment Location,
  - Safeguarded Wharf,
  - Archaeological Priority Area, ■ Thames Policy Area, ■ adjacent to Strategic Open Space,
  - Site of Importance for Nature Conservation,
  - Creative Enterprise Zone,
  - Air Quality Management Area, ■ Flood Zone 3, ■ adjacent to River Thames,
  - Tidal flood defences present on-site, ■ Listed Buildings on site.

### 4. Convoys Wharf Site Allocation: Indicative Capacity and Principle of Development

- 4.1. To help to facilitate Good Growth in Lewisham the new Local Plan includes site allocation policies. These are detailed policies for strategic development sites that are critical to the delivery of the spatial strategy. The sites will play an important role in addressing the Borough's needs for new housing, workspace and main town centre uses, along with supporting infrastructure (including community, transport, and green infrastructure).
- 4.2. The site allocation LNA SA 01 in the new Local Plan identifies opportunities for comprehensive mixed-use redevelopment with compatible residential, commercial, community, and main town centre uses. Safeguarding and appropriate use of the wharf and associated vessel moorings. Delivery of new and improved transport infrastructure including a new road layout and an integrated network of walking and cycle routes. Public realm and environmental enhancements, including new public open space and riverfront restoration.
- 4.3. Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that responds positively to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public realm and environmental enhancements. These will support the delivery of a new residential area that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the

safeguarded wharf that comprises part of the site, including for river based passenger transport.

#### Indicative capacity:

- 4.4. The new Local Plan sets out an indicative capacity of:
- 3,500 net residential units,
  - 47,700 gross employment floorspace (m<sup>2</sup>) and
  - 50,400 main town centre gross floor space (m<sup>2</sup>).
- 4.5. The indicative site capacities, serve as a starting point for significantly boosting the supply of housing in order to meet Borough's housing needs, particularly in respect of improving the delivery of genuinely affordable and market housing. They have been determined through rigorous site assessment, consultations, Lewisham Call for sites (2015 and 2018) and the London SHLAA, to identify that the site is suitable for development, available and achievable, and with reasonable prospect of being delivered. Where relevant, consideration has also been given to capacities being proposed during the pre-application stage and within the planning application.
- 4.6. The indicative capacities reflect actual consents where planning applications have already been granted, and determined against national policy and the Development Plan for Lewisham, comprised of the London Plan, the Core Strategy (2011), the Site Allocations Local Plan (2013), the Development Management Local Plan (2014) and the Lewisham Town Centre Local Plan (2014).

#### Current site status:

- 4.7. The site has outline planning consent and various reserved matters have been approved.
- 4.8. Current estimates of site capacity can be found within Lewisham Council's updated housing trajectory document, available at: [https://lewisham.gov.uk/-/media/final-updated-housingtrajectory\\_021123.ashx?la=en](https://lewisham.gov.uk/-/media/final-updated-housingtrajectory_021123.ashx?la=en)

#### Existing planning consent:

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

- 4.10. DC/18/107698 — Reserved matters application for layout, scale, appearance, access and landscaping for Plot 8.
- 4.11. DC/19/111912 — Reserved matters application for siting, layout, scale, appearance and access for Plot 15.
- 4.12. DC/21/120651 - Reserved matters application for scale and appearance for Plot 22.
- 4.13. DC/21/121852 — Reserved matters application for landscaping for Plot 15.
- 4.14. DC/21/122900— Reserved matters application for scale, appearance and access for Plot 8.
- 4.15. Record of Agreement:
  - A Hutchison ('HPG') and Lewisham Council agree to the principle of development for the site for residential, commercial, community and main town centre uses.
  - B The site capacities identified in the new Local Plan (LNA SA 01) reflect the consent already granted for the site.
  - C Both parties have engaged collaboratively throughout the application process to ensure optimal outcomes for the site, and agree to continue to do so.

## 5. Development Requirements and Guidelines

### Development Requirements:

- 5.1. Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- 5.2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
- 5.3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north south corridors, including publicly accessible routes to and along the River Thames.
- 5.4. Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities.
- 5.5. Long-term protection and appropriate reactivation of the existing safeguarded wharf and associated vessel moorings, including for river based passenger transport.
- 5.6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, and taking into account the River Corridor Improvement Plan SPD, including:
  - Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf

- New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares
  - Integration of central public square / open space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside
  - Enhancements to Sayes Court Park and its setting
  - A high quality station approach to the jetty (for river bus services), including walking and cycle routes
- 5.7. Re-instatement of the Thames-side pier with the creation a new riverfront park cultural features, incorporating the Thames Path, with opportunities for waterside activities.
- 5.8. Positive frontages along key routes, with active ground floor frontages along the riverfront and elsewhere where possible
- 5.9. Development proposals must protect and seek to enhance green infrastructure, including the SINC.
- 5.10. The design of the development must be ensure the significance of historic environment and heritage assets is fully understood.

#### Development Guidelines:

- 5.11. Development should support the creation of a new high quality, mixed-use neighbourhood that is well integrated with its surrounding neighbourhoods and communities.
- 5.12. Development should provide for a main access route north/south of Deptford High Street/ New King Street to the Thames frontage, with measures to improve legibility and access to Deptford High Street.
- 5.13. The development should be designed to maximise views to and from the River Thames. Where tall and taller buildings are proposed, consideration will need to be given to protected views, vistas and landmark features, including the Grade II\* Listed St Nicholas Church, the panorama towards the Maritime Greenwich World Heritage Site, and protected vistas of St Paul's Cathedral.
- 5.14. In response to the scale and location of the site, development should provide for complementary and distinctive character areas across it. These should reflect and reinforce the hierarchy of streets and open/green spaces with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.
- 5.15. Development should make provision of open space to enlarge Sayes Court Park and celebrate the sites historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should form a connection with the memory of John Evelyn's famous 17th century garden that once flourished on the site.
- 5.16. Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south.
- 5.17. The type of uses on the safeguarded wharf should be restricted to those specified in the S106, to ensure compatibility with residential use nearby, in line with the Agent of Change principle.

- 5.18. Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes:
- The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park.
    - Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
  - The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location.
  - Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II\* Listed Master Shipwrights on the adjacent site should be considered in the design of the site.
  - Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features.
- 5.19. Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets.
- 5.20. Where statutorily required and agreed with the Council, Transport for London, the Port of London Authority and the Marine Management Organisation should be consulted on development and design options.
- 5.21. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- 5.22. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, improve biodiversity, maximise opportunities to improve riverside access and deliver a riverside buffer zone and deliver TE2100 plan actions.
- 5.23. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.
- 5.24. Record of Agreement:
- D Both parties agree to the development requirements specified in the new Local Plan for the Convoys Wharf site.

- E Both parties agree to the development guidelines specified in the new Local Plan for the Convoys Wharf site.

## 6. Timeframe for Delivery

Years 1-5	Years 6 - 10	Years 11-15	Beyond 15 Years
Yes	Yes	Yes	Yes

### 6.1. Record of Agreement:

- F Both parties agree to the indicative timeframe for delivery outlined in the new Local Plan.
- G Both parties agree to work together positively to secure delivery/ completions during the period 1-15 years to contribute to an improvement in housing delivery performance.
- H Hutchison ('HPG') agrees to notify Lewisham Council of any changes or delays to site delivery.

## 7. Governance Agreements

- 7.1. Normally SoCGs are prepared and then maintained on an ongoing basis; and be made publicly available to allow transparency. This is particularly the case in respect of SoCGs between Lewisham Council and its plan-making and infrastructure delivery partners. However, this SoCG has been prepared with a development industry partner with the specific intent of demonstrating the overall soundness of the new Local Plan, its site allocations and planning policies. It seeks to demonstrate how the development industry supports the new Lewisham Local Plan site allocation LNA SA 01 and will contribute towards on-the-ground delivery in a timely manner.
- 7.2. This SOCG will be revisited whenever agreements on outstanding matters have been reached.

## 8. Signatories

- 8.1. The signatories below confirm that this is an accurate record of the matters requiring cooperation between the two parties. When signing this SoCG:
  - The Planning Policy Manager (or equivalent) is the lead Officer responsible for managing the SOCG,
  - The Director of Planning (or equivalent) is responsible for signing off the SoCG.

Organisation	Name	Position	Signature	Date
London Borough of Lewisham	Nick Fenwick	Director		28/06/2024
Hutchison Property Group (UK) Ltd ('HPG')	Dr Edmond Ho	Director		28 June 2024